Appendix A

Historical Crash Analysis

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM_TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE	CITY_CODE	COUNTY_NAME	CITY_NAME	RURAL_OR_URBAN	NOTIFIED_TIME	DISPATCHED_TIME	ARRIVED_TIME	CLEARED_TIME	COMPLETED_FLAG
1	**82384759**	2018	1/5/2018 18:50	1/11/2018 10:09	SJSO18CAD002374	S	2	2	20	50	St. Johns	St. Augustine	Rural	1/5/2018 18:59	1/5/2018 19:02	1/5/2018 19:14	1/5/2018 19:44	Y
2	**87346737**	2018	1/10/2018 12:05	1/10/2018 12:24	SJSO18CAD004688	L	2	2	20	50	St. Johns	St. Augustine	Rural	1/10/2018 12:06	1/10/2018 12:07	1/10/2018 12:17	1/10/2018 13:49	Y
3	**87346005**	2018	1/19/2018 15:03	1/19/2018 15:24	SJSO18CAD009318	S	2	3	20	50	St. Johns	St. Augustine	Rural	1/19/2018 15:03	1/19/2018 15:05	1/19/2018 15:14	1/19/2018 15:44	Y
4	**87347748**	2018	1/22/2018 8:30	1/22/2018 8:50	SJSO18CAD010620	S	2	2	20	0	St. Johns	Unincorporated	Rural	1/22/2018 8:32	1/22/2018 8:32	1/22/2018 8:32	1/22/2018 8:51	Y
5	**86811842**	2018	1/22/2018 18:40	1/22/2018 19:30	SJSO18CAD010970	L	2	3	20	50	St. Johns	St. Augustine	Rural	1/22/2018 18:50	1/22/2018 18:52	1/22/2018 19:20	1/22/2018 20:00	Y
6	**87162792**	2018	1/22/2018 20:18	1/22/2018 20:42	FHPG18OFF002870	L	2	2	20	0	St. Johns	Unincorporated	Rural	1/22/2018 20:21	1/22/2018 20:23	1/22/2018 20:30	1/22/2018 21:14	Y
7	**87347284**	2018	1/24/2018 10:22	1/24/2018 11:06	SJSO18CAD011731	L	3	5	20	50	St. Johns	St. Augustine	Rural	1/24/2018 10:24	1/24/2018 10:24	1/24/2018 10:34	1/24/2018 12:00	Y
8	**87347193**	2018	1/27/2018 6:19	1/27/2018 6:48	SJSO18CAD013235	L	2	3	20	50	St. Johns	St. Augustine	Rural	1/27/2018 6:20	1/27/2018 6:20	1/27/2018 6:20	1/27/2018 8:09	Y
9	**87347421**	2018	2/2/2018 11:48	2/2/2018 12:23	SJSO18CAD016533	L	2	2	20	50	St. Johns	St. Augustine	Rural	2/2/2018 11:49	2/2/2018 11:53	2/2/2018 12:11	2/2/2018 12:24	Y
10	**85572552**	2018	2/6/2018 15:06	2/6/2018 15:41	FHPG18OFF004787	L	2	2	20	50	St. Johns	St. Augustine	Urban	2/6/2018 15:11	2/6/2018 15:15	2/6/2018 15:23	2/6/2018 16:30	Y
11	**85601493**	2018	2/6/2018 15:55	2/6/2018 16:18	FHPG18OFF004798	S	2	1	20	0	St. Johns	Unincorporated	Rural	2/6/2018 16:00	2/6/2018 16:06	2/6/2018 16:06	2/6/2018 16:36	Y
12	**87158872**	2018	2/9/2018 18:51	2/9/2018 19:27	FHPG18OFF005197	L	3	3	20	0	St. Johns	Unincorporated	Rural	2/9/2018 18:56	2/9/2018 18:57	2/9/2018 19:10	2/9/2018 19:48	Y
13	**82397776**	2018	2/12/2018 13:00	2/12/2018 13:35	SJSO18CAD021775	S	2	5	20	50	St. Johns	St. Augustine	Rural	2/12/2018 13:05	2/12/2018 13:09	2/12/2018 13:26	2/12/2018 13:45	Y
14	**87346036**	2018	2/14/2018 17:55	2/14/2018 18:12	SJSO18CAD022922	S	2	2	20	50	St. Johns	St. Augustine	Rural	2/14/2018 17:56	2/14/2018 17:59	2/14/2018 18:05	2/14/2018 18:27	Y
15	**87345261**	2018	2/14/2018 19:01	2/14/2018 19:51	SJSO18CAD022947	L	2	4	20	50	St. Johns	St. Augustine	Rural	2/14/2018 19:05	2/14/2018 19:08	2/14/2018 19:26	2/14/2018 19:51	Y
16	**85606521**	2018	2/17/2018 11:07	2/17/2018 11:54	FHPG18OFF006237	L	2	2	20	0	St. Johns	Unincorporated	Rural	2/17/2018 11:17	2/17/2018 11:21	2/17/2018 11:30	2/17/2018 12:37	Y
17	**85606523**	2018	2/17/2018 18:51	2/17/2018 20:16	FHPG18OFF006305	L	2	3	20	0	St. Johns	Unincorporated	Rural	2/17/2018 19:01	2/17/2018 19:07	2/17/2018 19:32	2/17/2018 20:17	Y
18	**87346872**	2018	2/19/2018 6:43	2/19/2018 6:59	SJSO18CAD025388	S	1	2	20	50	St. Johns	St. Augustine	Rural	2/19/2018 6:43	2/19/2018 6:48	2/19/2018 6:53	2/19/2018 7:09	Y
19	**87346873**	2018	2/19/2018 14:18	2/19/2018 14:49	SJSO18CAD025574	S	2	6	20	0	St. Johns	Unincorporated	Rural	2/19/2018 14:20	2/19/2018 14:25	2/19/2018 14:41	2/19/2018 14:49	Y
20	**85605990**	2018	2/19/2018 17:00	2/19/2018 17:28	FHPG18OFF006524	S	2	2	20	50	St. Johns	St. Augustine	Rural	2/19/2018 17:12	2/19/2018 17:15	2/19/2018 17:25	2/19/2018 17:46	Y
21	**87162801**	2018	2/23/2018 19:12	2/23/2018 19:38	FHPG18OFF007140	L	2	4	20	0	St. Johns	Unincorporated	Rural	2/23/2018 19:16	2/23/2018 19:16	2/23/2018 19:19	2/23/2018 20:35	Y
22	**87346973**	2018	2/24/2018 17:20	2/24/2018 18:08	SJSO18CAD028481	L	2	6	20	50	St. Johns	St. Augustine	Rural	2/24/2018 17:23	2/24/2018 17:25	2/24/2018 17:28	2/24/2018 18:08	Y
23	**87346487**	2018	3/1/2018 14:53	3/1/2018 15:04	SJSO18CAD031246	S	1	1	20	50	St. Johns	St. Augustine	Rural	3/1/2018 14:53	3/1/2018 14:55	3/1/2018 14:57	3/1/2018 15:13	Y
24	**87348027**	2018	3/2/2018 16:56	3/2/2018 17:17	SJSO18CAD031907	L	2	2	20	50	St. Johns	St. Augustine	Rural	3/2/2018 16:56	3/2/2018 16:58	3/2/2018 17:01	3/2/2018 17:48	Y
25	**87156492**	2018	3/4/2018 12:01	3/4/2018 12:32	FHPG18OFF008316	L	2	2	20	0	St. Johns	Unincorporated	Rural	3/4/2018 12:06	3/4/2018 12:08	3/4/2018 12:16	3/4/2018 13:46	Y
26	**86637466**	2018	3/5/2018 16:07	3/5/2018 16:14	SJSO18CAD033408	L	2	2	20	50	St. Johns	St. Augustine	Rural	3/5/2018 16:09	3/5/2018 16:09	3/5/2018 16:09	3/5/2018 16:38	Y
27	**87347927**	2018	3/8/2018 2:20	3/8/2018 2:50	SJSO18CAD034748	L	1	1	20	50	St. Johns	St. Augustine	Rural	3/8/2018 2:24	3/8/2018 2:26	3/8/2018 2:36	3/8/2018 3:23	Y
28	**86812446**	2018	3/8/2018 7:54	3/8/2018 8:56	SJSO18CAD034805	S	2	2	20	50	St. Johns	St. Augustine	Rural	3/8/2018 7:55	3/8/2018 7:55	3/8/2018 7:55	3/8/2018 8:28	Y
29	**87728415**	2018	3/9/2018 7:12	3/9/2018 7:27	SJSO18CAD035343	S	2	2	20	50	St. Johns	St. Augustine	Rural	3/9/2018 7:12	3/9/2018 7:21	3/9/2018 7:23	3/9/2018 7:42	Y
30	**87345941**	2018	3/11/2018 17:23	3/11/2018 17:44	SJSO18CAD036865	L	2	4	20	50	St. Johns	St. Augustine	Rural	3/11/2018 17:24	3/11/2018 17:25	3/11/2018 17:33	3/11/2018 18:36	Y
31	**87182231**	2018	3/13/2018 20:40	3/13/2018 21:12	FHPG18OFF009612	L	1	1	20	0	St. Johns	Unincorporated	Rural	3/13/2018 20:44	3/13/2018 20:47	3/13/2018 21:05	3/13/2018 22:04	Y
32	**87347650**	2018	3/16/2018 18:15	3/16/2018 18:42	SJSO18CAD039752	L	2	5	20	50	St. Johns	St. Augustine	Rural	3/16/2018 18:21	3/16/2018 18:24	3/16/2018 18:43	3/16/2018 19:20	Y
33	**87345961**	2018	3/18/2018 15:45	3/18/2018 16:14	SJSO18CAD040725	S	2	3	20	50	St. Johns	St. Augustine	Rural	3/18/2018 15:50	3/18/2018 15:57	3/18/2018 16:05	3/18/2018 16:15	Y
34	**85501350**	2018	3/22/2018 13:20	3/22/2018 14:05	FHPG18OFF010928	L	2	2	20	0	St. Johns	Unincorporated	Rural	3/22/2018 13:25	3/22/2018 13:33	3/22/2018 13:53	3/22/2018 14:40	Y
35	**85601509**	2018	3/24/2018 11:45	3/24/2018 12:32	FHPG18OFF011237	L	4	9	20	0	St. Johns	Unincorporated	Rural	3/24/2018 11:49	3/24/2018 11:51	3/24/2018 12:10	3/24/2018 13:56	Y
36	**87345943**	2018	3/24/2018 18:24	3/24/2018 18:47	SJSO18CAD044261	L	2	2	20	50	St. Johns	St. Augustine	Rural	3/24/2018 18:25	3/24/2018 18:29	3/24/2018 18:35	3/24/2018 19:09	Y
37	**87346980**	2018	3/27/2018 11:50	3/27/2018 12:23	SJSO18CAD045681	L	2	3	20	50	St. Johns	St. Augustine	Rural	3/27/2018 11:51	3/27/2018 11:54	3/27/2018 11:54	3/27/2018 13:21	Y
38	**87156508**	2018	3/31/2018 15:18	3/31/2018 15:36	FHPG18OFF012338	L	2	2	20	0	St. Johns	Unincorporated	Rural	3/31/2018 15:23	3/31/2018 15:25	3/31/2018 15:31	3/31/2018 15:51	Y
39	**87346981**	2018	4/3/2018 12:40	4/3/2018 13:10	SJSO18CAD049806	S	2	3	20	50	St. Johns	St. Augustine	Rural	4/3/2018 12:45	4/3/2018 12:51	4/3/2018 13:00	4/3/2018 13:52	Y
40	**87347100**	2018	4/10/2018 16:05	4/10/2018 16:24	SJSO18CAD053962	L	3	3	20	0	St. Johns	Unincorporated	Rural	4/10/2018 16:16	4/10/2018 16:16	4/10/2018 16:16	4/10/2018 16:58	Y
41	**85501360**	2018	4/14/2018 21:06	9/19/2018 11:45	FHPG18OFF014360	L	2	3	20	0	St. Johns	Unincorporated	Rural	4/14/2018 21:11	4/14/2018 21:16	4/14/2018 21:30	4/15/2018 11:37	Y
42	**87347459**	2018	4/16/2018 15:00	4/16/2018 15:35	SJSO18CAD057265	L	1	2	20	50	St. Johns	St. Augustine	Rural	4/16/2018 15:08	4/16/2018 15:10	4/16/2018 15:15	4/16/2018 15:44	Y
43	**86811277**	2018	4/18/2018 16:25	4/18/2018 16:49	SJSO18CAD058500	L	2	2	20	50	St. Johns	St. Augustine	Rural	4/18/2018 16:31	4/18/2018 16:31	4/18/2018 16:31	4/18/2018 17:20	Y
44	**87165307**	2018	4/23/2018 20:06	4/23/2018 20:47	FHPG18OFF015606	L	2	6	20	50	St. Johns	St. Augustine	Rural	4/23/2018 20:11	4/23/2018 20:14	4/23/2018 20:20	4/23/2018 21:30	Y
45	**87205315**	2018	5/3/2018 12:03	5/3/2018 12:33	FHPG18OFF017034	L	2	2	20	0	St. Johns	Unincorporated	Rural	5/3/2018 12:13	5/3/2018 12:15	5/3/2018 12:25	5/3/2018 13:00	Y
46	**87347516**	2018	5/4/2018 12:23	5/4/2018 12:40	SJSO18CAD067454	L	2	2	20	50	St. Johns	St. Augustine	Rural	5/4/2018 12:25	5/4/2018 12:29	5/4/2018 12:30	5/4/2018 13:24	Y
47	**86811069**	2018	5/9/2018 9:55	5/9/2018 10:13	SJSO18CAD070379	S	2	2	20	0	St. Johns	Unincorporated	Rural	5/9/2018 9:59	5/9/2018 10:00	5/9/2018 10:03	5/9/2018 10:37	Y
48	**87213539**	2018	5/9/2018 16:50	5/9/2018 17:27	FHPG18OFF017923	L	2	2	20	50	St. Johns	St. Augustine	Rural	5/9/2018 16:58	5/9/2018 17:02	5/9/2018 17:17	5/9/2018 17:57	Y
49	**87347738**	2018	5/14/2018 7:25	5/14/2018 7:49	SJSO18CAD073346	L	2	2	20	50	St. Johns	St. Augustine	Rural	5/14/2018 7:29	5/14/2018 7:34	5/14/2018 7:39	5/14/2018 7:50	Y
50	**87347740**	2018	5/15/2018 8:30	5/15/2018 8:47	SJSO18CAD073888	L	2	2	20	50	St. Johns	St. Augustine	Rural	5/15/2018 8:33	5/15/2018 8:34	5/15/2018 8:37	5/15/2018 9:37	Y
51	**87728747**	2018	5/15/2018 17:35	5/15/2018 18:03	SJSO18CAD074188	S	3	3	20	50	St. Johns	St. Augustine	Rural	5/15/2018 17:38	5/15/2018 17:46	5/15/2018 17:49	5/15/2018 18:04	Y
52	**87729845**	2018	5/17/2018 14:15	5/17/2018 14:46	SJSO18CAD075250	L	2	2	20	50	St. Johns	St. Augustine	Rural	5/17/2018 14:18	5/17/2018 14:24	5/17/2018 14:32	5/17/2018 15:17	Y
53	**87165320**	2018	5/17/2018 18:45	5/17/2018 19:19	FHPG18OFF019129	L	1	1	20	50	St. Johns	St. Augustine	Urban	5/17/2018 18:50	5/17/2018 18:51	5/17/2018 19:09	5/17/2018 19:40	Y
54	**87728846**	2018	5/18/2018 7:50	5/18/2018 8:10	SJSO18CAD075590	L	2	6	20	50	St. Johns	St. Augustine	Rural	5/18/2018 7:55	5/18/2018 7:55	5/18/2018 8:12	5/18/2018 8:12	Y
55	**87728498**	2018	5/28/2018 10:15	5/28/2018 10:33	SJSO18CAD081534	L	2	2	20	50	St. Johns	St. Augustine	Rural	5/28/2018 10:18	5/28/2018 10:21	5/28/2018 10:22	5/28/2018 11:00	Y
56	**87729866**	2018	6/1/2018 16:20	6/1/2018 18:04	SJSO18CAD084209	L	2	2	20	50	St. Johns	St. Augustine	Rural	6/1/2018 16:24	6/1/2018 16:24	6/1/2018 16:24	6/1/2018 17:11	Y
57	**87728794**	2018	6/1/2018 22:15	6/1/2018 22:34	SJSO18CAD084326	L	2	3	20	50	St. Johns	St. Augustine	Rural	6/1/2018 22:18	6/1/2018 22:22	6/1/2018 22:22	6/2/2018 2:35	Y
58	**87728795**	2018	6/2/2018 17:15	6/2/2018 17:46	SJSO18CAD084799	S	2	7	20	0	St. Johns	Unincorporated	Rural	6/2/2018 17:22	6/2/2018 17:33	6/2/2018 17:41	6/2/2018 18:12	Y
59	**86811075**	2018	6/4/2018 8:35	6/4/2018 8:53	SJSO18CAD085709	S	2	2	20	50	St. Johns	St. Augustine	Rural	6/4/2018 8:38	6/4/2018 8:41	6/4/2018 8:45	6/4/2018 9:05	Y
60	**87162852**	2018	6/7/2018 16:35	6/7/2018 17:00	FHPG18OFF022311	S	2	3	20	0	St. Johns	Unincorporated	Rural	6/7/2018 16:40	6/7/2018 16:41	6/7/2018 16:54	6/7/2018 17:10	Y
61	**87213554**	2018	6/11/2018 13:15	6/11/2018 13:54	FHPG18OFF022834	S	2	4	20	50	St. Johns	St. Augustine	Rural	6/11/2018 13:26	6/11/2018 13:29	6/11/2018 13:43	6/11/2018 14:00	Y
62	**87347183**	2018	6/12/2018 7:20	6/12/2018 7:42	SJSO18CAD090601	S	2	2	20	0	St. Johns	Unincorporated	Rural	6/12/2018 7:31	6/12/2018 7:31	6/12/2018 7:31	6/12/2018 8:00	Y
63	**87346346**	2018	6/14/2018 8:25	6/14/2018 9:08	SJSO18CAD091948	S	2	5	20	50	St. Johns	St. Augustine	Rural	6/14/2018 8:27	6/14/2018 8:37	6/14/2018 9:01	6/14/2018 9:37	Y
64	**86811079**	2018	6/14/2018 11:45	6/14/2018 12:34	SJSO18CAD092089	S	2	3	20	0	St. Johns	Unincorporated	Rural	6/14/2018 11:51	6/14/2018 12:07	6/14/2018 12:22	6/14/2018 13:04	Y

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM_TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE	CITY_CODE	COUNTY_NAME	CITY_NAME	RURAL_OR_URBAN	NOTIFIED_TIME	DISPATCHED_TIME	ARRIVED_TIME	CLEARED_TIME	COMPLETED_FLAG
65	**87347116**	2018	6/17/2018 0:01	6/17/2018 1:04	SJSO18CAD093878	L	1	1	20	0	St. Johns	Unincorporated	Rural	6/17/2018 0:17	6/17/2018 0:20	6/17/2018 0:30	6/17/2018 1:36	Y
66	**87346347**	2018	6/22/2018 10:15	6/22/2018 10:23	SJSO18CAD097385	S	2	2	20	50	St. Johns	St. Augustine	Rural	6/22/2018 10:15	6/22/2018 10:15	6/22/2018 10:15	6/22/2018 10:55	Y
67	**87730310**	2018	6/26/2018 12:00	6/26/2018 12:24	SJSO18CAD099923	S	2	2	20	0	St. Johns	Unincorporated	Rural	6/26/2018 12:05	6/26/2018 12:09	6/26/2018 12:20	6/26/2018 12:50	Y
68	**87165340**	2018	6/28/2018 12:41	6/28/2018 13:06	FHPG18OFF025446	L	2	3	20	50	St. Johns	St. Augustine	Rural	6/28/2018 12:46	6/28/2018 12:51	6/28/2018 13:07	6/28/2018 13:37	Y
69	**87728828**	2018	7/7/2018 12:50	7/7/2018 13:32	SJSO18CAD1077458	S	2	4	20	0	St. Johns	Unincorporated	Rural	7/7/2018 12:56	7/7/2018 12:59	7/7/2018 13:17	7/7/2018 13:34	Y
70	**87213569**	2018	7/13/2018 10:30	7/13/2018 10:45	FHPG18OFF027490	S	2	2	20	50	St. Johns	St. Augustine	Rural	7/13/2018 10:41	7/13/2018 10:43	7/13/2018 10:43	7/13/2018 10:54	Y
71	**87728500**	2018	7/15/2018 18:45	7/15/2018 18:57	SJSO18CAD112478	S	2	5	20	50	St. Johns	St. Augustine	Rural	7/15/2018 18:50	7/15/2018 18:53	7/15/2018 18:53	7/15/2018 19:23	Y
72	**87730315**	2018	7/19/2018 7:50	7/19/2018 8:11	SJSO18CAD114601	S	2	3	20	50	St. Johns	St. Augustine	Rural	7/19/2018 7:52	7/19/2018 7:52	7/19/2018 7:59	7/19/2018 8:34	Y
73	**86389030**	2018	7/23/2018 7:00	7/23/2018 7:24	SJSO18CAD116885	S	2	4	20	0	St. Johns	Unincorporated	Rural	7/23/2018 7:06	7/23/2018 7:09	7/23/2018 7:18	7/23/2018 7:25	Y
74	**87347692**	2018	7/23/2018 7:15	7/23/2018 7:51	SJSO18CAD116899	S	2	2	20	50	St. Johns	St. Augustine	Rural	7/23/2018 7:21	7/23/2018 7:30	7/23/2018 7:44	7/23/2018 7:52	Y
75	**87348008**	2018	7/28/2018 12:57	7/28/2018 13:04	SJSO18CAD120344	L	2	2	20	50	St. Johns	St. Augustine	Rural	7/28/2018 12:58	7/28/2018 12:58	7/28/2018 12:58	7/28/2018 13:45	Y
76	**87346537**	2018	8/4/2018 15:35	8/4/2018 16:31	SJSO18CAD124797	S	2	7	20	50	St. Johns	St. Augustine	Rural	8/4/2018 15:45	8/4/2018 16:14	8/4/2018 16:30	8/4/2018 16:35	Y
77	**87728541**	2018	8/7/2018 7:12	8/7/2018 7:36	SJSO18CAD126310	L	1	1	20	0	St. Johns	Unincorporated	Rural	8/7/2018 7:15	8/7/2018 7:17	8/7/2018 7:19	8/7/2018 7:37	Y
78	**87210554**	2018	8/9/2018 19:39	8/9/2018 20:01	FHPG18OFF031593	S	2	5	20	50	St. Johns	St. Augustine	Urban	8/9/2018 19:44	8/9/2018 19:46	8/9/2018 19:52	8/9/2018 20:20	Y
79	**87347561**	2018	8/12/2018 17:15	2/7/2020 8:31	SJSO18CAD129844	S	2	2	20	50	St. Johns	St. Augustine	Rural	8/12/2018 17:17	8/12/2018 17:20	8/12/2018 17:27	8/12/2018 17:47	Y
80	**87348011**	2018	8/16/2018 8:12	8/16/2018 8:39	SJSO18CAD132070	L	2	2	20	50	St. Johns	St. Augustine	Rural	8/16/2018 8:14	8/16/2018 8:14	8/16/2018 8:14	8/16/2018 9:30	Y
81	**87729521**	2018	8/17/2018 20:46	8/17/2018 21:10	SJSO18CAD133184	L	2	5	20	50	St. Johns	St. Augustine	Rural	8/17/2018 20:46	8/17/2018 20:50	8/17/2018 20:52	8/17/2018 22:27	Y
82	**87347940**	2018	8/18/2018 21:10	8/18/2018 22:30	SJSO18CAD133830	L	1	1	20	50	St. Johns	St. Augustine	Rural	8/18/2018 21:21	8/18/2018 21:32	8/18/2018 21:49	8/18/2018 22:46	Y
83	**86812125**	2018	8/20/2018 11:22	10/22/2018 12:59	SJSO18CAD134667	S	2	4	20	50	St. Johns	St. Augustine	Rural	8/20/2018 11:32	8/20/2018 11:37	8/20/2018 12:04	8/20/2018 12:07	Y
84	**87233337**	2018	8/28/2018 18:03	8/28/2018 18:16	FHPG18OFF034377	L	2	2	20	0	St. Johns	Unincorporated	Rural	8/28/2018 18:08	8/28/2018 18:12	8/28/2018 18:12	8/28/2018 18:28	Y
85	**87729637**	2018	8/31/2018 13:25	8/31/2018 13:41	SJSO18CAD141618	S	2	2	20	0	St. Johns	Unincorporated	Rural	8/31/2018 13:27	8/31/2018 13:29	8/31/2018 13:29	8/31/2018 13:42	Y
86	**87730329**	2018	8/31/2018 15:40	8/31/2018 16:19	SJSO18CAD141719	S	2	3	20	50	St. Johns	St. Augustine	Rural	8/31/2018 15:42	8/31/2018 15:46	8/31/2018 16:12	8/31/2018 16:36	Y
87	**87230323**	2018	9/1/2018 10:45	9/1/2018 11:22	FHPG18OFF034947	L	2	2	20	0	St. Johns	Unincorporated	Rural	9/1/2018 10:50	9/1/2018 10:52	9/1/2018 11:10	9/1/2018 11:35	Y
88	**87729902**	2018	9/3/2018 13:25	9/3/2018 13:39	SJSO18CAD143504	S	2	2	20	0	St. Johns	Unincorporated	Rural	9/3/2018 13:28	9/3/2018 13:31	9/3/2018 13:35	9/3/2018 13:52	Y
89	**86635881**	2018	9/5/2018 7:46	9/5/2018 7:58	SJSO18CAD144669	S	2	2	20	50	St. Johns	St. Augustine	Rural	9/5/2018 7:54	9/5/2018 7:54	9/5/2018 7:54	9/5/2018 8:25	Y
90	**87729221**	2018	9/8/2018 17:17	9/8/2018 17:51	SJSO18CAD146970	S	2	3	20	50	St. Johns	St. Augustine	Urban	9/8/2018 17:17	9/8/2018 17:23	9/8/2018 17:46	9/8/2018 18:10	Y
91	**87210561**	2018	9/10/2018 15:53	9/10/2018 16:29	FHPG18OFF036297	S	3	6	20	50	St. Johns	St. Augustine	Rural	9/10/2018 15:58	9/10/2018 16:02	9/10/2018 16:22	9/10/2018 16:50	Y
92	**87728437**	2018	9/13/2018 12:44	9/13/2018 12:54	SJSO18CAD149752	L	2	3	20	0	St. Johns	Unincorporated	Rural	9/13/2018 12:44	9/13/2018 12:47	9/13/2018 12:47	9/13/2018 13:45	Y
93	**87212330**	2018	9/16/2018 13:50	9/16/2018 14:21	FHPG18OFF037162	L	2	3	20	0	St. Johns	Unincorporated	Rural	9/16/2018 13:59	9/16/2018 14:02	9/16/2018 14:13	9/16/2018 14:28	Y
94	**87729618**	2018	9/22/2018 10:20	9/22/2018 10:34	SJSO18CAD155054	S	2	2	20	50	St. Johns	St. Augustine	Rural	9/22/2018 10:22	9/22/2018 10:24	9/22/2018 10:26	9/22/2018 10:45	Y
95	**88680315**	2018	9/25/2018 6:08	9/25/2018 6:44	SJSO18CAD156606	S	2	2	20	50	St. Johns	St. Augustine	Rural	9/25/2018 6:10	9/25/2018 6:16	9/25/2018 6:37	9/25/2018 6:59	Y
96	**87730793**	2018	9/27/2018 11:45	9/27/2018 12:16	SJSO18CAD158037	S	2	2	20	0	St. Johns	Unincorporated	Rural	9/27/2018 11:48	9/27/2018 11:54	9/27/2018 12:08	9/27/2018 12:33	Y
97	**87730831**	2018	9/28/2018 17:23	9/28/2018 17:58	SJSO18CAD158935	S	2	6	20	0	St. Johns	Unincorporated	Rural	9/28/2018 17:27	9/28/2018 17:33	9/28/2018 17:40	9/28/2018 18:15	Y
98	**87729916**	2018	10/1/2018 17:11	10/1/2018 17:42	SJSO18CAD160559	L	2	3	20	0	St. Johns	Unincorporated	Rural	10/1/2018 17:11	10/1/2018 17:11	10/1/2018 17:11	10/2/2018 18:42	Y
99	**87272283**	2018	10/1/2018 17:57	10/1/2018 18:53	FHPG18OFF039298	L	2	2	20	0	St. Johns	Unincorporated	Rural	10/1/2018 18:02	10/1/2018 18:06	10/1/2018 18:41	10/1/2018 19:36	Y
100	**87729922**	2018	10/2/2018 7:40	10/2/2018 7:57	SJSO18CAD160857	L	2	2	20	50	St. Johns	St. Augustine	Rural	10/2/2018 7:42	10/2/2018 7:42	10/2/2018 7:42	10/2/2018 8:17	Y
101	**87728615**	2018	10/5/2018 21:36	10/5/2018 21:52	SJSO18CAD163290	S	2	3	20	0	St. Johns	Unincorporated	Rural	10/5/2018 21:38	10/5/2018 21:39	10/5/2018 21:41	10/5/2018 22:15	Y
102	**88680253**	2018	10/12/2018 13:30	10/12/2018 13:54	SJSO18CAD167107	L	2	2	20	50	St. Johns	St. Augustine	Rural	10/12/2018 13:31	10/12/2018 13:36	10/12/2018 13:46	10/12/2018 13:55	Y
103	**87729574**	2018	10/13/2018 21:53	10/13/2018 22:37	SJSO18CAD167921	L	2	3	20	50	St. Johns	St. Augustine	Rural	10/13/2018 21:53	10/13/2018 22:08	10/13/2018 22:15	10/14/2018 0:38	Y
104	**87729190**	2018	10/16/2018 7:30	10/16/2018 10:13	SJSO18CAD169300	L	2	2	20	50	St. Johns	St. Augustine	Urban	10/16/2018 10:09	10/16/2018 10:09	10/16/2018 10:09	10/16/2018 10:25	Y
105	**87729576**	2018	10/17/2018 18:57	10/17/2018 22:21	SJSO18CAD170294	L	1	1	20	50	St. Johns	St. Augustine	Rural	10/17/2018 19:00	10/17/2018 19:02	10/17/2018 19:13	10/17/2018 20:00	Y
106	**88680893**	2018	10/18/2018 19:00	10/18/2018 19:22	88680893	L	2	2	20	0	St. Johns	Unincorporated	Rural	10/18/2018 19:01	10/18/2018 19:04	10/18/2018 19:10	10/18/2018 20:00	Y
107	**88680857**	2018	10/19/2018 18:33	10/19/2018 18:54	SJSO18CAD171504	L	3	4	20	0	St. Johns	Unincorporated	Rural	10/19/2018 18:33	10/19/2018 18:36	10/19/2018 18:48	10/19/2018 19:45	Y
108	**87347815**	2018	10/20/2018 17:10	10/20/2018 17:49	SJSO18CAD172069	S	3	6	20	50	St. Johns	St. Augustine	Rural	10/20/2018 17:15	10/20/2018 17:17	10/20/2018 17:27	10/20/2018 18:29	Y
109	**82399563**	2018	10/25/2018 20:07	10/25/2018 20:29	SJSO18OFF011387	L	2	4	20	50	St. Johns	St. Augustine	Urban	10/25/2018 20:09	10/25/2018 20:17	10/25/2018 20:20	10/25/2018 22:43	Y
110	**87729798**	2018	11/1/2018 13:45	11/1/2018 14:10	SJSO18CAD179250	L	3	3	20	50	St. Johns	St. Augustine	Rural	11/1/2018 13:50	11/1/2018 13:50	11/1/2018 13:50	11/1/2018 15:02	Y
111	**88032950**	2018	11/6/2018 18:18	11/6/2018 19:01	FHPG18OFF044365	L	3	7	20	0	St. Johns	Unincorporated	Rural	11/6/2018 18:23	11/6/2018 18:33	11/6/2018 18:48	11/6/2018 19:43	Y
112	**88032951**	2018	11/6/2018 20:22	11/6/2018 21:01	FHPG18OFF044377	L	3	4	20	0	St. Johns	Unincorporated	Rural	11/6/2018 20:27	11/6/2018 20:32	11/6/2018 20:46	11/6/2018 21:48	Y
113	**87731100**	2018	11/6/2018 21:00	11/6/2018 21:43	SJSO18CAD182604	L	2	2	20	50	St. Johns	St. Augustine	Rural	11/6/2018 21:17	11/6/2018 21:22	11/6/2018 21:33	11/6/2018 22:25	Y
114	**87731045**	2018	11/7/2018 18:45	11/7/2018 19:55	SJSO18CAD183167	L	2	3	20	50	St. Johns	St. Augustine	Urban	11/7/2018 18:58	11/7/2018 19:15	11/7/2018 19:21	11/7/2018 20:47	Y
115	**88020468**	2018	11/7/2018 19:19	11/7/2018 20:05	FHPG18OFF044529	L	2	4	20	0	St. Johns	Unincorporated	Rural	11/7/2018 19:23	11/7/2018 19:28	11/7/2018 19:51	11/7/2018 21:14	Y
116	**88680318**	2018	11/10/2018 12:00	11/10/2018 12:26	SJSO18CAD184903	S	2	5	20	50	St. Johns	St. Augustine	Rural	11/10/2018 12:03	11/10/2018 12:06	11/10/2018 12:21	11/10/2018 12:56	Y
117	**88032954**	2018	11/11/2018 20:15	11/11/2018 20:35	FHPG18OFF045106	L	2	5	20	0	St. Johns	Unincorporated	Rural	11/11/2018 20:20	11/11/2018 20:23	11/11/2018 20:23	11/11/2018 20:47	Y
118	**88032956**	2018	11/14/2018 18:04	11/14/2018 18:33	FHPG18OFF045584	L	2	3	20	0	St. Johns	Unincorporated	Rural	11/14/2018 18:09	11/14/2018 18:13	11/14/2018 18:26	11/14/2018 18:53	Y
119	**87346789**	2018	11/15/2018 6:15	11/15/2018 6:42	SJSO18CAD188022	S	2	2	20	50	St. Johns	St. Augustine	Rural	11/15/2018 6:17	11/15/2018 6:20	11/15/2018 6:20	11/15/2018 7:18	Y
120	**87729225**	2018	11/16/2018 16:01	11/16/2018 16:10	SJSO18CAD189034	L	2	2	20	0	St. Johns	Unincorporated	Rural	11/16/2018 16:01	11/16/2018 16:01	11/16/2018 16:01	11/16/2018 16:28	Y
121	**88031310**	2018	11/18/2018 11:55	11/18/2018 12:19	FHPG18OFF046145	L	2	5	20	50	St. Johns	St. Augustine	Rural	11/18/2018 12:01	11/18/2018 12:03	11/18/2018 12:13	11/18/2018 13:00	Y
122	**87729639**	2018	11/20/2018 15:31	11/20/2018 17:35	SJSO18CAD191744	L	2	1	20	50	St. Johns	St. Augustine	Rural	11/20/2018 16:58	11/20/2018 17:16	11/20/2018 17:28	11/20/2018 17:38	Y
123	**87346065**	2018	11/22/2018 20:24	11/22/2018 21:17	SJSO18CAD193005	L	2	7	20	50	St. Johns	St. Augustine	Rural	11/22/2018 20:26	11/22/2018 20:28	11/22/2018 20:29	11/22/2018 20:40	Y
124	**88681618**	2018	11/23/2018 14:15	11/23/2018 14:34	SJSO18CAD193397	L	2	3	20	50	St. Johns	St. Augustine	Rural	11/23/2018 14:20	11/23/2018 14:23	11/23/2018 14:24	11/23/2018 14:50	Y
125	**87730074**	2018	11/23/2018 17:25	11/23/2018 17:36	SJSO18CAD193527	L	2	4	20	0	St. Johns	Unincorporated	Rural	11/23/2018 17:27	11/23/2018 17:27	11/23/2018 17:27	11/23/2018 18:00	Y
126	**86389036**	2018	11/23/2018 17:50	11/23/2018 18:16	SJSO18CAD193546	S	2	3	20	0	St. Johns	Unincorporated	Rural	11/23/2018 17:57	11/23/2018 17:59	11/23/2018 18:05	11/23/2018 18:18	Y
127	**88681619**	2018	11/23/2018 19:40	11/23/2018 19:49	SJSO18CAD193594	L	2	3	20	50	St. Johns	St. Augustine	Rural	11/23/2018 19:40	11/23/2018 19:44	11/23/2018 19:44	11/23/2018 19:58	Y
128	**87347661**	2018	11/28/2018 12:50	11/28/2018 13:28	SJSO18CAD196453	L	2	2	20	50	St. Johns	St. Augustine	Rural	11/28/2018 12:58	11/28/2018 13:03	11/28/2018 13:16	11/28/2018 13:50	Y

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM_TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE	CITY_CODE	COUNTY_NAME	CITY_NAME	RURAL_OR_URBAN	NOTIFIED_TIME	DISPATCHED_TIME	ARRIVED_TIME	CLEARED_TIME	COMPLETED_FLAG
129	**87347662**	2018	11/28/2018 13:45	11/28/2018 14:04	SJSO18CAD196487	S	2	2	20	50	St. Johns	St. Augustine	Rural	11/28/2018 13:55	11/28/2018 13:58	11/28/2018 13:59	11/29/2018 14:30	Y
130	**87730497**	2018	12/4/2018 14:37	12/19/2018 1:00	SJSO18CAD200323	L	2	2	20	50	St. Johns	St. Augustine	Rural	12/4/2018 14:41	12/4/2018 14:45	12/4/2018 14:49	12/4/2018 15:27	Y
131	**88019811**	2018	12/6/2018 9:30	12/6/2018 9:56	FHPG18OFF048861	S	2	2	20	50	St. Johns	St. Augustine	Rural	12/6/2018 9:35	12/6/2018 9:38	12/6/2018 9:49	12/6/2018 10:34	Y
132	**88015942**	2018	12/7/2018 16:45	12/7/2018 17:21	FHPG18OFF049093	L	1	2	20	0	St. Johns	Unincorporated	Rural	12/7/2018 16:50	12/7/2018 16:52	12/7/2018 17:02	12/7/2018 17:36	Y
133	**88680868**	2018	12/7/2018 18:33	12/7/2018 18:48	SJSO18CAD202455	S	2	3	20	0	St. Johns	Unincorporated	Rural	12/7/2018 18:33	12/7/2018 18:36	12/7/2018 18:43	12/7/2018 19:13	Y
134	**88680870**	2018	12/10/2018 9:42	12/10/2018 9:52	SJSO18CAD204165	L	1	1	20	50	St. Johns	St. Augustine	Rural	12/10/2018 9:42	12/10/2018 9:44	12/10/2018 9:44	12/10/2018 11:33	Y
135	**88680679**	2018	12/10/2018 17:05	12/10/2018 17:16	SJSO18CAD204388	S	2	2	20	50	St. Johns	St. Augustine	Rural	12/10/2018 17:10	12/10/2018 17:13	12/10/2018 17:14	12/10/2018 17:22	Y
136	**88681345**	2018	12/12/2018 15:53	12/12/2018 16:19	SJSO18CAD205895	S	2	3	20	50	St. Johns	St. Augustine	Rural	12/12/2018 15:58	12/12/2018 16:00	12/12/2018 16:07	12/12/2018 17:06	Y
137	**87730122**	2018	12/14/2018 9:44	12/14/2018 10:06	SJSO18CAD207076	S	2	2	20	0	St. Johns	Unincorporated	Rural	12/14/2018 9:45	12/14/2018 9:47	12/14/2018 9:54	12/14/2018 10:39	Y
138	**88032976**	2018	12/17/2018 6:31	12/17/2018 7:08	FHPG18OFF050438	L	2	1	20	0	St. Johns	Unincorporated	Rural	12/17/2018 6:36	12/17/2018 6:38	12/17/2018 6:54	12/17/2018 7:14	Y
139	**88681730**	2018	12/18/2018 15:20	12/18/2018 16:27	SJSO18CAD209952	S	2	2	20	0	St. Johns	Unincorporated	Rural	12/18/2018 15:23	12/18/2018 15:28	12/18/2018 16:03	12/18/2018 16:39	Y
140	**87285901**	2018	12/23/2018 16:12	12/23/2018 17:12	FHPG18OFF051482	S	2	2	20	0	St. Johns	Unincorporated	Rural	12/23/2018 16:17	12/23/2018 16:23	12/23/2018 16:37	12/23/2018 17:06	Y
141	**87272326**	2018	12/30/2018 15:30	12/30/2018 16:19	FHPG18OFF052403	L	2	3	20	0	St. Johns	Unincorporated	Urban	12/30/2018 15:35	12/30/2018 15:41	12/30/2018 16:01	12/30/2018 16:35	Y
142	**87272328**	2019	1/2/2019 18:16	1/2/2019 18:51	FHPG19OFF000219	S	2	2	20	0	St. Johns	Unincorporated	Rural	1/2/2019 18:21	1/2/2019 18:22	1/2/2019 18:33	1/2/2019 19:14	Y
143	**87729581**	2019	1/4/2019 9:10	1/4/2019 9:27	SJSO19CAD002358	S	2	2	20	50	St. Johns	St. Augustine	Rural	1/4/2019 9:13	1/4/2019 9:16	1/4/2019 9:22	1/4/2019 9:50	Y
144	**88020496**	2019	1/13/2019 9:45	1/13/2019 10:38	FHPG19OFF001500	S	2	1	20	0	St. Johns	Unincorporated	Rural	1/13/2019 9:50	1/13/2019 9:57	1/13/2019 10:29	1/13/2019 11:29	Y
145	**88680462**	2019	1/17/2019 9:10	1/17/2019 9:28	SJSO19CAD011486	S	2	4	20	0	St. Johns	Unincorporated	Rural	1/17/2019 9:16	1/17/2019 9:19	1/17/2019 9:21	1/17/2019 10:19	Y
146	**88682020**	2019	1/19/2019 12:45	1/19/2019 13:14	SJSO19CAD013068	S	2	3	20	0	St. Johns	Unincorporated	Rural	1/19/2019 12:47	1/19/2019 12:52	1/19/2019 13:01	1/19/2019 13:14	Y
147	**88680873**	2019	1/22/2019 8:59	1/22/2019 9:13	SJSO19CAD014934	S	2	2	20	0	St. Johns	Unincorporated	Rural	1/22/2019 8:59	1/22/2019 9:00	1/22/2019 9:00	1/22/2019 9:30	Y
148	**88016666**	2019	1/24/2019 7:08	1/24/2019 7:31	FHPG19OFF002699	L	2	2	20	0	St. Johns	Unincorporated	Rural	1/24/2019 7:18	1/24/2019 7:18	1/24/2019 7:18	1/24/2019 9:03	Y
149	**88020498**	2019	1/25/2019 15:25	1/25/2019 15:58	FHPG19OFF002873	L	3	4	20	0	St. Johns	Unincorporated	Rural	1/25/2019 15:32	1/25/2019 15:35	1/25/2019 15:44	1/25/2019 16:45	Y
150	**87348017**	2019	1/31/2019 7:58	1/31/2019 8:10	SJSO19CAD021131	S	2	2	20	50	St. Johns	St. Augustine	Rural	1/31/2019 8:00	1/31/2019 8:02	1/31/2019 8:02	1/31/2019 8:30	Y
151	**88682155**	2019	2/1/2019 7:50	2/1/2019 8:18	SJSO19CAD021823	S	2	3	20	0	St. Johns	Unincorporated	Rural	2/1/2019 7:54	2/1/2019 7:56	2/1/2019 8:10	2/1/2019 8:44	Y
152	**88016670**	2019	2/7/2019 15:09	2/7/2019 15:29	FHPG19OFF004381	S	2	2	20	0	St. Johns	Unincorporated	Rural	2/7/2019 15:12	2/7/2019 15:14	2/7/2019 15:16	2/7/2019 15:53	Y
153	**87729123**	2019	2/12/2019 3:44	2/12/2019 4:02	SJSO19CAD029531	L	1	0	20	50	St. Johns	St. Augustine	Rural	2/12/2019 3:44	2/12/2019 3:46	2/12/2019 3:58	2/12/2019 5:00	Y
154	**87731261**	2019	2/12/2019 19:05	2/12/2019 19:25	SJSO19CAD030034	S	2	2	20	50	St. Johns	St. Augustine	Rural	2/12/2019 19:07	2/12/2019 19:12	2/12/2019 19:16	2/12/2019 19:30	Y
155	**88680327**	2019	2/12/2019 19:14	2/12/2019 19:45	SJSO19CAD030042	S	2	2	20	50	St. Johns	St. Augustine	Rural	2/12/2019 19:18	2/12/2019 19:21	2/12/2019 19:38	2/12/2019 20:07	Y
156	**88019837**	2019	2/14/2019 6:30	2/14/2019 6:56	FHPG19OFF005157	L	2	2	20	0	St. Johns	Unincorporated	Rural	2/14/2019 6:35	2/14/2019 6:38	2/14/2019 6:39	2/14/2019 7:49	Y
157	**88680641**	2019	2/19/2019 17:19	2/19/2019 17:52	SJSO19CAD034960	L	4	6	20	0	St. Johns	Unincorporated	Rural	2/19/2019 17:20	2/19/2019 17:22	2/19/2019 17:22	2/19/2019 19:47	Y
158	**88683041**	2019	2/25/2019 6:15	2/25/2019 6:48	SJSO19CAD038816	S	2	2	20	50	St. Johns	St. Augustine	Rural	2/25/2019 6:20	2/25/2019 6:22	2/25/2019 6:41	2/25/2019 7:05	Y
159	**88681867**	2019	2/25/2019 11:54	2/25/2019 12:34	SJSO19CAD038992	S	2	2	20	0	St. Johns	Unincorporated	Rural	2/25/2019 11:56	2/25/2019 11:58	2/25/2019 12:15	2/25/2019 13:13	Y
160	**88682835**	2019	2/28/2019 15:15	2/28/2019 16:03	SJSO19CAD041399	S	2	3	20	0	St. Johns	Unincorporated	Rural	2/28/2019 15:22	2/28/2019 15:25	2/28/2019 15:51	2/28/2019 17:08	Y
161	**87730818**	2019	3/2/2019 21:10	3/2/2019 22:12	SJSO19CAD043194	L	2	3	20	50	St. Johns	St. Augustine	Rural	3/2/2019 21:11	3/2/2019 21:28	3/2/2019 21:45	3/2/2019 23:00	Y
162	**88681160**	2019	3/10/2019 13:10	3/10/2019 14:03	SJSO19CAD049274	S	2	3	20	0	St. Johns	Unincorporated	Rural	3/10/2019 13:19	3/10/2019 13:25	3/10/2019 13:52	3/10/2019 14:06	Y
163	**88681159**	2019	3/10/2019 15:15	3/10/2019 15:46	SJSO19CAD049342	L	2	2	20	0	St. Johns	Unincorporated	Rural	3/10/2019 15:24	3/10/2019 15:28	3/10/2019 15:28	3/10/2019 16:00	Y
164	**88681324**	2019	3/13/2019 8:00	3/13/2019 8:39	SJSO19CAD051199	S	2	2	20	50	St. Johns	St. Augustine	Rural	3/13/2019 8:05	3/13/2019 8:08	3/13/2019 8:27	3/13/2019 8:58	Y
165	**87730819**	2019	3/15/2019 8:30	3/15/2019 9:26	SJSO19CAD052750	L	2	1	20	50	St. Johns	St. Augustine	Rural	3/15/2019 9:03	3/15/2019 9:06	3/15/2019 9:16	3/15/2019 9:26	Y
166	**88054761**	2019	3/15/2019 20:45	3/15/2019 21:09	FHPG19OFF008769	L	2	3	20	0	St. Johns	Unincorporated	Rural	3/15/2019 20:48	3/15/2019 20:51	3/15/2019 20:57	3/15/2019 21:38	Y
167	**87728891**	2019	3/20/2019 12:10	3/20/2019 12:45	SJSO19CAD056481	S	2	3	20	50	St. Johns	St. Augustine	Rural	3/20/2019 12:16	3/20/2019 12:18	3/20/2019 12:22	3/20/2019 12:46	Y
168	**89067660**	2019	3/21/2019 16:58	3/21/2019 17:15	SJSO19CAD057381	L	2	7	20	0	St. Johns	Unincorporated	Rural	3/21/2019 16:58	3/21/2019 16:58	3/21/2019 16:58	3/21/2019 17:58	Y
169	**88075599**	2019	3/23/2019 12:18	3/23/2019 13:03	FHPG19OFF009571	L	2	3	20	0	St. Johns	Unincorporated	Rural	3/23/2019 12:23	3/23/2019 12:24	3/23/2019 12:44	3/23/2019 13:30	Y
170	**88682508**	2019	3/26/2019 7:58	3/26/2019 8:14	SJSO19CAD060527	L	2	2	20	50	St. Johns	St. Augustine	Rural	3/26/2019 8:00	3/26/2019 8:03	3/26/2019 8:03	3/26/2019 8:56	Y
171	**88072035**	2019	4/5/2019 21:24	4/5/2019 21:48	FHPG19OFF011234	S	2	2	20	0	St. Johns	Unincorporated	Rural	4/5/2019 21:29	4/5/2019 21:31	4/5/2019 21:47	4/5/2019 22:43	Y
172	**89067799**	2019	4/8/2019 14:06	4/8/2019 14:36	SJSO19CAD069879	L	2	2	20	50	St. Johns	St. Augustine	Rural	4/8/2019 14:09	4/8/2019 14:11	4/8/2019 14:18	4/8/2019 15:35	Y
173	**89067801**	2019	4/9/2019 8:50	4/9/2019 9:14	SJSO19CAD070402	L	2	2	20	50	St. Johns	St. Augustine	Rural	4/9/2019 8:54	4/9/2019 8:57	4/9/2019 8:59	4/9/2019 9:55	Y
174	**82400055**	2019	4/18/2019 12:52	4/18/2019 13:10	SJSO19CAD077260	L	2	2	20	0	St. Johns	Unincorporated	Rural	4/18/2019 12:52	4/18/2019 12:53	4/18/2019 12:53	4/18/2019 14:11	Y
175	**89067893**	2019	4/20/2019 13:08	4/20/2019 13:32	SJSO19CAD078772	L	2	3	20	0	St. Johns	Unincorporated	Rural	4/20/2019 13:08	4/20/2019 13:10	4/20/2019 13:23	4/20/2019 14:07	Y
176	**88682447**	2019	4/24/2019 11:17	4/24/2019 11:48	SJSO19CAD081631	S	2	2	20	50	St. Johns	St. Augustine	Rural	4/24/2019 11:22	4/24/2019 11:23	4/24/2019 11:37	4/24/2019 12:54	Y
177	**87347573**	2019	4/30/2019 8:02	4/30/2019 8:33	SJSO19CAD086043	S	2	2	20	50	St. Johns	St. Augustine	Rural	4/30/2019 8:02	4/30/2019 8:02	4/30/2019 8:02	4/30/2019 8:20	Y
178	**88110960**	2019	5/1/2019 14:26	5/1/2019 15:01	FHPG19OFF014469	L	4	7	20	0	St. Johns	Unincorporated	Rural	5/1/2019 14:32	5/1/2019 14:34	5/1/2019 14:46	5/1/2019 16:27	Y
179	**88054778**	2019	5/2/2019 20:40	5/6/2019 20:43	FHPG19OFF014652	L	2	3	20	0	St. Johns	Unincorporated	Rural	5/2/2019 20:44	5/2/2019 20:46	5/2/2019 20:58	5/3/2019 23:40	Y
180	**88133178**	2019	5/6/2019 6:46	5/6/2019 7:08	FHPG19OFF015074	L	2	2	20	0	St. Johns	Unincorporated	Rural	5/6/2019 6:51	5/6/2019 6:57	5/6/2019 7:01	5/6/2019 7:28	Y
181	**88133179**	2019	5/6/2019 6:50	5/6/2019 7:52	FHPG19OFF015075	L	2	2	20	0	St. Johns	Unincorporated	Rural	5/6/2019 6:55	5/6/2019 6:58	5/6/2019 7:24	5/6/2019 8:09	Y
182	**88054779**	2019	5/7/2019 18:15	5/7/2019 19:07	FHPG19OFF015289	L	3	4	20	0	St. Johns	Unincorporated	Rural	5/7/2019 18:19	5/7/2019 18:23	5/7/2019 18:44	5/7/2019 19:10	Y
183	**89067905**	2019	5/10/2019 11:45	5/10/2019 12:21	SJSO19CAD093494	S	1	1	20	0	St. Johns	Unincorporated	Rural	5/10/2019 11:50	5/10/2019 11:52	5/10/2019 12:11	5/10/2019 12:22	Y
184	**88062322**	2019	5/10/2019 15:17	5/10/2019 15:32	FHPG19OFF015643	L	2	4	20	0	St. Johns	Unincorporated	Rural	5/10/2019 15:17	5/10/2019 15:17	5/10/2019 15:17	5/10/2019 16:12	Y
185	**87730821**	2019	5/11/2019 11:47	5/11/2019 12:18	SJSO19CAD094268	L	2	3	20	50	St. Johns	St. Augustine	Rural	5/11/2019 11:48	5/11/2019 11:49	5/11/2019 11:49	5/11/2019 12:18	Y
186	**88054782**	2019	5/11/2019 21:18	5/11/2019 21:26	FHPG19OFF015809	L	2	4	20	0	St. Johns	Unincorporated	Rural	5/11/2019 21:18	5/11/2019 21:19	5/11/2019 21:19	5/11/2019 22:02	Y
187	**88072651**	2019	5/13/2019 18:15	5/13/2019 18:34	FHPG19OFF016001	S	2	2	20	50	St. Johns	St. Augustine	Rural	5/13/2019 18:21	5/13/2019 18:24	5/13/2019 18:26	5/13/2019 18:51	Y
188	**88054784**	2019	5/15/2019 16:50	5/15/2019 17:39	FHPG19OFF016209	S	2	2	20	0	St. Johns	Unincorporated	Rural	5/15/2019 16:53	5/15/2019 16:57	5/15/2019 17:30	5/15/2019 17:58	Y
189	**88134546**	2019	5/17/2019 14:30	5/17/2019 14:56	FHPG19OFF016442	S	2	2	20	0	St. Johns	Unincorporated	Rural	5/17/2019 14:36	5/17/2019 14:39	5/17/2019 14:48	5/17/2019 15:38	Y
190	**89067812**	2019	5/23/2019 16:30	5/23/2019 16:58	SJSO19CAD103204	L	2	5	20	0	St. Johns	Unincorporated	Rural	5/23/2019 16:36	5/23/2019 16:37	5/23/2019 16:37	5/23/2019 17:28	Y
191	**88680332**	2019	5/24/2019 13:04	5/26/2019 4:55	SJSO19CAD103848	S	2	4	20	50	St. Johns	St. Augustine	Rural	5/24/2019 13:14	5/24/2019 13:17	5/24/2019 13:20	5/24/2019 13:57	Y
192	**87729326**	2019	5/25/2019 14:45	5/25/2019 15:21	SJSO19CAD104749	S	2	1	20	50	St. Johns	St. Augustine	Rural	5/25/2019 14:53	5/25/2019 15:00	5/25/2019 15:04	5/25/2019 15:38	Y

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM_TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE	CITY_CODE	COUNTY_NAME	CITY_NAME	RURAL_OR_URBAN	NOTIFIED_TIME	DISPATCHED_TIME	ARRIVED_TIME	CLEARED_TIME	COMPLETED_FLAG
193	**88016700**	2019	5/25/2019 17:01	5/25/2019 17:45	FHPG19OFF017417	L	2	2	20	0	St. Johns	Unincorporated	Rural	5/25/2019 17:11	5/25/2019 17:20	5/25/2019 17:24	5/25/2019 18:44	Y
194	**86388888**	2019	5/27/2019 15:00	5/27/2019 15:09	SJSO19CAD106499	L	2	2	20	50	St. Johns	St. Augustine	Rural	5/27/2019 15:06	5/27/2019 15:06	5/27/2019 15:06	5/27/2019 15:45	Y
195	**88133190**	2019	6/13/2019 5:39	6/13/2019 6:18	FHPG19OFF019797	L	1	2	20	0	St. Johns	Unincorporated	Rural	6/13/2019 5:44	6/13/2019 5:47	6/13/2019 5:51	6/13/2019 6:38	Y
196	**88062327**	2019	6/13/2019 6:50	6/13/2019 7:13	FHPG19OFF019805	S	2	2	20	0	St. Johns	Unincorporated	Rural	6/13/2019 6:59	6/13/2019 7:01	6/13/2019 7:05	6/13/2019 7:26	Y
197	**88681432**	2019	6/13/2019 6:55	6/13/2019 7:11	SJSO19CAD118848	L	1	1	20	50	St. Johns	St. Augustine	Rural	6/13/2019 7:00	6/13/2019 7:00	6/13/2019 7:00	6/13/2019 8:07	Y
198	**88682032**	2019	6/25/2019 7:30	6/25/2019 7:54	SJSO19CAD127770	S	3	6	20	50	St. Johns	St. Augustine	Rural	6/25/2019 7:32	6/25/2019 7:36	6/25/2019 7:41	6/25/2019 8:17	Y
199	**88054792**	2019	6/27/2019 16:32	6/27/2019 16:58	FHPG19OFF021738	L	3	3	20	0	St. Johns	Unincorporated	Rural	6/27/2019 16:38	6/27/2019 16:40	6/27/2019 16:51	6/27/2019 17:17	Y
200	**89069221**	2019	6/29/2019 11:07	6/29/2019 11:26	SJSO19CAD131100	S	2	2	20	50	St. Johns	St. Augustine	Rural	6/29/2019 11:12	6/29/2019 11:13	6/29/2019 11:20	6/29/2019 15:44	Y
201	**88134555**	2019	7/8/2019 12:58	7/8/2019 13:37	FHPG19OFF023063	L	2	2	20	0	St. Johns	Unincorporated	Rural	7/8/2019 13:06	7/8/2019 13:14	7/8/2019 13:24	7/8/2019 15:30	Y
202	**89068301**	2019	7/11/2019 12:06	7/11/2019 12:36	SJSO19CAD140298	L	2	2	20	50	St. Johns	St. Augustine	Rural	7/11/2019 12:16	7/11/2019 12:17	7/11/2019 12:20	7/11/2019 12:52	Y
203	**89069224**	2019	7/11/2019 17:15	7/11/2019 17:50	SJSO19CAD140486	S	2	2	20	50	St. Johns	St. Augustine	Rural	7/11/2019 17:20	7/11/2019 17:22	7/11/2019 17:22	7/11/2019 18:48	Y
204	**88133208**	2019	7/24/2019 6:35	7/24/2019 7:03	FHPG19OFF024969	L	2	5	20	0	St. Johns	Unincorporated	Rural	7/24/2019 6:40	7/24/2019 6:44	7/24/2019 6:48	7/24/2019 7:45	Y
205	**86388890**	2019	7/27/2019 10:35	7/27/2019 11:03	SJSO19CAD151781	S	2	4	20	50	St. Johns	St. Augustine	Rural	7/27/2019 10:47	7/27/2019 10:50	7/27/2019 10:51	7/27/2019 11:25	Y
206	**89068537**	2019	7/27/2019 13:37	7/27/2019 14:01	SJSO19CAD151887	S	2	3	20	50	St. Johns	St. Augustine	Rural	7/27/2019 13:42	7/27/2019 13:47	7/27/2019 13:53	7/27/2019 14:25	Y
207	**89067669**	2019	7/31/2019 7:42	7/31/2019 8:01	SJSO19CAD154433	L	2	2	20	50	St. Johns	St. Augustine	Rural	7/31/2019 7:42	7/31/2019 7:44	7/31/2019 7:53	7/31/2019 8:12	Y
208	**89069230**	2019	8/2/2019 16:09	8/2/2019 16:47	SJSO19CAD156009	S	2	4	20	50	St. Johns	St. Augustine	Rural	8/2/2019 16:14	8/2/2019 16:18	8/2/2019 16:35	8/2/2019 17:18	Y
209	**88683051**	2019	8/3/2019 13:25	8/3/2019 13:59	SJSO19CAD156558	S	2	2	20	50	St. Johns	St. Augustine	Rural	8/3/2019 13:31	8/3/2019 13:34	8/3/2019 13:48	8/3/2019 14:19	Y
210	**89068048**	2019	8/4/2019 18:35	8/4/2019 19:02	SJSO19CAD157438	S	2	2	20	50	St. Johns	St. Augustine	Rural	8/4/2019 18:41	8/4/2019 18:44	8/4/2019 18:47	8/5/2019 19:15	Y
211	**88122387**	2019	8/6/2019 12:00	8/6/2019 12:29	FHPG19OFF026676	S	2	2	20	0	St. Johns	Unincorporated	Rural	8/6/2019 12:05	8/6/2019 12:06	8/6/2019 12:18	8/6/2019 12:45	Y
212	**89069329**	2019	8/6/2019 16:40	8/6/2019 17:09	89069329-01	S	2	2	20	50	St. Johns	St. Augustine	Rural	8/6/2019 16:45	8/6/2019 16:48	8/6/2019 16:53	8/6/2019 17:11	Y
213	**89068781**	2019	8/14/2019 9:55	8/14/2019 10:19	SJSO19CAD164504	S	2	2	20	50	St. Johns	St. Augustine	Rural	8/14/2019 10:04	8/14/2019 10:05	8/14/2019 10:19	8/14/2019 11:06	Y
214	**89069151**	2019	8/14/2019 16:15	8/14/2019 16:54	SJSO19CAD164823	S	2	2	20	50	St. Johns	St. Augustine	Rural	8/14/2019 16:18	8/14/2019 16:19	8/14/2019 16:51	8/14/2019 17:13	Y
215	**88192828**	2019	8/17/2019 19:00	10/31/2019 10:15	FHPG19OFF028222	L	2	2	20	0	St. Johns	Unincorporated	Rural	8/17/2019 19:06	8/17/2019 19:10	8/17/2019 19:17	8/17/2019 20:15	Y
216	**89069526**	2019	8/24/2019 14:12	8/24/2019 14:54	SJSO19CAD172041	L	2	2	20	50	St. Johns	St. Augustine	Rural	8/24/2019 14:20	8/24/2019 14:22	8/24/2019 14:25	8/24/2019 15:18	Y
217	**88195015**	2019	8/28/2019 12:20	8/28/2019 12:57	FHPG19OFF029385	L	2	3	20	0	St. Johns	Unincorporated	Rural	8/28/2019 12:25	8/28/2019 12:28	8/28/2019 12:44	8/28/2019 13:27	Y
218	**89068909**	2019	8/29/2019 11:35	8/29/2019 13:27	SJSO19CAD175704	S	2	2	20	50	St. Johns	St. Augustine	Rural	8/29/2019 11:38	8/29/2019 11:41	8/29/2019 11:47	8/29/2019 11:50	Y
219	**86388947**	2019	9/2/2019 21:45	9/2/2019 22:35	SJSO19CAD178619	S	1	3	20	50	St. Johns	St. Augustine	Rural	9/2/2019 21:51	9/2/2019 22:23	9/2/2019 22:33	9/2/2019 22:55	Y
220	**88680336**	2019	9/5/2019 11:44	9/5/2019 12:11	SJSO19CAD180087	L	2	6	20	50	St. Johns	St. Augustine	Rural	9/5/2019 11:46	9/5/2019 11:49	9/5/2019 11:50	9/5/2019 13:39	Y
221	**88195019**	2019	9/7/2019 9:00	9/7/2019 10:26	FHPG19OFF030668	S	1	1	20	0	St. Johns	Unincorporated	Rural	9/7/2019 9:09	9/7/2019 9:09	9/7/2019 10:22	9/7/2019 10:36	Y
222	**88060982**	2019	9/15/2019 18:10	9/15/2019 18:58	FHPG19OFF031673	L	2	2	20	0	St. Johns	Unincorporated	Rural	9/15/2019 18:18	9/15/2019 18:18	9/15/2019 18:42	9/15/2019 21:38	Y
223	**89067870**	2019	9/17/2019 10:52	9/17/2019 11:22	SJSO19CAD188869	S	2	2	20	50	St. Johns	St. Augustine	Rural	9/17/2019 10:53	9/17/2019 10:58	9/17/2019 11:09	9/17/2019 11:30	Y
224	**87731271**	2019	9/18/2019 6:22	9/18/2019 6:37	SJSO19CAD189441	S	2	2	20	50	St. Johns	St. Augustine	Rural	9/18/2019 6:22	9/18/2019 6:24	9/18/2019 6:33	9/18/2019 18:51	Y
225	**88134570**	2019	9/20/2019 18:55	9/20/2019 19:10	FHPG19OFF032373	S	2	2	20	0	St. Johns	Unincorporated	Rural	9/20/2019 19:00	9/20/2019 19:04	9/20/2019 19:06	9/20/2019 19:43	Y
226	**88165173**	2019	9/26/2019 9:50	9/26/2019 10:34	FHPG19OFF033027	L	1	1	20	50	St. Johns	St. Augustine	Rural	9/26/2019 9:53	9/26/2019 9:55	9/26/2019 10:08	9/26/2019 10:47	Y
227	**87345660**	2019	9/26/2019 17:15	9/26/2019 17:32	SJSO19CAD195871	S	2	3	20	50	St. Johns	St. Augustine	Rural	9/26/2019 17:16	9/26/2019 17:19	9/26/2019 17:25	9/26/2019 17:49	Y
228	**89070501**	2019	9/27/2019 15:27	9/27/2019 16:10	SJSO19CAD196581	S	2	2	20	50	St. Johns	St. Augustine	Rural	9/27/2019 15:31	9/27/2019 15:35	9/27/2019 15:52	9/27/2019 17:34	Y
229	**88192843**	2019	10/7/2019 6:50	10/7/2019 7:18	FHPG19OFF034461	L	2	2	20	0	St. Johns	Unincorporated	Rural	10/7/2019 6:58	10/7/2019 6:59	10/7/2019 7:06	10/7/2019 7:32	Y
230	**89070168**	2019	10/11/2019 13:58	10/11/2019 14:46	SJSO19CAD206436	S	2	3	20	50	St. Johns	St. Augustine	Rural	10/11/2019 14:03	10/11/2019 14:06	10/11/2019 14:19	10/11/2019 15:11	Y
231	**88207728**	2019	10/17/2019 20:18	10/17/2019 20:56	FHPG19OFF035916	L	3	4	20	0	St. Johns	Unincorporated	Rural	10/17/2019 20:23	10/17/2019 20:25	10/17/2019 20:25	10/17/2019 21:52	Y
232	**89068687**	2019	10/21/2019 5:05	10/21/2019 5:30	SJSO19CAD212951	L	2	2	20	50	St. Johns	St. Augustine	Rural	10/21/2019 5:07	10/21/2019 5:11	10/21/2019 5:18	10/21/2019 6:06	Y
233	**88134585**	2019	10/24/2019 8:45	10/24/2019 9:14	FHPG19OFF036708	L	1	2	20	0	St. Johns	Unincorporated	Rural	10/24/2019 8:49	10/24/2019 8:54	10/24/2019 8:55	10/24/2019 10:11	Y
234	**88683054**	2019	10/25/2019 19:40	10/25/2019 20:09	SJSO19CAD216515	L	2	3	20	50	St. Johns	St. Augustine	Rural	10/25/2019 19:45	10/25/2019 19:47	10/25/2019 19:49	10/25/2019 20:27	Y
235	**88682924**	2019	10/26/2019 17:55	10/26/2019 18:15	SJSO19CXAD217215	S	3	4	20	50	St. Johns	St. Augustine	Rural	10/26/2019 17:55	10/26/2019 17:55	10/26/2019 17:55	10/26/2019 19:11	Y
236	**89070510**	2019	10/28/2019 8:30	10/28/2019 9:09	SJSO19CAD218179	S	2	2	20	50	St. Johns	St. Augustine	Rural	10/28/2019 8:35	10/28/2019 8:37	10/28/2019 8:51	10/28/2019 12:36	Y
237	**89067680**	2019	10/28/2019 16:53	10/28/2019 17:07	SJSO19CAD218496	L	2	2	20	50	St. Johns	St. Augustine	Rural	10/28/2019 16:53	10/28/2019 16:53	10/28/2019 16:53	10/28/2019 17:33	Y
238	**88195035**	2019	10/29/2019 11:15	10/29/2019 12:15	FHPG19OFF037344	S	2	3	20	0	St. Johns	Unincorporated	Rural	10/29/2019 11:18	10/29/2019 11:20	10/29/2019 11:59	10/29/2019 12:40	Y
239	**88099268**	2019	10/31/2019 5:53	10/31/2019 6:44	FHPG19OFF037588	L	2	2	20	0	St. Johns	Unincorporated	Rural	10/31/2019 5:58	10/31/2019 6:03	10/31/2019 6:48	10/31/2019 8:00	Y
240	**88143176**	2019	10/31/2019 7:30	10/31/2019 7:53	FHPG19OFF037597	L	2	1	20	0	St. Johns	Unincorporated	Rural	10/31/2019 7:39	10/31/2019 7:47	10/31/2019 7:51	10/31/2019 8:15	Y
241	**89069919**	2019	10/31/2019 13:55	11/5/2019 16:38	SJSO19CAD220705	L	2	2	20	50	St. Johns	St. Augustine	Urban	10/31/2019 13:59	10/31/2019 13:59	10/31/2019 13:59	10/31/2019 14:27	Y
242	**88192853**	2019	11/4/2019 5:25	11/4/2019 6:48	FHPG19OFF038034	L	1	1	20	0	St. Johns	Unincorporated	Rural	11/4/2019 5:27	11/4/2019 5:29	11/4/2019 5:29	11/4/2019 7:24	Y
243	**88126488**	2019	11/7/2019 6:43	11/7/2019 7:09	FHPG19OFF038421	L	2	3	20	0	St. Johns	Unincorporated	Rural	11/7/2019 6:48	11/7/2019 6:51	11/7/2019 6:54	11/7/2019 7:45	Y
244	**88143180**	2019	11/8/2019 8:05	11/8/2019 8:37	FHPG19OFF038539	L	4	5	20	0	St. Johns	Unincorporated	Rural	11/8/2019 8:07	11/8/2019 8:08	11/8/2019 8:08	11/8/2019 10:02	Y
245	**88681235**	2019	11/9/2019 6:10	11/9/2019 6:30	SJSO19CAD226650	L	2	1	20	50	St. Johns	St. Augustine	Rural	11/9/2019 6:15	11/9/2019 6:18	11/9/2019 6:18	11/9/2019 6:31	Y
246	**87731272**	2019	11/10/2019 15:31	11/10/2019 15:47	SJSO19CAD227656	S	2	2	20	0	St. Johns	Unincorporated	Rural	11/10/2019 15:32	11/10/2019 15:34	11/10/2019 15:40	11/10/2019 16:11	Y
247	**89068588**	2019	11/15/2019 17:44	11/15/2019 18:24	SJSO19CAD231177	S	2	3	20	0	St. Johns	Unincorporated	Rural	11/15/2019 17:45	11/15/2019 18:11	11/15/2019 18:17	11/15/2019 18:55	Y
248	**89068841**	2019	11/18/2019 6:50	11/18/2019 7:14	SJSO19CAD232655	L	2	2	20	50	St. Johns	St. Augustine	Rural	11/18/2019 6:51	11/18/2019 6:57	11/18/2019 7:05	11/19/2019 7:45	Y
249	**89067871**	2019	11/20/2019 19:16	11/20/2019 19:34	SJSO19CAD234622	L	3	4	20	50	St. Johns	St. Augustine	Rural	11/20/2019 19:18	11/20/2019 19:20	11/20/2019 19:20	11/20/2019 20:29	Y
250	**89285890**	2019	11/21/2019 7:24	11/21/2019 7:48	SJSO19CAD234904	L	2	5	20	0	St. Johns	Unincorporated	Rural	11/21/2019 7:29	11/21/2019 7:32	11/21/2019 7:41	11/21/2019 9:26	Y
251	**89068921**	2019	11/21/2019 18:15	11/21/2019 20:59	SJSO19CAD235315	S	2	2	20	0	St. Johns	Unincorporated	Rural	11/21/2019 18:17	11/21/2019 18:20	11/21/2019 18:32	11/21/2019 18:38	Y
252	**88207746**	2019	11/22/2019 12:18	11/22/2019 12:47	FHPG19OFF040265	L	1	1	20	0	St. Johns	Unincorporated	Rural	11/22/2019 12:23	11/22/2019 12:25	11/22/2019 12:26	11/22/2019 13:25	Y
253	**88143185**	2019	11/24/2019 11:20	11/24/2019 11:44	FHPG19OFF040500	L	2	3	20	0	St. Johns	Unincorporated	Rural	11/24/2019 11:22	11/24/2019 11:22	11/24/2019 11:29	11/24/2019 12:57	Y
254	**89070536**	2019	11/29/2019 14:24	11/29/2019 14:46	SJSO19CAD240740	L	2	3	20	50	St. Johns	St. Augustine	Rural	11/29/2019 14:24	11/29/2019 14:25	11/29/2019 14:28	11/29/2019 15:31	Y
255	**89070331**	2019	11/29/2019 18:12	11/29/2019 18:25	SJSO19CAD240881	S	2	2	20	50	St. Johns	St. Augustine	Rural	11/29/2019 18:15	11/29/2019 18:21	11/29/2019 18:21	11/29/2019 18:35	Y
256	**89285863**	2019	12/4/2019 7:25	12/4/2019 7:45	SJSO19CAD243998	L	2	2	20	50	St. Johns	St. Augustine	Rural	12/4/2019 7:27	12/4/2019 7:29	12/4/2019 7:33	12/4/2019 8:10	Y

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ID Number	REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM_TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE	CITY_CODE	COUNTY_NAME	CITY_NAME	RURAL_OR_URBAN	NOTIFIED_TIME	DISPATCHED_TIME	ARRIVED_TIME	CLEARED_TIME	COMPLETED_FLAG
257	**88246523**	2019	12/8/2019 0:19	12/8/2019 0:48	FHPG19OFF042189	S	2	2	20	0	St. Johns	Unincorporated	Rural	12/8/2019 0:24	12/8/2019 0:28	12/8/2019 0:44	12/8/2019 1:05	Y
258	**89070177**	2019	12/10/2019 15:41	12/10/2019 16:22	SJSO19CAD248615	S	3	6	20	50	St. Johns	St. Augustine	Rural	12/10/2019 15:46	12/10/2019 15:49	12/10/2019 16:07	12/10/2019 16:44	Y
259	**88207761**	2019	12/12/2019 8:29	12/12/2019 8:56	FHPG19OFF042711	L	3	3	20	0	St. Johns	Unincorporated	Rural	12/12/2019 8:34	12/12/2019 8:37	12/12/2019 8:47	12/12/2019 9:41	Y
260	**87345664**	2019	12/15/2019 8:55	12/15/2019 9:16	SJSO19CAD251828	S	2	2	20	50	St. Johns	St. Augustine	Rural	12/15/2019 9:00	12/15/2019 9:05	12/15/2019 9:10	12/15/2019 9:55	Y
261	**89067841**	2019	12/15/2019 11:45	12/15/2019 12:17	SJSO19CAD251930	S	2	2	20	50	St. Johns	St. Augustine	Rural	12/15/2019 11:56	12/15/2019 12:00	12/15/2019 12:08	12/15/2019 12:55	Y
262	**88134602**	2019	12/18/2019 15:40	12/18/2019 16:16	FHPG19OFF043719	S	2	2	20	0	St. Johns	Unincorporated	Rural	12/18/2019 15:45	12/18/2019 15:50	12/18/2019 16:14	12/18/2019 17:59	Y
263	**82386980**	2019	12/23/2019 18:18	12/23/2019 18:47	SJSOCAD257582	S	2	2	20	50	St. Johns	St. Augustine	Rural	12/23/2019 18:18	12/23/2019 18:22	12/23/2019 18:27	12/23/2019 19:46	Y
264	**82384549**	2019	12/27/2019 8:03	12/27/2019 8:15	SJSO19CAD259654	S	2	3	20	50	St. Johns	St. Augustine	Rural	12/27/2019 8:04	12/27/2019 8:05	12/27/2019 8:06	12/27/2019 8:58	Y
265	**88143195**	2019	12/30/2019 7:10	12/30/2019 7:38	FHPG19OFF045269	L	2	6	20	0	St. Johns	Unincorporated	Rural	12/30/2019 7:14	12/30/2019 7:17	12/30/2019 7:24	12/30/2019 8:47	Y
266	**88143196**	2019	12/31/2019 8:40	12/31/2019 8:50	FHPG19OFF045389	S	2	4	20	0	St. Johns	Unincorporated	Rural	12/31/2019 8:42	12/31/2019 8:45	12/31/2019 8:45	12/31/2019 9:15	Y
267	**89285151**	2020	1/2/2020 9:50	1/2/2020 10:03	SJSO20CAD000943	S	2	3	20	50	St. Johns	St. Augustine	Rural	1/2/2020 9:54	1/2/2020 9:56	1/2/2020 9:59	1/2/2020 10:21	Y
268	**88165884**	2020	1/2/2020 18:44	1/2/2020 19:23	FHPG20OFF000209	L	2	7	20	0	St. Johns	Unincorporated	Rural	1/2/2020 18:49	1/2/2020 18:53	1/2/2020 19:03	1/2/2020 20:48	Y
269	**82386616**	2020	1/6/2020 12:50	1/6/2020 13:40	SJSO20CAD003711	S	2	2	20	50	St. Johns	St. Augustine	Rural	1/6/2020 12:55	1/6/2020 13:00	1/6/2020 13:24	1/6/2020 15:18	Y
270	**89069060**	2020	1/15/2020 16:53	1/15/2020 17:11	SJSO20CAD010104	L	3	3	20	50	St. Johns	St. Augustine	Rural	1/15/2020 16:56	1/15/2020 16:58	1/15/2020 16:59	1/15/2020 17:44	Y
271	**82383459**	2020	1/18/2020 21:00	1/18/2020 21:26	SJSO20CAD012344	L	2	5	20	50	St. Johns	St. Augustine	Rural	1/18/2020 21:01	1/18/2020 21:01	1/18/2020 21:01	1/18/2020 21:58	Y
272	**88285586**	2020	1/20/2020 18:48	1/20/2020 19:11	FHPG20OFF002247	S	2	2	20	0	St. Johns	Unincorporated	Rural	1/20/2020 18:53	1/20/2020 18:55	1/20/2020 19:01	1/20/2020 19:57	Y
273	**88195060**	2020	1/21/2020 7:30	1/21/2020 8:00	FHPG20OFF002269	L	1	0	20	0	St. Johns	Unincorporated	Rural	1/21/2020 7:36	1/21/2020 7:37	1/21/2020 7:54	1/21/2020 8:50	Y
274	**82203870**	2020	1/24/2020 18:00	1/25/2020 1:21	SJSO20CAD016349	L	2	2	20	0	St. Johns	Unincorporated	Rural	1/24/2020 18:06	1/24/2020 18:09	1/24/2020 18:11	1/24/2020 19:00	Y
275	**81996496**	2020	1/27/2020 15:20	1/27/2020 15:29	FHPG20OFF002974	S	2	2	20	0	St. Johns	Unincorporated	Rural	1/27/2020 15:29	1/27/2020 15:29	1/27/2020 15:29	1/27/2020 15:49	Y
276	**88212357**	2020	2/9/2020 11:56	2/9/2020 12:22	FHPG20OFF004482	S	2	2	20	0	St. Johns	Unincorporated	Rural	2/9/2020 12:01	2/9/2020 12:02	2/9/2020 12:12	2/9/2020 13:00	Y
277	**88172354**	2020	2/11/2020 16:51	2/11/2020 17:34	FHPG20OFF004754	S	2	3	20	0	St. Johns	Unincorporated	Rural	2/11/2020 17:01	2/11/2020 17:03	2/11/2020 17:28	2/11/2020 17:59	Y
278	**82391182**	2020	2/13/2020 17:06	2/13/2020 17:41	SJSO20CAD031006	S	2	3	20	50	St. Johns	St. Augustine	Rural	2/13/2020 17:14	2/13/2020 17:14	2/13/2020 17:14	2/13/2020 17:16	Y
279	**88300063**	2020	2/16/2020 19:35	2/16/2020 20:43	FHPG20OFF005426	L	2	5	20	0	St. Johns	Unincorporated	Rural	2/16/2020 19:40	2/16/2020 19:43	2/16/2020 19:55	2/16/2020 20:00	Y
280	**88230643**	2020	2/19/2020 9:42	2/19/2020 10:08	FHPG20OFF005716	L	2	2	20	0	St. Johns	Unincorporated	Rural	2/19/2020 9:47	2/19/2020 9:53	2/19/2020 10:03	2/19/2020 10:25	Y
281	**88230644**	2020	2/19/2020 13:52	2/19/2020 14:26	FHPG20OFF005730	L	3	3	20	0	St. Johns	Unincorporated	Rural	2/19/2020 13:57	2/19/2020 14:01	2/19/2020 14:11	2/19/2020 15:55	Y
282	**88300064**	2020	2/20/2020 12:52	2/20/2020 13:23	FHPG20OFF005838	L	2	5	20	0	St. Johns	Unincorporated	Rural	2/20/2020 12:57	2/20/2020 13:01	2/20/2020 13:11	2/20/2020 14:34	Y
283	**82387921**	2020	2/25/2020 14:04	2/25/2020 14:11	SJSO20CAD039891	L	2	3	20	50	St. Johns	St. Augustine	Rural	2/25/2020 14:04	2/25/2020 14:04	2/25/2020 14:08	2/25/2020 14:45	Y
284	**88172362**	2020	2/28/2020 16:14	2/28/2020 16:26	FHPG20OFF006861	L	2	2	20	0	St. Johns	Unincorporated	Rural	2/28/2020 16:18	2/28/2020 16:18	2/28/2020 16:18	2/28/2020 16:49	Y
285	**89068063**	2020	3/1/2020 8:14	3/1/2020 8:30	SJSO20CAD043418	S	2	3	20	50	St. Johns	St. Augustine	Rural	3/1/2020 8:16	3/1/2020 8:18	3/1/2020 8:22	3/1/2020 8:45	Y
286	**88172363**	2020	3/1/2020 11:16	3/1/2020 11:57	FHPG20OFF007060	L	2	5	20	0	St. Johns	Unincorporated	Rural	3/1/2020 11:26	3/1/2020 11:31	3/1/2020 11:40	3/1/2020 12:30	Y
287	**88117240**	2020	3/4/2020 19:40	3/4/2020 20:31	FHPB20OFF005168	S	2	3	20	0	St. Johns	Unincorporated	Rural	3/4/2020 19:50	3/4/2020 20:09	3/4/2020 20:22	3/4/2020 21:03	Y
288	**88210567**	2020	3/13/2020 10:00	3/13/2020 10:31	FHPG20OFF008446	S	2	2	20	0	St. Johns	Unincorporated	Rural	3/13/2020 10:05	3/13/2020 10:07	3/13/2020 10:25	3/13/2020 10:46	Y
289	**89285673**	2020	3/13/2020 11:44	3/13/2020 12:01	SJSO20CAD052328	L	2	2	20	50	St. Johns	St. Augustine	Rural	3/13/2020 11:44	3/13/2020 11:44	3/13/2020 11:45	3/13/2020 13:09	Y
290	**88143144**	2020	3/13/2020 20:00	3/13/2020 20:39	FHPG20OFF008552	L	2	3	20	0	St. Johns	Unincorporated	Rural	3/13/2020 20:06	3/13/2020 20:10	3/13/2020 20:16	3/13/2020 21:27	Y
291	**88300074**	2020	3/14/2020 2:09	7/6/2021 17:57	FHPG20OFF008580	L	2	3	20	0	St. Johns	Unincorporated	Rural	3/14/2020 2:14	3/14/2020 2:16	3/14/2020 2:30	3/14/2020 8:40	Y
292	**89070608**	2020	3/14/2020 14:00	3/14/2020 14:24	SJSO20CAD053276	L	2	6	20	50	St. Johns	St. Augustine	Rural	3/14/2020 14:03	3/14/2020 14:10	3/14/2020 14:14	3/14/2020 15:58	Y
293	**88143146**	2020	3/14/2020 19:25	3/19/2020 0:02	FHPG20OFF008668	L	2	3	20	0	St. Johns	Unincorporated	Rural	3/14/2020 19:28	3/14/2020 19:30	3/14/2020 19:42	3/14/2020 20:02	Y
294	**88300086**	2020	4/30/2020 13:18	4/30/2020 14:15	FHPG20OFF012590	L	3	7	20	0	St. Johns	Unincorporated	Rural	4/30/2020 13:23	4/30/2020 13:30	4/30/2020 13:36	4/30/2020 15:14	Y
295	**88210582**	2020	5/4/2020 17:00	5/4/2020 17:34	FHPG20OFF012972	S	2	3	20	0	St. Johns	Unincorporated	Rural	5/4/2020 17:10	5/4/2020 17:13	5/4/2020 17:33	5/4/2020 17:59	Y
296	**87728511**	2020	5/5/2020 23:22	5/6/2020 5:51	SJSO20OFF003899	L	2	2	20	0	St. Johns	Unincorporated	Rural	5/5/2020 23:22	5/5/2020 23:23	5/5/2020 23:25	5/6/2020 0:50	Y
297	**88230667**	2020	5/9/2020 9:20	5/9/2020 9:37	FHPG20OFF013392	L	2	2	20	0	St. Johns	Unincorporated	Rural	5/9/2020 9:25	5/9/2020 9:27	5/9/2020 9:32	5/9/2020 9:47	Y
298	**87728862**	2020	5/11/2020 11:50	5/11/2020 12:25	SJSO20CAD088191	S	2	5	20	0	St. Johns	Unincorporated	Rural	5/11/2020 11:56	5/11/2020 11:59	5/11/2020 12:16	5/11/2020 12:26	Y
299	**89069530**	2020	5/12/2020 16:15	5/12/2020 17:00	SJSO20CAD089105	S	2	2	20	50	St. Johns	St. Augustine	Rural	5/12/2020 16:20	5/12/2020 16:22	5/12/2020 16:55	5/12/2020 17:34	Y
300	**88331857**	2020	5/15/2020 12:20	5/15/2020 12:47	FHPG20OFF013912	L	2	3	20	0	St. Johns	Unincorporated	Rural	5/15/2020 12:25	5/15/2020 12:26	5/15/2020 12:33	5/15/2020 13:23	Y
301	**87731241**	2020	5/16/2020 22:30	5/16/2020 22:47	SJSO20CAD092248	S	2	2	20	50	St. Johns	St. Augustine	Rural	5/16/2020 22:30	5/16/2020 22:30	5/16/2020 22:30	5/16/2020 22:48	Y
302	**86388750**	2020	5/25/2020 13:12	5/25/2020 13:59	SJSO20CAD099265	L	2	8	20	50	St. Johns	St. Augustine	Rural	5/25/2020 13:15	5/25/2020 13:20	5/25/2020 13:46	5/25/2020 14:37	Y
303	**88682114**	2020	5/29/2020 17:50	5/29/2020 18:33	SJSO20CAD102164	L	1	1	20	50	St. Johns	St. Augustine	Rural	5/29/2020 17:51	5/29/2020 17:53	5/29/2020 17:53	5/29/2020 19:04	Y
304	**88328425**	2020	5/31/2020 20:51	5/31/2020 21:21	FHPG20OFF015657	L	2	2	20	0	St. Johns	Unincorporated	Rural	5/31/2020 20:56	5/31/2020 20:56	5/31/2020 21:03	5/31/2020 21:47	Y
305	**88331865**	2020	6/1/2020 9:30	6/1/2020 9:50	FHPG20OFF015695	S	2	2	20	0	St. Johns	Unincorporated	Rural	6/1/2020 9:32	6/1/2020 9:34	6/1/2020 9:38	6/1/2020 10:14	Y
306	**89285674**	2020	6/1/2020 16:24	6/1/2020 17:02	SJSO20CAD104249	S	2	2	20	50	St. Johns	St. Augustine	Rural	6/1/2020 16:25	6/1/2020 16:42	6/1/2020 17:01	6/1/2020 17:02	Y
307	**85347707**	2020	6/5/2020 13:05	6/5/2020 13:26	FHPG20OFF016169	L	3	4	20	50	St. Johns	St. Augustine	Rural	6/5/2020 13:12	6/5/2020 13:14	6/5/2020 13:16	6/5/2020 14:01	Y
308	**86810705**	2020	6/6/2020 13:40	6/6/2020 14:15	SJSO20CAD107299	L	2	3	20	50	St. Johns	St. Augustine	Rural	6/6/2020 13:43	6/6/2020 13:49	6/6/2020 14:00	6/6/2020 16:00	Y
309	**88328427**	2020	6/7/2020 18:19	6/7/2020 18:37	FHPG20OFF016532	S	1	1	20	0	St. Johns	Unincorporated	Rural	6/7/2020 18:24	6/7/2020 18:25	6/7/2020 18:31	6/7/2020 19:21	Y
310	**87347275**	2020	6/16/2020 18:30	6/16/2020 18:44	SJSO20CAD113862	L	1	2	20	50	St. Johns	St. Augustine	Rural	6/16/2020 18:30	6/16/2020 18:32	6/16/2020 18:35	6/16/2020 19:02	Y
311	**87729389**	2020	6/17/2020 16:50	6/17/2020 17:14	SJSO20CAD114483	S	2	2	20	0	St. Johns	Unincorporated	Urban	6/17/2020 16:54	6/17/2020 16:56	6/17/2020 17:04	6/17/2020 17:15	Y
312	**89286688**	2020	6/18/2020 14:29	6/18/2020 14:51	SJSO20CAD115070	S	2	3	20	50	St. Johns	St. Augustine	Rural	6/18/2020 14:31	6/18/2020 14:32	6/18/2020 14:42	6/18/2020 15:20	Y
313	**82391754**	2020	6/19/2020 16:15	6/19/2020 17:14	SJSO20CAD115934	L	2	2	20	0	St. Johns	Unincorporated	Rural	6/19/2020 16:41	6/19/2020 16:47	6/19/2020 17:05	6/19/2020 17:17	Y
314	**87729746**	2020	6/22/2020 15:45	6/23/2020 16:00	SJSO20CAD117952	L	3	3	20	50	St. Johns	St. Augustine	Rural	6/22/2020 15:51	6/22/2020 15:57	6/22/2020 16:00	6/22/2020 16:50	Y
315	**89286165**	2020	6/25/2020 21:30	6/26/2020 13:25	SJSO20CAD120640	L	1	1	20	50	St. Johns	St. Augustine	Rural	6/26/2020 8:36	6/26/2020 8:37	6/26/2020 8:37	6/26/2020 9:36	Y
316	**88296650**	2020	6/27/2020 13:15	6/27/2020 13:48	FHPG20OFF018808	S	2	3	20	50	St. Johns	St. Augustine	Rural	6/27/2020 13:28	6/27/2020 13:36	6/27/2020 13:42	6/27/2020 14:30	Y
317	**89070339**	2020	6/27/2020 17:30	6/27/2020 17:51	SJSO20CAD121730	L	1	1	20	50	St. Johns	St. Augustine	Rural	6/27/2020 17:32	6/27/2020 17:34	6/27/2020 17:40	6/27/2020 18:00	Y
318	**89069659**	2020	6/29/2020 15:00	6/29/2020 16:14	SJSO20CAD123110	S	2	3	20	50	St. Johns	St. Augustine	Rural	6/29/2020 15:03	6/29/2020 15:04	6/29/2020 15:19	6/29/2020 16:30	Y
319	**88333187**	2020	7/3/2020 14:17	7/3/2020 14:34	FHPG20OFF019452	L	2	3	20	0	St. Johns	Unincorporated	Rural	7/3/2020 14:22	7/3/2020 14:24	7/3/2020 14:30	7/3/2020 14:44	Y
320	**87730560**	2020	7/3/2020 14:54	7/3/2020 15:18	SJSO20CAD125950	S	2	3	20	50	St. Johns	St. Augustine	Rural	7/3/2020 14:55	7/3/2020 14:59	7/3/2020 15:06	7/3/2020 15:19	Y

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321	**88333188**	2020	7/4/2020 15:32	8/27/2021 8:14	FHPG20OFF019558	L	2	2	20	0	St. Johns	Unincorporated	Rural	7/4/2020 15:37	7/4/2020 15:37	7/4/2020 15:37	7/4/2020 16:46	Y
322	**89070375**	2020	7/4/2020 15:49	7/4/2020 15:56	SJSO20CAD126970	L	2	1	20	50	St. Johns	St. Augustine	Rural	7/4/2020 15:49	7/4/2020 15:49	7/4/2020 15:49	7/4/2020 16:42	Y
323	**88285633**	2020	7/7/2020 13:45	7/7/2020 14:18	FHPG20OFF019865	S	2	2	20	0	St. Johns	Unincorporated	Rural	7/7/2020 13:51	7/7/2020 13:54	7/7/2020 14:06	7/7/2020 14:59	Y
324	**82386778**	2020	7/10/2020 12:03	7/10/2020 12:36	SJSO20CAD130936	S	2	2	20	50	St. Johns	St. Augustine	Rural	7/10/2020 12:08	7/10/2020 12:09	7/10/2020 12:09	7/22/2020 10:23	Y
325	**89285677**	2020	7/14/2020 17:24	7/14/2020 17:45	SJSO20CAD133770	L	4	6	20	50	St. Johns	St. Augustine	Rural	7/14/2020 17:25	7/14/2020 17:28	7/14/2020 17:28	7/14/2020 20:15	Y
326	**88296659**	2020	7/16/2020 14:15	7/16/2020 15:01	FHPG20OFF020795	L	2	2	20	50	St. Johns	St. Augustine	Rural	7/16/2020 14:30	7/16/2020 14:41	7/16/2020 14:45	7/16/2020 16:30	Y
327	**88258820**	2020	7/18/2020 8:00	7/18/2020 8:59	FHPG20OFF020967	L	1	2	20	0	St. Johns	Unincorporated	Rural	7/18/2020 8:11	7/18/2020 8:13	7/18/2020 8:49	7/18/2020 9:05	Y
328	**88331884**	2020	7/24/2020 14:45	7/24/2020 15:17	FHPG20OFF021696	L	2	2	20	0	St. Johns	Unincorporated	Rural	7/24/2020 14:48	7/24/2020 14:50	7/24/2020 15:02	7/24/2020 16:12	Y
329	**88333222**	2020	8/1/2020 11:21	8/1/2020 12:00	FHPG20OFF022572	L	3	4	20	0	St. Johns	Unincorporated	Rural	8/1/2020 11:26	8/1/2020 11:29	8/1/2020 11:29	8/1/2020 12:42	Y
330	**88328454**	2020	8/4/2020 6:22	8/4/2020 6:50	FHPG20OFF022846	L	2	2	20	0	St. Johns	Unincorporated	Rural	8/4/2020 6:27	8/4/2020 6:29	8/4/2020 6:30	8/4/2020 7:20	Y
331	**88329205**	2020	8/5/2020 15:04	8/5/2020 15:48	FHPG20OFF023016	L	2	2	20	0	St. Johns	Unincorporated	Rural	8/5/2020 15:14	8/5/2020 15:21	8/5/2020 15:36	8/5/2020 16:10	Y
332	**24079780**	2020	8/6/2020 14:50	8/6/2020 15:08	SJSO20CAD149055	L	2	2	20	50	St. Johns	St. Augustine	Rural	8/6/2020 14:55	8/6/2020 14:55	8/6/2020 14:55	8/6/2020 15:34	Y
333	**88680569**	2020	8/10/2020 15:15	8/11/2020 10:03	SJSO20CAD151874	S	2	2	20	50	St. Johns	St. Augustine	Rural	8/10/2020 15:31	8/10/2020 15:33	8/10/2020 15:44	8/10/2020 16:03	Y
334	**88328933**	2020	8/18/2020 10:07	8/18/2020 10:43	FHPG20OFF024566	L	2	4	20	0	St. Johns	Unincorporated	Rural	8/18/2020 10:12	8/18/2020 10:16	8/18/2020 10:25	8/18/2020 11:30	Y
335	**88285649**	2020	8/22/2020 20:30	8/22/2020 20:48	FHPG20OFF025161	L	2	1	20	0	St. Johns	Unincorporated	Rural	8/22/2020 20:34	8/22/2020 20:38	8/22/2020 20:43	8/22/2020 21:25	Y
336	**87189846**	2020	8/24/2020 7:47	8/24/2020 8:19	FHPG20OFF025310	L	2	4	20	0	St. Johns	Unincorporated	Rural	8/24/2020 7:52	8/24/2020 8:04	8/24/2020 8:04	8/24/2020 9:05	Y
337	**88331898**	2020	9/1/2020 11:35	9/1/2020 12:09	FHPG20OFF026369	L	2	2	20	0	St. Johns	Unincorporated	Rural	9/1/2020 11:40	9/1/2020 11:41	9/1/2020 11:44	9/1/2020 12:45	Y
338	**24079949**	2020	9/6/2020 7:05	9/6/2020 7:43	SJSO20CAD170419	L	2	2	20	50	St. Johns	St. Augustine	Rural	9/6/2020 7:07	9/6/2020 7:09	9/6/2020 7:13	9/6/2020 8:10	Y
339	**88395370**	2020	9/12/2020 9:48	9/12/2020 10:00	FHPG20OFF027808	L	1	1	20	0	St. Johns	Unincorporated	Rural	9/12/2020 9:52	9/12/2020 9:53	9/12/2020 9:53	9/12/2020 10:51	Y
340	**88285657**	2020	9/14/2020 15:35	9/14/2020 16:04	FHPG20OFF028116	S	2	2	20	0	St. Johns	Unincorporated	Rural	9/14/2020 15:41	9/14/2020 15:44	9/14/2020 15:57	9/14/2020 16:54	Y
341	**88332426**	2020	9/23/2020 6:40	9/23/2020 7:00	FHPG20OFF029102	S	2	3	20	0	St. Johns	Unincorporated	Rural	9/23/2020 6:44	9/23/2020 6:47	9/23/2020 6:54	9/23/2020 7:27	Y
342	**89286750**	2020	9/25/2020 16:55	9/25/2020 17:13	SJSO20CAD183653	S	2	3	20	50	St. Johns	St. Augustine	Rural	9/25/2020 16:57	9/25/2020 17:00	9/25/2020 17:08	9/25/2020 17:30	Y
343	**87346195**	2020	9/28/2020 18:15	9/28/2020 18:42	SJSO20CAD185802	S	2	3	20	50	St. Johns	St. Augustine	Rural	9/28/2020 18:16	9/28/2020 18:17	9/28/2020 18:17	9/28/2020 19:23	Y
344	**89285598**	2020	9/30/2020 14:08	9/30/2020 14:25	SJSO20CAD186961	L	2	5	20	50	St. Johns	St. Augustine	Rural	9/30/2020 14:09	9/30/2020 14:11	9/30/2020 14:19	9/30/2020 15:42	Y
345	**87345674**	2020	10/2/2020 17:20	10/2/2020 18:00	SJSO20CAD188472	L	4	7	20	50	St. Johns	St. Augustine	Rural	10/2/2020 17:22	10/2/2020 17:22	10/2/2020 17:22	10/2/2020 17:55	Y
346	**89286022**	2020	10/3/2020 23:38	10/3/2020 23:50	SJSO20CAD189394	L	2	2	20	50	St. Johns	St. Augustine	Rural	10/3/2020 23:38	10/3/2020 23:43	10/3/2020 23:43	10/4/2020 0:29	Y
347	**88404248**	2020	10/9/2020 20:15	3/23/2021 11:48	FHPG20OFF031163	L	2	3	20	0	St. Johns	Unincorporated	Rural	10/9/2020 20:16	10/9/2020 20:31	10/9/2020 20:54	10/10/2020 0:44	Y
348	**82383333**	2020	10/11/2020 14:15	10/11/2020 14:41	SJSO20CAD194257	S	3	6	20	50	St. Johns	St. Augustine	Rural	10/11/2020 14:23	10/11/2020 14:26	10/11/2020 14:33	10/11/2020 15:02	Y
349	**89286023**	2020	10/12/2020 8:27	10/12/2020 8:35	SJSO20CAD194607	S	2	2	20	50	St. Johns	St. Augustine	Rural	10/12/2020 8:27	10/12/2020 8:27	10/12/2020 8:27	10/12/2020 9:06	Y
350	**24079873**	2020	10/12/2020 11:00	10/12/2020 11:19	SJSO20CAD194713	L	2	2	20	50	St. Johns	St. Augustine	Rural	10/12/2020 11:01	10/12/2020 11:04	10/12/2020 11:06	10/12/2020 11:30	Y
351	**24080104**	2020	10/26/2020 10:15	10/26/2020 10:58	SJSO020CAD203827	S	2	3	20	50	St. Johns	St. Augustine	Rural	10/26/2020 10:25	10/26/2020 10:29	10/26/2020 10:41	10/26/2020 11:50	Y
352	**24080647**	2020	10/26/2020 15:55	10/26/2020 16:59	SJSO20CAD204020	L	3	3	20	50	St. Johns	St. Augustine	Rural	10/26/2020 16:00	10/26/2020 16:03	10/26/2020 16:04	10/26/2020 17:02	Y
353	**87346198**	2020	10/30/2020 7:18	10/30/2020 7:41	SJSO20CAD206363	S	2	2	20	50	St. Johns	St. Augustine	Rural	10/30/2020 7:24	10/30/2020 7:28	10/30/2020 7:28	10/30/2020 8:10	Y
354	**89285686**	2020	11/2/2020 17:23	11/2/2020 17:53	SJSO20CAD208738	L	2	2	20	50	St. Johns	St. Augustine	Rural	11/2/2020 17:24	11/2/2020 17:29	11/2/2020 17:29	11/2/2020 18:20	Y
355	**88402690**	2020	11/8/2020 11:15	11/8/2020 11:49	FHPG20OFF035024	L	2	3	20	0	St. Johns	Unincorporated	Rural	11/8/2020 11:20	11/8/2020 11:23	11/8/2020 11:40	11/8/2020 12:11	Y
356	**24080719**	2020	11/14/2020 16:25	11/14/2020 17:06	SJSO20CAD216066	L	2	2	20	50	St. Johns	St. Augustine	Rural	11/14/2020 16:37	11/14/2020 16:41	11/14/2020 16:47	11/14/2020 17:48	Y
357	**89286552**	2020	11/16/2020 16:12	11/16/2020 16:24	SJSO20CAD217217	S	2	4	20	0	St. Johns	Unincorporated	Rural	11/16/2020 16:13	11/16/2020 16:13	11/16/2020 16:13	11/16/2020 16:25	Y
358	**88395403**	2020	11/17/2020 14:32	11/17/2020 14:52	FHPG20OFF036187	S	2	2	20	0	St. Johns	Unincorporated	Rural	11/17/2020 14:36	11/17/2020 14:39	11/17/2020 14:45	11/17/2020 15:32	Y
359	**24080500**	2020	11/18/2020 16:30	11/18/2020 16:55	SJSO20CAD218479	S	2	2	20	0	St. Johns	Unincorporated	Rural	11/18/2020 16:37	11/18/2020 16:41	11/18/2020 16:48	11/18/2020 16:56	Y
360	**89286758**	2020	11/21/2020 11:17	11/21/2020 11:35	SJSO20CAD220108	S	2	3	20	50	St. Johns	St. Augustine	Rural	11/21/2020 11:20	11/21/2020 11:22	11/21/2020 11:27	11/21/2020 11:55	Y
361	**88682251**	2020	11/22/2020 11:58	11/22/2020 12:23	SJSO20CAD220767	S	2	2	20	50	St. Johns	St. Augustine	Rural	11/22/2020 12:00	11/22/2020 12:02	11/22/2020 12:05	11/22/2020 12:23	Y
362	**24080012**	2020	11/22/2020 15:16	11/22/2020 15:38	SJSO20CAD220880	L	2	2	20	50	St. Johns	St. Augustine	Rural	11/22/2020 15:20	11/22/2020 15:22	11/22/2020 15:23	11/22/2020 16:26	Y
363	**88329241**	2020	11/25/2020 11:17	11/25/2020 12:10	FHPG20OFF037217	L	2	6	20	0	St. Johns	Unincorporated	Rural	11/25/2020 11:27	11/25/2020 11:56	11/25/2020 12:00	11/25/2020 13:53	Y
364	**24080225**	2020	12/1/2020 12:25	12/1/2020 12:59	SJSO20CAD226427	S	2	3	20	50	St. Johns	St. Augustine	Rural	12/1/2020 12:29	12/1/2020 12:31	12/1/2020 12:33	12/1/2020 13:20	Y
365	**89285688**	2020	12/4/2020 18:10	12/4/2020 18:25	SJSO20CAD228466	S	2	2	20	50	St. Johns	St. Augustine	Rural	12/4/2020 18:12	12/4/2020 18:14	12/4/2020 18:16	12/4/2020 18:32	Y
366	**24079633**	2020	12/5/2020 18:15	12/5/2020 18:34	SJSO20CAD229068	L	1	1	20	50	St. Johns	St. Augustine	Rural	12/5/2020 18:18	12/5/2020 18:19	12/5/2020 18:23	12/5/2020 19:08	Y
367	**88426813**	2020	12/6/2020 18:53	12/6/2020 19:57	FHPG20OFF038400	L	2	3	20	0	St. Johns	Unincorporated	Rural	12/6/2020 19:03	12/6/2020 19:08	12/6/2020 19:35	12/6/2020 21:13	Y
368	**88395414**	2020	12/10/2020 15:17	12/10/2020 15:33	FHPG20OFF038820	L	2	2	20	0	St. Johns	Unincorporated	Rural	12/10/2020 15:22	12/10/2020 15:25	12/10/2020 15:28	12/10/2020 16:17	Y
369	**89285020**	2020	12/12/2020 20:00	12/12/2020 20:33	SJSO20CAD233299	S	1	1	20	50	St. Johns	St. Augustine	Rural	12/12/2020 20:07	12/12/2020 20:11	12/12/2020 20:16	12/12/2020 20:17	Y
370	**87346200**	2020	12/15/2020 15:49	12/15/2020 16:06	SJSO20CAD234866	L	2	2	20	50	St. Johns	St. Augustine	Rural	12/15/2020 15:50	12/15/2020 15:51	12/15/2020 15:51	12/15/2020 17:15	Y
371	**89287326**	2020	12/16/2020 11:50	12/16/2020 12:26	SJSO20CAD235314	L	2	2	20	50	St. Johns	St. Augustine	Rural	12/16/2020 11:58	12/16/2020 12:02	12/16/2020 12:15	12/16/2020 13:00	Y
372	**89287203**	2020	12/18/2020 8:30	12/18/2020 9:25	SJSO20CAD236422	L	2	2	20	50	St. Johns	St. Augustine	Rural	12/18/2020 8:37	12/18/2020 8:41	12/18/2020 9:08	12/18/2020 9:48	Y
373	**88395420**	2020	12/18/2020 15:58	12/18/2020 16:36	FHPG20OFF039709	L	2	3	20	0	St. Johns	Unincorporated	Rural	12/18/2020 16:03	12/18/2020 16:05	12/18/2020 16:16	12/18/2020 17:56	Y
374	**88395426**	2020	12/20/2020 20:10	12/20/2020 20:40	FHPG20OFF039981	L	2	2	20	0	St. Johns	Unincorporated	Rural	12/20/2020 20:15	12/20/2020 20:17	12/20/2020 20:34	12/20/2020 20:53	Y
375	**88405397**	2020	12/30/2020 6:45	12/30/2020 7:10	FHPG20OFF041057	L	3	3	20	0	St. Johns	Unincorporated	Rural	12/30/2020 6:51	12/30/2020 6:51	12/30/2020 7:00	12/30/2020 7:50	Y
376	**89285599**	2020	12/30/2020 16:46	12/30/2020 17:10	SJSO20CAD244280	L	2	3	20	50	St. Johns	St. Augustine	Rural	12/30/2020 16:47	12/30/2020 16:49	12/30/2020 16:52	12/30/2020 17:45	Y
377	**24079635**	2021	1/3/2021 10:15	1/3/2021 22:38	SJSO21CAD001900	S	1	1	20	50	St. Johns	St. Augustine	Urban	1/3/2021 22:23	1/3/2021 22:30	1/3/2021 22:35	1/3/2021 22:40	Y
378	**88385312**	2021	1/6/2021 19:30	1/6/2021 21:49	FHPG21OFF000552	L	2	2	20	0	St. Johns	Unincorporated	Rural	1/6/2021 21:01	1/6/2021 21:10	1/6/2021 21:37	1/6/2021 22:06	Y
379	**88365189**	2021	1/8/2021 20:14	1/8/2021 20:48	FHPG21OFF000747	S	2	2	20	0	St. Johns	Unincorporated	Rural	1/8/2021 20:19	1/8/2021 20:20	1/8/2021 20:39	1/8/2021 21:11	Y
380	**24081529**	2021	1/13/2021 6:45	1/13/2021 7:15	SJSO21CAD008493	S	2	3	20	50	St. Johns	St. Augustine	Rural	1/13/2021 6:49	1/13/2021 6:53	1/13/2021 7:04	1/13/2021 7:45	Y
381	**82400503**	2021	1/15/2021 18:40	1/15/2021 19:15	SJSO21CAD010735	S	1	1	20	50	St. Johns	St. Augustine	Rural	1/15/2021 18:46	1/15/2021 18:48	1/15/2021 18:52	1/15/2021 19:16	Y
382	**88426825**	2021	1/16/2021 11:51	1/16/2021 12:45	FHPG21OFF001590	L	2	3	20	0	St. Johns	Unincorporated	Rural	1/16/2021 12:01	1/16/2021 12:03	1/16/2021 12:19	1/16/2021 13:34	Y
383	**82383341**	2021	1/16/2021 14:36	1/16/2021 15:03	SJSO21CAD011296	S	2	3	20	50	St. Johns	St. Augustine	Rural	1/16/2021 14:39	1/16/2021 14:41	1/16/2021 14:44	1/16/2021 15:35	Y
384	**88365197**	2021	1/18/2021 19:08	1/18/2021 19:54	FHPG21OFF001813	L	2	3	20	0	St. Johns	Unincorporated	Rural	1/18/2021 19:13	1/18/2021 19:14	1/18/2021 19:34	1/18/2021 21:22	Y

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM_TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE	CITY_CODE	COUNTY_NAME	CITY_NAME	RURAL_OR_URBAN	NOTIFIED_TIME	DISPATCHED_TIME	ARRIVED_TIME	CLEARED_TIME	COMPLETED_FLAG
385	**88443245**	2021	1/19/2021 13:46	1/19/2021 14:33	FHPG21OFF001892	L	2	2	20	0	St. Johns	Unincorporated	Rural	1/19/2021 13:51	1/19/2021 14:01	1/19/2021 14:19	1/19/2021 16:13	Y
386	**24081632**	2021	1/23/2021 13:00	1/23/2021 13:42	SJSO21CAD016501	S	2	3	20	50	St. Johns	St. Augustine	Rural	1/23/2021 13:13	1/23/2021 13:15	1/23/2021 13:33	1/23/2021 13:42	Y
387	**88426829**	2021	1/25/2021 17:22	1/25/2021 18:02	FHPG21OFF002595	S	2	2	20	0	St. Johns	Unincorporated	Rural	1/25/2021 17:32	1/25/2021 17:44	1/25/2021 17:46	1/25/2021 18:24	Y
388	**88420450**	2021	1/26/2021 14:00	1/31/2021 14:15	FHPG21OFF002659	L	1	1	20	0	St. Johns	Unincorporated	Rural	1/26/2021 14:01	1/26/2021 14:03	1/26/2021 14:10	1/26/2021 15:30	Y
389	**89286052**	2021	1/30/2021 19:02	1/30/2021 19:29	SJSO21CAD021662	S	2	2	20	50	St. Johns	St. Augustine	Rural	1/30/2021 19:04	1/30/2021 19:14	1/30/2021 19:22	1/30/2021 19:53	Y
390	**88683177**	2021	2/1/2021 16:45	2/1/2021 16:58	SJSO21CAD022863	S	2	3	20	0	St. Johns	Unincorporated	Rural	2/1/2021 16:47	2/1/2021 16:47	2/1/2021 16:47	2/1/2021 17:30	Y
391	**88385324**	2021	2/3/2021 17:25	2/3/2021 17:46	FHPG21OFF003465	L	2	2	20	0	St. Johns	Unincorporated	Rural	2/3/2021 17:27	2/3/2021 17:29	2/3/2021 17:37	2/3/2021 18:42	Y
392	**88380541**	2021	2/5/2021 18:39	2/5/2021 18:58	FHPG21OFF003752	S	2	2	20	0	St. Johns	Unincorporated	Rural	2/5/2021 18:44	2/5/2021 18:46	2/5/2021 18:51	2/5/2021 19:53	Y
393	**88407480**	2021	2/14/2021 12:00	2/14/2021 12:36	FHPG21OFF004874	L	3	4	20	0	St. Johns	Unincorporated	Urban	2/14/2021 12:04	2/14/2021 12:06	2/14/2021 12:22	2/14/2021 12:54	Y
394	**24081977**	2021	2/14/2021 17:19	2/14/2021 17:59	SJSO21CAD031263	S	1	1	20	50	St. Johns	St. Augustine	Rural	2/14/2021 17:19	2/14/2021 17:20	2/14/2021 17:27	2/14/2021 18:29	Y
395	**24081099**	2021	2/15/2021 13:50	2/15/2021 14:00	SJSO21CAD031719	L	1	1	20	50	St. Johns	St. Augustine	Rural	2/15/2021 13:53	2/15/2021 13:53	2/15/2021 13:53	2/15/2021 14:24	Y
396	**89070038**	2021	2/16/2021 17:15	2/16/2021 17:43	SJSO21CAD032618	L	2	3	20	50	St. Johns	St. Augustine	Rural	2/16/2021 17:17	2/16/2021 17:22	2/16/2021 17:33	2/16/2021 18:43	Y
397	**24081638**	2021	2/23/2021 12:30	2/23/2021 12:56	SJSO21CAD037373	L	2	2	20	50	St. Johns	St. Augustine	Rural	2/23/2021 12:32	2/23/2021 12:34	2/23/2021 12:45	2/23/2021 13:43	Y
398	**24082059**	2021	2/24/2021 7:15	2/24/2021 8:18	SJSO21CAD037851	S	2	8	20	0	St. Johns	Unincorporated	Rural	2/24/2021 7:21	2/24/2021 7:24	2/24/2021 7:24	2/24/2021 8:38	Y
399	**24082174**	2021	2/24/2021 15:45	2/24/2021 16:13	SJSO21CAD038161	L	2	2	20	50	St. Johns	St. Augustine	Rural	2/24/2021 15:49	2/24/2021 15:52	2/24/2021 16:05	2/24/2021 16:16	Y
400	**89068272**	2021	2/24/2021 20:01	2/24/2021 20:29	SJSO21CAD038307	L	2	5	20	50	St. Johns	St. Augustine	Rural	2/24/2021 20:02	2/24/2021 20:03	2/24/2021 20:05	2/24/2021 21:15	Y
401	**88402772**	2021	2/25/2021 15:06	2/25/2021 15:24	FHPG21OFF006267	L	2	2	20	0	St. Johns	Unincorporated	Rural	2/25/2021 15:11	2/25/2021 15:12	2/25/2021 15:14	2/25/2021 16:10	Y
402	**24081155**	2021	2/26/2021 15:37	2/26/2021 16:06	SJSO21CAD039624	L	2	5	20	50	St. Johns	St. Augustine	Rural	2/26/2021 15:37	2/26/2021 15:37	2/26/2021 15:37	2/26/2021 16:52	Y
403	**24081784**	2021	2/26/2021 16:50	2/26/2021 18:43	SJSO21CAD039675	L	2	4	20	50	St. Johns	St. Augustine	Rural	2/26/2021 16:54	2/26/2021 16:56	2/26/2021 16:59	2/26/2021 18:00	Y
404	**89286770**	2021	2/26/2021 17:45	2/26/2021 18:27	SJSO21CAD039711	S	2	2	20	50	St. Johns	St. Augustine	Rural	2/26/2021 17:48	2/26/2021 18:19	2/26/2021 18:21	2/26/2021 18:48	Y
405	**24082180**	2021	3/7/2021 11:20	3/27/2021 14:46	SJSO21CAD045685	L	2	2	20	50	St. Johns	St. Augustine	Rural	3/7/2021 11:24	3/7/2021 11:25	3/7/2021 11:29	3/7/2021 11:45	Y
406	**24081021**	2021	3/18/2021 20:00	3/31/2021 15:49	SJSO21CAD053829	L	2	2	20	50	St. Johns	St. Augustine	Rural	3/18/2021 20:02	3/18/2021 20:11	3/18/2021 20:16	3/18/2021 20:47	Y
407	**88402776**	2021	3/19/2021 9:20	3/19/2021 9:49	FHPG21OFF008966	S	2	3	20	0	St. Johns	Unincorporated	Rural	3/19/2021 9:25	3/19/2021 9:27	3/19/2021 9:38	3/19/2021 10:08	Y
408	**24082447**	2021	3/21/2021 14:01	3/21/2021 14:30	SJSO21CAD055671	L	3	8	20	50	St. Johns	St. Augustine	Rural	3/21/2021 14:01	3/21/2021 14:01	3/21/2021 14:01	3/21/2021 15:22	Y
409	**88429379**	2021	3/22/2021 19:05	3/22/2021 19:56	FHPG21OFF009483	L	2	4	20	0	St. Johns	Unincorporated	Rural	3/22/2021 19:10	3/22/2021 19:12	3/22/2021 19:38	3/22/2021 20:26	Y
410	**24081125**	2021	3/23/2021 7:04	3/23/2021 7:20	SJSO21CAD056684	S	2	2	20	50	St. Johns	St. Augustine	Rural	3/23/2021 7:05	3/23/2021 7:07	3/23/2021 7:12	3/23/2021 7:35	Y
411	**24081126**	2021	3/26/2021 13:45	3/26/2021 14:33	SJSO21CAD059110	L	2	2	20	50	St. Johns	St. Augustine	Rural	3/26/2021 13:48	3/26/2021 13:48	3/26/2021 13:48	3/26/2021 15:15	Y
412	**88405407**	2021	3/29/2021 16:50	3/29/2021 17:26	FHPG21OFF010357	S	2	3	20	0	St. Johns	Unincorporated	Rural	3/29/2021 16:56	3/29/2021 16:59	3/29/2021 17:13	3/29/2021 17:54	Y
413	**88420713**	2021	3/30/2021 12:34	3/30/2021 12:59	FHPG21OFF010443	L	2	3	20	0	St. Johns	Unincorporated	Rural	3/30/2021 12:39	3/30/2021 12:41	3/30/2021 12:46	3/30/2021 13:55	Y
414	**87347629**	2021	3/31/2021 20:10	3/31/2021 20:44	SJSO21CAD056255	S	2	2	20	50	St. Johns	St. Augustine	Rural	3/31/2021 20:10	3/31/2021 20:13	3/31/2021 20:13	3/31/2021 20:48	Y
415	**24082569**	2021	4/3/2021 18:40	4/3/2021 19:06	SJSO21CAD065415	S	2	2	20	50	St. Johns	St. Augustine	Rural	4/3/2021 18:42	4/3/2021 18:47	4/3/2021 19:00	4/3/2021 19:09	Y
416	**24082427**	2021	4/4/2021 11:04	4/4/2021 12:13	SJSO21CAD065857	S	2	3	20	50	St. Johns	St. Augustine	Rural	4/4/2021 11:48	4/4/2021 11:51	4/4/2021 11:51	4/4/2021 13:30	Y
417	**89286058**	2021	4/11/2021 14:35	4/11/2021 15:20	SJSO21CAD070965	L	2	5	20	50	St. Johns	St. Augustine	Rural	4/11/2021 14:37	4/11/2021 14:40	4/11/2021 14:45	4/11/2021 15:20	Y
418	**24082351**	2021	4/14/2021 15:20	4/14/2021 16:05	SJSO21CAD073063	L	2	3	20	50	St. Johns	St. Augustine	Rural	4/14/2021 15:24	4/14/2021 15:27	4/14/2021 15:32	4/14/2021 15:50	Y
419	**24082043**	2021	4/16/2021 8:26	4/16/2021 8:46	SJSO21CAD074141	L	2	2	20	50	St. Johns	St. Augustine	Rural	4/16/2021 8:26	4/16/2021 8:34	4/16/2021 8:40	4/16/2021 9:11	Y
420	**88401521**	2021	4/17/2021 11:08	4/17/2021 11:40	FHPG21OFF012742	L	2	2	20	0	St. Johns	Unincorporated	Rural	4/17/2021 11:13	4/17/2021 11:15	4/17/2021 11:25	4/17/2021 12:53	Y
421	**88417355**	2021	4/22/2021 15:30	4/22/2021 16:10	FHPG21OFF013404	L	2	2	20	0	St. Johns	Unincorporated	Rural	4/22/2021 15:39	4/22/2021 15:43	4/22/2021 15:56	4/22/2021 18:10	Y
422	**88426851**	2021	4/23/2021 12:56	4/23/2021 13:46	FHPG21OFF013508	L	2	2	20	0	St. Johns	Unincorporated	Rural	4/23/2021 13:06	4/23/2021 13:11	4/23/2021 13:32	4/23/2021 14:22	Y
423	**82388688**	2021	4/23/2021 17:00	4/23/2021 17:25	SJSO21CAD078924	S	2	2	20	50	St. Johns	St. Augustine	Rural	4/23/2021 17:04	4/23/2021 17:04	4/23/2021 17:04	4/23/2021 17:39	Y
424	**24318048**	2021	4/26/2021 7:19	4/26/2021 7:48	SJSO21CAD080757	S	2	3	20	0	St. Johns	Unincorporated	Rural	4/26/2021 7:20	4/26/2021 7:21	4/26/2021 7:32	4/26/2021 7:49	Y
425	**88502198**	2021	4/27/2021 18:15	4/27/2021 18:53	FHPG21OFF014058	L	2	4	20	50	St. Johns	St. Augustine	Rural	4/27/2021 18:27	4/27/2021 18:35	4/27/2021 18:48	4/27/2021 19:47	Y
426	**88443276**	2021	5/2/2021 15:03	5/2/2021 16:19	FHPG21OFF014633	L	4	10	20	0	St. Johns	Unincorporated	Rural	5/2/2021 15:08	5/2/2021 15:14	5/2/2021 15:45	5/2/2021 17:46	Y
427	**24318023**	2021	5/3/2021 10:19	5/3/2021 10:41	SJSO21CAD086114	S	2	3	20	50	St. Johns	St. Augustine	Rural	5/3/2021 10:21	5/3/2021 10:23	5/3/2021 10:31	5/3/2021 11:08	Y
428	**88452766**	2021	5/8/2021 12:41	5/8/2021 13:09	FHPG21OFF015424	S	2	3	20	0	St. Johns	Unincorporated	Rural	5/8/2021 12:46	5/8/2021 12:53	5/8/2021 13:02	5/8/2021 13:28	Y
429	**88452767**	2021	5/8/2021 15:45	5/8/2021 16:16	FHPG21OFF015449	L	1	2	20	0	St. Johns	Unincorporated	Rural	5/8/2021 15:52	5/8/2021 15:59	5/8/2021 16:10	5/8/2021 16:28	Y
430	**24318363**	2021	5/9/2021 14:20	5/9/2021 15:12	24318363-01	S	2	5	20	50	St. Johns	St. Augustine	Rural	5/9/2021 14:21	5/9/2021 14:27	5/9/2021 15:01	5/9/2021 15:13	Y
431	**24318051**	2021	5/11/2021 13:07	5/11/2021 13:13	SJSO21CAD092101	S	2	3	20	0	St. Johns	Unincorporated	Rural	5/11/2021 13:09	5/11/2021 13:10	5/11/2021 13:12	5/11/2021 14:04	Y
432	**24318450**	2021	5/16/2021 10:10	5/16/2021 10:43	SJSO21CAD095623	L	2	4	20	50	St. Johns	St. Augustine	Rural	5/16/2021 10:20	5/16/2021 10:22	5/16/2021 10:22	5/16/2021 11:21	Y
433	**24317875**	2021	5/18/2021 16:18	5/18/2021 16:33	SJSO21CAD097210	S	2	3	20	50	St. Johns	St. Augustine	Rural	5/18/2021 16:19	5/18/2021 16:19	5/18/2021 16:19	5/18/2021 17:05	Y
434	**88448163**	2021	5/20/2021 17:13	5/20/2021 17:34	FHPG21OFF016926	L	2	2	20	0	St. Johns	Unincorporated	Rural	5/20/2021 17:18	5/20/2021 17:18	5/20/2021 17:18	5/20/2021 18:08	Y
435	**24081492**	2021	5/20/2021 17:15	5/20/2021 18:06	SJSO21CAD098800	S	2	2	20	0	St. Johns	Unincorporated	Rural	5/20/2021 17:20	5/20/2021 17:58	5/20/2021 18:00	5/20/2021 18:19	Y
436	**88426862**	2021	5/21/2021 17:29	5/21/2021 18:16	FHPG21OFF017071	L	3	4	20	0	St. Johns	Unincorporated	Rural	5/21/2021 17:39	5/21/2021 17:44	5/21/2021 18:14	5/21/2021 19:52	Y
437	**88501723**	2021	5/24/2021 14:40	5/24/2021 15:17	FHPG21OFF017408	L	2	2	20	0	St. Johns	Unincorporated	Rural	5/24/2021 14:48	5/24/2021 14:52	5/24/2021 15:06	5/24/2021 16:35	Y
438	**24317876**	2021	5/27/2021 16:47	5/27/2021 17:45	SJSO21CAD103958	L	2	7	20	50	St. Johns	St. Augustine	Rural	5/27/2021 16:48	5/27/2021 16:57	5/27/2021 17:08	5/27/2021 17:48	Y
439	**88448166**	2021	5/29/2021 14:44	5/29/2021 15:06	FHPG21OFF018134	L	4	6	20	0	St. Johns	Unincorporated	Rural	5/29/2021 14:49	5/29/2021 14:51	5/29/2021 14:54	5/29/2021 15:45	Y
440	**88405432**	2021	5/29/2021 15:40	5/29/2021 15:51	FHPG21OFF018146	L	2	4	20	0	St. Johns	Unincorporated	Rural	5/29/2021 15:42	5/29/2021 15:47	5/29/2021 15:48	5/29/2021 16:14	Y
441	**89285603**	2021	5/29/2021 16:50	5/29/2021 17:57	SJSO21CAD105701	L	1	1	20	50	St. Johns	St. Augustine	Rural	5/29/2021 16:53	5/29/2021 16:53	5/29/2021 16:53	5/29/2021 17:57	Y
442	**88334866**	2021	5/30/2021 15:55	5/30/2021 17:12	FHPG21OFF018270	L	2	5	20	0	St. Johns	Unincorporated	Rural	5/30/2021 16:02	5/30/2021 16:50	5/30/2021 16:59	5/30/2021 18:40	Y
443	**88426866**	2021	6/1/2021 12:00	6/1/2021 12:43	FHPG21OFF018477	L	2	2	20	0	St. Johns	Unincorporated	Rural	6/1/2021 12:09	6/1/2021 12:11	6/1/2021 12:23	6/1/2021 14:05	Y
444	**24318335**	2021	6/4/2021 11:20	6/4/2021 11:54	SJSO21CAD110263	S	1	2	20	50	St. Johns	St. Augustine	Rural	6/4/2021 11:23	6/4/2021 11:27	6/4/2021 11:50	6/4/2021 12:33	Y
445	**88401532**	2021	6/7/2021 15:51	6/7/2021 16:14	FHPG21OFF019350	S	2	2	20	0	St. Johns	Unincorporated	Rural	6/7/2021 15:56	6/7/2021 15:57	6/7/2021 16:00	6/7/2021 16:39	Y
446	**88506498**	2021	6/14/2021 6:45	6/14/2021 7:16	FHPG21OFF020168	L	3	2	20	0	St. Johns	Unincorporated	Rural	6/14/2021 6:50	6/14/2021 6:53	6/14/2021 7:00	6/14/2021 8:26	Y
447	**24081048**	2021	6/15/2021 11:05	6/15/2021 11:26	SJSO21CD118015	S	2	2	20	50	St. Johns	St. Augustine	Rural	6/15/2021 11:09	6/15/2021 11:10	6/15/2021 11:21	6/15/2021 12:25	Y
448	**24082049**	2021	6/16/2021 15:37	6/16/2021 15:49	SJSO21CAD118817	S	1	2	20	50	St. Johns	St. Augustine	Rural	6/16/2021 15:39	6/16/2021 15:42	6/16/2021 15:45	6/16/2021 16:08	Y

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM_TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE	CITY_CODE	COUNTY_NAME	CITY_NAME	RURAL_OR_URBAN	NOTIFIED_TIME	DISPATCHED_TIME	ARRIVED_TIME	CLEARED_TIME	COMPLETED_FLAG
449	**88502213**	2021	6/17/2021 6:30	6/17/2021 7:27	FHPG21OFF020636	S	2	3	20	50	St. Johns	St. Augustine	Rural	6/17/2021 6:37	6/17/2021 6:45	6/17/2021 7:24	6/17/2021 7:45	Y
450	**24318917**	2021	6/17/2021 17:30	6/17/2021 18:49	SJSO21CAD119547	L	2	2	20	50	St. Johns	St. Augustine	Rural	6/17/2021 17:58	6/17/2021 18:37	6/17/2021 18:41	6/17/2021 19:30	Y
451	**88481712**	2021	6/18/2021 16:01	6/18/2021 16:51	FHPG21OFF020890	L	2	2	20	0	St. Johns	Unincorporated	Rural	6/18/2021 16:06	6/18/2021 16:15	6/18/2021 16:40	6/18/2021 17:15	Y
452	**24318467**	2021	6/18/2021 16:32	6/18/2021 16:58	SJSO21CAD120104	L	2	5	20	50	St. Johns	St. Augustine	Rural	6/18/2021 16:32	6/18/2021 16:35	6/18/2021 16:38	6/18/2021 16:59	Y
453	**88513661**	2021	6/18/2021 17:33	6/18/2021 18:39	FHPG21OFF020921	L	2	3	20	0	St. Johns	Unincorporated	Rural	6/18/2021 17:38	6/18/2021 17:53	6/18/2021 18:32	6/18/2021 19:12	Y
454	**24317877**	2021	6/19/2021 17:50	6/19/2021 18:16	SJSO21CAD120954	S	2	6	20	50	St. Johns	St. Augustine	Rural	6/19/2021 17:53	6/19/2021 17:56	6/19/2021 18:05	6/19/2021 18:18	Y
455	**24318468**	2021	6/19/2021 22:23	6/19/2021 23:05	SJSO21CAD121135	L	2	3	20	50	St. Johns	St. Augustine	Rural	6/19/2021 22:23	6/19/2021 22:33	6/19/2021 22:38	6/19/2021 23:06	Y
456	**24081108**	2021	6/24/2021 12:15	6/24/2021 12:42	SJSO21CAD124088	S	2	2	20	50	St. Johns	St. Augustine	Rural	6/24/2021 12:21	6/24/2021 12:22	6/24/2021 12:35	6/24/2021 13:07	Y
457	**24082434**	2021	6/25/2021 16:30	6/25/2021 16:49	SJSO21CAD124831	S	2	2	20	0	St. Johns	Unincorporated	Rural	6/25/2021 16:34	6/25/2021 16:36	6/25/2021 16:36	6/25/2021 17:30	Y
458	**24082053**	2021	6/25/2021 21:01	6/25/2021 21:19	SJSO21CAD124997	L	1	1	20	50	St. Johns	St. Augustine	Rural	6/25/2021 21:01	6/25/2021 21:02	6/25/2021 21:03	6/25/2021 21:39	Y
459	**24082471**	2021	6/28/2021 18:45	6/28/2021 19:15	SJSO21CAD127196	L	2	1	20	50	St. Johns	St. Augustine	Rural	6/28/2021 18:50	6/28/2021 18:52	6/28/2021 18:59	6/28/2021 19:31	Y
460	**24081950**	2021	7/8/2021 16:55	7/8/2021 17:35	SJSO21CAD134403	L	2	4	20	0	St. Johns	Unincorporated	Rural	7/8/2021 16:58	7/8/2021 17:03	7/8/2021 17:05	7/8/2021 18:08	Y
461	**24081326**	2021	7/12/2021 6:32	7/12/2021 6:52	SJSO21CAD137090	L	2	2	20	50	St. Johns	St. Augustine	Rural	7/12/2021 6:32	7/12/2021 6:34	7/12/2021 6:34	7/12/2021 7:46	Y
462	**24080626**	2021	7/12/2021 9:05	7/12/2021 9:22	SJSO21CAD137162	S	2	2	20	50	St. Johns	St. Augustine	Rural	7/12/2021 9:08	7/12/2021 9:14	7/12/2021 9:16	7/12/2021 9:53	Y
463	**88527343**	2021	7/15/2021 20:55	7/15/2021 21:28	FHPG21OFF024354	L	2	5	20	0	St. Johns	Unincorporated	Rural	7/15/2021 21:00	7/15/2021 21:02	7/15/2021 21:08	7/15/2021 23:25	Y
464	**24080868**	2021	7/16/2021 4:49	7/16/2021 4:57	SJSO21CAD139963	S	2	2	20	50	St. Johns	St. Augustine	Rural	7/16/2021 4:49	7/16/2021 4:49	7/16/2021 4:49	7/16/2021 5:20	Y
465	**24318993**	2021	7/17/2021 12:20	7/17/2021 12:59	SJSO21CAD140973	S	2	2	20	50	St. Johns	St. Augustine	Rural	7/17/2021 12:29	7/17/2021 12:29	7/17/2021 12:36	7/17/2021 13:36	Y
466	**24081112**	2021	7/17/2021 14:15	7/17/2021 15:25	SJSO21CAD141107	S	2	3	20	50	St. Johns	St. Augustine	Rural	7/17/2021 14:46	7/17/2021 14:46	7/17/2021 15:07	7/17/2021 15:45	Y
467	**88501741**	2021	7/19/2021 14:55	7/19/2021 15:31	FHPG21OFF024766	S	2	2	20	0	St. Johns	Unincorporated	Rural	7/19/2021 15:00	7/19/2021 15:03	7/19/2021 15:21	7/19/2021 16:56	Y
468	**24318470**	2021	7/21/2021 15:30	7/21/2021 15:42	SJSO21CAD144168	S	2	2	20	50	St. Johns	St. Augustine	Rural	7/21/2021 15:30	7/21/2021 15:33	7/21/2021 15:33	7/21/2021 15:42	Y
469	**24318995**	2021	7/23/2021 13:30	7/23/2021 14:23	SJSO21CAD145545	S	2	7	20	50	St. Johns	St. Augustine	Rural	7/23/2021 13:38	7/23/2021 13:40	7/23/2021 14:06	7/23/2021 15:38	Y
470	**24318678**	2021	7/23/2021 14:25	7/23/2021 15:24	SJSO21CAD145592	L	1	1	20	50	St. Johns	St. Augustine	Rural	7/23/2021 14:30	7/23/2021 14:32	7/23/2021 14:35	7/23/2021 15:24	Y
471	**24082247**	2021	7/24/2021 14:24	7/24/2021 15:01	SJSO21CAD146436	L	2	2	20	50	St. Johns	St. Augustine	Rural	7/24/2021 14:26	7/24/2021 14:27	7/24/2021 14:30	7/24/2021 16:05	Y
472	**88682613**	2021	7/25/2021 15:45	7/25/2021 15:59	SJSO21CAD147354	S	2	2	20	50	St. Johns	St. Augustine	Rural	7/25/2021 15:50	7/25/2021 15:53	7/25/2021 15:53	7/25/2021 16:20	Y
473	**24319628**	2021	7/28/2021 11:40	7/28/2021 12:27	SJSO21CAD149352	S	2	2	20	50	St. Johns	St. Augustine	Rural	7/28/2021 11:44	7/28/2021 11:47	7/28/2021 12:09	7/28/2021 12:55	Y
474	**24082525**	2021	7/28/2021 15:23	7/28/2021 16:00	SJSO21CAD149525	L	2	3	20	50	St. Johns	St. Augustine	Rural	7/28/2021 15:24	7/28/2021 15:25	7/28/2021 15:26	7/28/2021 15:46	Y
475	**89285604**	2021	7/29/2021 10:38	7/29/2021 10:44	SJSO21CAD150001	S	2	3	20	50	St. Johns	St. Augustine	Rural	7/29/2021 10:40	7/29/2021 10:40	7/29/2021 10:40	7/29/2021 11:03	Y
476	**24319866**	2021	7/31/2021 22:26	7/31/2021 23:26	SJSO21CAD152041	L	2	2	20	50	St. Johns	St. Augustine	Rural	7/31/2021 22:28	7/31/2021 22:30	7/31/2021 22:33	7/31/2021 23:29	Y
477	**82382194**	2021	8/3/2021 7:15	8/3/2021 7:38	SJSO21CAD153715	S	2	3	20	50	St. Johns	St. Augustine	Rural	8/3/2021 7:15	8/3/2021 7:15	8/3/2021 7:32	8/3/2021 8:04	Y
478	**24319261**	2021	8/4/2021 16:45	8/4/2021 17:12	SJSO21CAD154791	L	2	3	20	50	St. Johns	St. Augustine	Rural	8/4/2021 16:51	8/4/2021 16:54	8/4/2021 17:05	8/4/2021 18:07	Y
479	**82385168**	2021	8/4/2021 21:35	8/4/2021 22:50	SJSO21CAD154957	L	3	4	20	0	St. Johns	Unincorporated	Rural	8/4/2021 21:37	8/4/2021 21:48	8/4/2021 21:51	8/5/2021 23:30	Y
480	**88527350**	2021	8/6/2021 6:15	8/6/2021 6:36	FHPG21OFF027034	L	2	2	20	0	St. Johns	Unincorporated	Rural	8/6/2021 6:21	8/6/2021 6:23	8/6/2021 6:26	8/6/2021 7:00	Y
481	**88396057**	2021	8/10/2021 20:20	8/10/2021 21:07	FHPG21OFF027573	L	2	2	20	0	St. Johns	Unincorporated	Rural	8/10/2021 20:29	8/10/2021 20:30	8/10/2021 20:54	8/10/2021 21:42	Y
482	**24319001**	2021	8/11/2021 15:10	8/11/2021 16:13	SJSO21CAD159944	S	2	3	20	50	St. Johns	St. Augustine	Rural	8/11/2021 15:19	8/11/2021 15:24	8/11/2021 15:32	8/11/2021 16:30	Y
483	**24318472**	2021	8/13/2021 7:55	8/13/2021 8:12	SJSO21CAD161095	S	2	4	20	50	St. Johns	St. Augustine	Rural	8/13/2021 7:58	8/13/2021 8:00	8/13/2021 8:02	8/13/2021 8:34	Y
484	**88482936**	2021	8/14/2021 9:24	8/14/2021 9:49	FHPG21OFF028005	L	1	3	20	0	St. Johns	Unincorporated	Rural	8/14/2021 9:29	8/14/2021 9:39	8/14/2021 9:42	8/14/2021 10:03	Y
485	**24318473**	2021	8/14/2021 9:28	8/14/2021 9:42	SJSO21CAD161878	S	2	2	20	50	St. Johns	St. Augustine	Rural	8/14/2021 9:28	8/14/2021 9:29	8/14/2021 9:39	8/14/2021 10:00	Y
486	**89068967**	2021	8/14/2021 12:25	8/14/2021 12:59	SJSO21CAD161972	S	2	6	20	50	St. Johns	St. Augustine	Rural	8/14/2021 12:30	8/14/2021 12:42	8/14/2021 12:42	8/14/2021 13:18	Y
487	**24082533**	2021	8/22/2021 15:15	8/22/2021 16:25	SJSO21CAD168422	L	2	3	20	50	St. Johns	St. Augustine	Rural	8/22/2021 15:16	8/22/2021 15:19	8/22/2021 15:26	8/22/2021 15:37	Y
488	**24319758**	2021	8/24/2021 16:08	8/24/2021 16:33	SJSO21CAD169879	S	2	2	20	50	St. Johns	St. Augustine	Rural	8/24/2021 16:10	8/24/2021 16:13	8/24/2021 16:16	8/24/2021 17:20	Y
489	**89069285**	2021	8/27/2021 8:05	8/27/2021 8:36	SJSO21CAD171782	S	2	2	20	50	St. Johns	St. Augustine	Urban	8/27/2021 8:13	8/27/2021 8:18	8/27/2021 8:23	8/27/2021 9:22	Y
490	**87346572**	2021	8/30/2021 14:37	8/30/2021 14:56	SJSO21CAD174212	S	2	4	20	50	St. Johns	St. Augustine	Rural	8/30/2021 14:38	8/30/2021 14:39	8/30/2021 14:39	8/30/2021 15:10	Y
491	**88502239**	2021	9/1/2021	9/1/2021 0:43	FHPG21OFF030009	L	1	1	20	50	St. Johns	St. Augustine	Rural	9/1/2021 0:17	9/1/2021 0:20	9/1/2021 0:32	9/1/2021 1:53	Y
492	**88564463**	2021	9/1/2021 8:45	9/1/2021 9:26	FHPG21OFF030047	L	2	3	20	0	St. Johns	Unincorporated	Rural	9/1/2021 8:50	9/1/2021 9:10	9/1/2021 9:18	9/1/2021 9:41	Y
493	**88506538**	2021	9/1/2021 19:22	9/1/2021 20:02	FHPG21OFF030116	S	2	3	20	0	St. Johns	Unincorporated	Rural	9/1/2021 19:27	9/1/2021 19:30	9/1/2021 19:46	9/1/2021 21:02	Y
494	**24320138**	2021	9/7/2021 15:30	9/7/2021 16:05	SJSO21CAD180747	L	3	2	20	50	St. Johns	St. Augustine	Rural	9/7/2021 15:34	9/7/2021 15:40	9/7/2021 15:50	9/7/2021 16:07	Y
495	**24319148**	2021	9/9/2021 15:15	9/9/2021 15:45	SJSO21CAD182364	L	2	2	20	50	St. Johns	St. Augustine	Rural	9/9/2021 15:20	9/9/2021 15:23	9/9/2021 15:24	9/9/2021 16:35	Y
496	**88564468**	2021	9/10/2021 11:09	9/10/2021 11:52	FHPG21OFF031069	L	2	2	20	0	St. Johns	Unincorporated	Rural	9/10/2021 11:14	9/10/2021 11:34	9/10/2021 11:44	9/10/2021 12:30	Y
497	**24319857**	2021	9/12/2021 21:12	9/12/2021 21:50	SJSO21CAD184751	L	2	2	20	50	St. Johns	St. Augustine	Urban	9/12/2021 21:19	9/12/2021 21:19	9/12/2021 21:19	9/12/2021 21:54	Y
498	**24082444**	2021	9/13/2021 14:52	9/13/2021 15:19	SJSO21CAD185329	L	3	3	20	50	St. Johns	St. Augustine	Rural	9/13/2021 14:54	9/13/2021 14:56	9/13/2021 15:01	9/13/2021 16:01	Y
499	**88401569**	2021	9/14/2021 6:24	9/14/2021 6:53	FHPG21OFF031472	L	2	2	20	0	St. Johns	Unincorporated	Rural	9/14/2021 6:29	9/14/2021 6:31	9/14/2021 6:41	9/14/2021 7:19	Y
500	**24318974**	2021	9/15/2021 11:30	9/15/2021 12:39	SJSO21CAD186768	L	3	4	20	50	St. Johns	St. Augustine	Rural	9/15/2021 11:38	9/15/2021 11:41	9/15/2021 12:02	9/15/2021 13:17	Y
501	**88502243**	2021	9/17/2021 13:00	9/17/2021 13:50	FHPG21OFF031951	L	2	3	20	50	St. Johns	St. Augustine	Rural	9/17/2021 13:14	9/17/2021 13:26	9/17/2021 13:38	9/17/2021 14:24	Y
502	**88501764**	2021	9/18/2021 18:35	9/18/2021 19:07	FHPG21OFF032099	S	2	2	20	0	St. Johns	Unincorporated	Rural	9/18/2021 18:38	9/18/2021 18:46	9/18/2021 18:58	9/18/2021 19:40	Y
503	**24319641**	2021	9/20/2021 11:40	9/20/2021 12:09	SJSO21CAD190704	S	2	2	20	50	St. Johns	St. Augustine	Rural	9/20/2021 11:43	9/20/2021 11:45	9/20/2021 11:56	9/20/2021 12:44	Y
504	**88564473**	2021	9/21/2021 15:34	9/21/2021 16:18	FHPG21OFF032470	L	3	3	20	0	St. Johns	Unincorporated	Rural	9/21/2021 15:39	9/21/2021 16:07	9/21/2021 16:08	9/21/2021 16:55	Y
505	**24082054**	2021	9/22/2021 12:00	9/22/2021 12:38	SJSO21CAD192233	S	1	1	20	50	St. Johns	St. Augustine	Rural	9/22/2021 12:11	9/22/2021 12:16	9/22/2021 12:21	9/22/2021 12:39	Y
506	**88401572**	2021	9/23/2021 8:15	9/23/2021 8:55	FHPG21OFF032716	L	2	2	20	0	St. Johns	Unincorporated	Rural	9/23/2021 8:20	9/23/2021 8:21	9/23/2021 8:46	9/23/2021 9:23	Y
507	**24319858**	2021	9/24/2021 12:32	9/24/2021 12:52	SJSO21CAD193767	L	2	3	20	50	St. Johns	St. Augustine	Urban	9/24/2021 12:34	9/24/2021 12:40	9/24/2021 12:43	9/24/2021 12:52	Y
508	**24319644**	2021	9/27/2021 10:20	9/27/2021 10:59	SJSO21CAD196134	S	2	2	20	50	St. Johns	St. Augustine	Rural	9/27/2021 10:23	9/27/2021 10:27	9/27/2021 10:44	9/27/2021 11:12	Y
509	**88401577**	2021	10/1/2021 18:00	10/1/2021 18:26	FHPG21OFF033684	L	2	2	20	0	St. Johns	Unincorporated	Rural	10/1/2021 18:05	10/1/2021 18:07	10/1/2021 18:09	10/1/2021 19:07	Y
510	**88489712**	2021	10/1/2021 19:00	10/1/2021 19:11	FHPG21OFF033693	S	2	8	20	0	St. Johns	Unincorporated	Rural	10/1/2021 19:10	10/1/2021 19:10	10/1/2021 19:10	10/1/2021 19:32	Y
511	**24317881**	2021	10/5/2021 21:17	10/5/2021 21:59	SJSO21OFF009072	L	1	1	20	50	St. Johns	St. Augustine	Rural	10/5/2021 21:18	10/5/2021 21:19	10/5/2021 21:25	10/5/2021 22:31	Y
512	**88489716**	2021	10/6/2021 19:41	10/6/2021 20:06	FHPG21OFF034302	L	2	3	20	0	St. Johns	Unincorporated	Rural	10/6/2021 19:46	10/6/2021 19:50	10/6/2021 19:57	10/6/2021 20:53	Y

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM_TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE	CITY_CODE	COUNTY_NAME	CITY_NAME	RURAL_OR_URBAN	NOTIFIED_TIME	DISPATCHED_TIME	ARRIVED_TIME	CLEARED_TIME	COMPLETED_FLAG
513	**82390821**	2021	10/9/2021 12:25	10/9/2021 12:59	SJSO21CAD205706	S	2	2	20	50	St. Johns	St. Augustine	Rural	10/9/2021 12:29	10/9/2021 12:37	10/9/2021 12:56	10/9/2021 13:25	Y
514	**24319989**	2021	10/12/2021 16:00	10/13/2021 9:09	SJSO21CAD208175	S	2	2	20	50	St. Johns	St. Augustine	Rural	10/12/2021 16:09	10/12/2021 16:10	10/12/2021 16:29	10/12/2021 16:47	Y
515	**24320093**	2021	10/20/2021 12:00	10/20/2021 12:34	SJSO21CAD214431	S	2	3	20	50	St. Johns	St. Augustine	Rural	10/20/2021 12:01	10/20/2021 12:03	10/20/2021 12:25	10/20/2021 12:35	Y
516	**88564481**	2021	10/22/2021 11:11	10/22/2021 11:34	FHPG21OFF036250	L	2	4	20	0	St. Johns	Unincorporated	Rural	10/22/2021 11:16	10/22/2021 11:20	10/22/2021 11:23	10/22/2021 12:00	Y
517	**24319117**	2021	10/24/2021 16:18	10/24/2021 16:33	SJSO21CAD217948	S	3	5	20	50	St. Johns	St. Augustine	Rural	10/24/2021 16:18	10/24/2021 16:20	10/24/2021 16:23	10/24/2021 17:12	Y
518	**24081499**	2021	10/29/2021 12:08	10/29/2021 12:16	SJSO21CAD221345	L	2	2	20	50	St. Johns	St. Augustine	Rural	10/29/2021 12:12	10/29/2021 12:15	10/29/2021 12:19	10/29/2021 12:45	Y
519	**88486532**	2021	10/29/2021 16:41	10/29/2021 17:11	FHPG21OFF037217	L	2	2	20	0	St. Johns	Unincorporated	Urban	10/29/2021 16:46	10/29/2021 16:51	10/29/2021 17:14	10/29/2021 17:58	Y
520	**24081683**	2021	11/1/2021 16:30	11/1/2021 17:01	SJSO21CAD223859	S	2	2	20	50	St. Johns	St. Augustine	Rural	11/1/2021 16:39	11/1/2021 16:41	11/1/2021 16:54	11/1/2021 17:03	Y
521	**88532738**	2021	11/2/2021 16:45	11/2/2021 17:14	FHPG21OFF037653	L	2	2	20	0	St. Johns	Unincorporated	Rural	11/2/2021 16:49	11/2/2021 16:51	11/2/2021 17:06	11/2/2021 17:25	Y
522	**88506558**	2021	11/5/2021 15:02	11/5/2021 15:37	FHPG21OFF038001	L	2	2	20	0	St. Johns	Unincorporated	Rural	11/5/2021 15:07	11/5/2021 15:11	11/5/2021 15:25	11/5/2021 17:17	Y
523	**88564372**	2021	11/6/2021 17:30	11/6/2021 18:54	FHPG21OFF038216	L	2	2	20	0	St. Johns	Unincorporated	Rural	11/6/2021 17:38	11/6/2021 17:58	11/6/2021 18:32	11/6/2021 20:13	Y
524	**88681913**	2021	11/9/2021 14:39	11/9/2021 15:00	SJSO21CAD229440	S	2	2	20	50	St. Johns	St. Augustine	Rural	11/9/2021 14:39	11/9/2021 14:42	11/9/2021 14:54	11/9/2021 15:03	Y
525	**24080989**	2021	11/12/2021 9:48	11/12/2021 10:02	SJSO21CAD231312	S	2	2	20	50	St. Johns	St. Augustine	Rural	11/12/2021 9:50	11/12/2021 9:51	11/12/2021 9:53	11/12/2021 9:55	Y
526	**24317802**	2021	11/15/2021 8:13	11/15/2021 8:46	SJSO21CAD233521	L	2	3	20	50	St. Johns	St. Augustine	Rural	11/15/2021 8:15	11/15/2021 8:20	11/15/2021 8:33	11/15/2021 9:03	Y
527	**24320286**	2021	11/15/2021 11:20	11/15/2021 11:45	SJSO21CAD233625	S	2	3	20	50	St. Johns	St. Augustine	Rural	11/15/2021 11:27	11/15/2021 11:29	11/15/2021 11:35	11/15/2021 12:12	Y
528	**88409490**	2021	11/16/2021 14:55	11/16/2021 15:13	FHPG21OFF039335	S	2	2	20	0	St. Johns	Unincorporated	Rural	11/16/2021 14:59	11/16/2021 15:01	11/16/2021 15:11	11/16/2021 15:25	Y
529	**88495938**	2021	11/24/2021 6:40	11/24/2021 7:13	FHP21ON0008221	L	2	3	20	0	St. Johns	Unincorporated	Rural	11/24/2021 6:50	11/24/2021 6:54	11/24/2021 7:04	11/24/2021 8:20	Y
530	**24320287**	2021	11/26/2021 11:15	11/26/2021 11:45	SJSO21CAD241671	L	2	3	20	50	St. Johns	St. Augustine	Rural	11/26/2021 11:23	11/26/2021 11:27	11/26/2021 11:31	11/26/2021 13:18	Y
531	**88495941**	2021	11/29/2021 18:07	11/29/2021 18:51	FHP21ON0012718	L	3	6	20	0	St. Johns	Unincorporated	Rural	11/29/2021 18:17	11/29/2021 18:20	11/29/2021 18:27	11/29/2021 19:44	Y
532	**24318082**	2021	12/2/2021 8:25	12/2/2021 8:50	SJSO21CAD245776	L	2	3	20	50	St. Johns	St. Augustine	Rural	12/2/2021 8:35	12/2/2021 8:38	12/2/2021 8:40	12/2/2021 10:02	Y
533	**24318084**	2021	12/6/2021 22:00	12/6/2021 22:52	SJSO21CAD249298	S	2	2	20	50	St. Johns	St. Augustine	Rural	12/6/2021 22:11	12/6/2021 22:20	12/6/2021 22:23	12/6/2021 23:13	Y
534	**89069904**	2021	12/9/2021 11:00	12/9/2021 11:27	SJSO21CAD251179	S	2	2	20	50	St. Johns	St. Augustine	Rural	12/9/2021 11:05	12/9/2021 11:07	12/9/2021 11:12	12/9/2021 12:10	Y
535	**24320028**	2021	12/9/2021 13:22	12/9/2021 13:58	SJSO21CAD251283	L	2	3	20	50	St. Johns	St. Augustine	Rural	12/9/2021 13:26	12/9/2021 13:28	12/9/2021 13:37	12/9/2021 14:51	Y
536	**88501788**	2021	12/10/2021 8:35	12/10/2021 9:05	FHP21ON0031718	S	2	3	20	0	St. Johns	Unincorporated	Rural	12/10/2021 8:42	12/10/2021 8:52	12/10/2021 8:58	12/10/2021 9:33	Y
537	**82383910**	2021	12/10/2021 16:50	12/10/2021 17:09	SJSO21CAD252240	S	2	2	20	50	St. Johns	St. Augustine	Rural	12/10/2021 16:52	12/10/2021 17:02	12/10/2021 17:02	12/10/2021 18:11	Y
538	**88527387**	2021	12/11/2021 18:25	12/11/2021 18:58	FHP21ON0034939	L	2	4	20	0	St. Johns	Unincorporated	Rural	12/11/2021 18:29	12/11/2021 18:47	12/11/2021 18:47	12/11/2021 19:23	Y
539	**24760789**	2021	12/12/2021 17:56	12/12/2021 18:23	SJSO21CAD254002	S	2	2	20	50	St. Johns	St. Augustine	Rural	12/12/2021 17:57	12/12/2021 17:58	12/12/2021 18:22	12/12/2021 18:23	Y
540	**24318554**	2021	12/13/2021 16:14	12/13/2021 16:24	SJSO21CAD254644	L	1	1	20	50	St. Johns	St. Augustine	Rural	12/13/2021 16:14	12/13/2021 16:15	12/13/2021 16:17	12/13/2021 16:24	Y
541	**88113985**	2021	12/13/2021 21:42	12/13/2021 22:13	FHP21ON0038613	L	2	2	20	0	St. Johns	Unincorporated	Rural	12/13/2021 21:42	12/13/2021 21:42	12/13/2021 21:42	12/13/2021 23:00	Y
542	**88531762**	2021	12/14/2021 17:25	12/14/2021 18:46	FHP21ON0040011	L	2	2	20	0	St. Johns	Unincorporated	Rural	12/14/2021 17:28	12/14/2021 17:31	12/14/2021 18:09	12/14/2021 19:15	Y
543	**88502265**	2021	12/16/2021 13:50	12/16/2021 14:14	FHP21ON0043772	L	1	1	20	50	St. Johns	St. Augustine	Rural	12/16/2021 13:55	12/16/2021 13:55	12/16/2021 13:55	12/16/2021 15:19	Y
544	**24319174**	2021	12/18/2021 16:40	12/18/2021 17:12	SJSO21CAD258457	S	2	2	20	50	St. Johns	St. Augustine	Rural	12/18/2021 16:42	12/18/2021 16:45	12/18/2021 17:05	12/18/2021 18:00	Y
545	**88582523**	2021	12/21/2021 19:48	12/21/2021 20:36	FHP21ON0054577	L	2	2	20	0	St. Johns	Unincorporated	Rural	12/21/2021 19:53	12/21/2021 20:03	12/21/2021 20:21	12/21/2021 21:35	Y
546	**88564504**	2021	12/23/2021 22:33	12/23/2021 22:58	FHP21ON0058589	L	2	6	20	0	St. Johns	Unincorporated	Rural	12/23/2021 22:38	12/23/2021 22:43	12/23/2021 22:46	12/23/2021 23:20	Y
547	**24082173**	2021	12/28/2021 16:15	12/28/2021 16:29	SJSO21CAD265275	S	2	5	20	50	St. Johns	St. Augustine	Rural	12/28/2021 16:17	12/28/2021 16:19	12/28/2021 16:24	12/28/2021 16:34	Y
548	**89287565**	2021	12/31/2021 15:23	12/31/2021 15:37	SJSO21CAD267596	S	2	5	20	50	St. Johns	St. Augustine	Urban	12/31/2021 15:25	12/31/2021 15:29	12/31/2021 15:34	12/31/2021 15:35	Y
549	**88564560**	2022	1/1/2022 10:11	1/1/2022 10:39	FHP22ON0000557	S	2	3	20	0	St. Johns	Unincorporated	Rural	1/1/2022 10:16	1/1/2022 10:25	1/1/2022 10:32	1/1/2022 10:53	Y
550	**89286886**	2022	1/9/2022 18:50	1/9/2022 19:12	SJSO22CAD006704	L	2	2	20	50	St. Johns	St. Augustine	Urban	1/9/2022 18:52	1/9/2022 18:54	1/9/2022 18:55	1/9/2022 19:45	Y
551	**89565468**	2022	1/10/2022 6:53	1/10/2022 7:18	FHP22ON0014205	L	2	3	20	50	St. Johns	St. Augustine	Rural	1/10/2022 6:58	1/10/2022 7:00	1/10/2022 7:08	1/10/2022 8:26	Y
552	**24760906**	2022	1/10/2022 12:00	1/10/2022 12:26	SJSO22CAD007180	S	2	2	20	50	St. Johns	St. Augustine	Rural	1/10/2022 12:06	1/10/2022 12:08	1/10/2022 12:14	1/10/2022 12:48	Y
553	**24760975**	2022	1/16/2022 17:12	1/20/2022 16:36	SJSO22CAD011901	S	2	2	20	50	St. Johns	St. Augustine	Rural	1/16/2022 17:13	1/16/2022 17:13	1/16/2022 17:13	1/16/2022 18:20	Y
554	**88527398**	2022	1/17/2022 12:40	1/17/2022 12:53	FHP22ON0026494	S	2	2	20	0	St. Johns	Unincorporated	Rural	1/17/2022 12:43	1/17/2022 12:45	1/17/2022 12:45	1/17/2022 13:40	Y
555	**88564516**	2022	1/19/2022 5:50	1/19/2022 6:14	FHP22ON0029205	L	2	2	20	0	St. Johns	Unincorporated	Rural	1/19/2022 5:55	1/19/2022 5:58	1/19/2022 6:02	1/19/2022 7:29	Y
556	**89595402**	2022	1/21/2022 18:45	1/21/2022 19:09	FHP22ON0034131	S	2	2	20	0	St. Johns	Unincorporated	Rural	1/21/2022 18:48	1/21/2022 18:52	1/21/2022 19:01	1/21/2022 19:49	Y
557	**88495954**	2022	1/30/2022 15:55	1/30/2022 16:33	FHP22ON0048521	L	2	4	20	0	St. Johns	Unincorporated	Rural	1/30/2022 16:05	1/30/2022 16:09	1/30/2022 16:24	1/30/2022 17:51	Y
558	**24320159**	2022	2/1/2022 10:35	2/1/2022 10:51	SJSO22CAD023946	S	2	2	20	50	St. Johns	St. Augustine	Rural	2/1/2022 10:39	2/1/2022 10:41	2/1/2022 10:42	2/1/2022 11:22	Y
559	**88582537**	2022	2/6/2022 14:02	2/14/2022 16:01	FHP22ON0060706	L	2	3	20	0	St. Johns	Unincorporated	Rural	2/6/2022 14:07	2/6/2022 14:13	2/6/2022 14:35	2/6/2022 15:18	Y
560	**24320160**	2022	2/9/2022 8:50	2/9/2022 9:12	SJSO22CAD029879	S	2	4	20	50	St. Johns	St. Augustine	Rural	2/9/2022 8:55	2/9/2022 8:56	2/9/2022 8:57	2/9/2022 9:55	Y
561	**24902685**	2022	2/10/2022 7:45	2/10/2022 8:12	FHP22ON0066866	S	2	3	20	0	St. Johns	Unincorporated	Rural	2/10/2022 7:49	2/10/2022 7:50	2/10/2022 8:04	2/10/2022 8:50	Y
562	**89572195**	2022	2/12/2022 13:17	2/12/2022 14:06	FHP22ON0071098	L	3	5	20	0	St. Johns	Unincorporated	Rural	2/12/2022 13:27	2/12/2022 13:35	2/12/2022 13:48	2/12/2022 15:12	Y
563	**24760974**	2022	2/17/2022 17:55	2/17/2022 18:24	SJSO22CAD036327	S	2	2	20	50	St. Johns	St. Augustine	Rural	2/17/2022 17:58	2/17/2022 18:08	2/17/2022 18:08	2/17/2022 18:50	Y
564	**24319862**	2022	2/17/2022 19:50	2/17/2022 20:08	SJSO22CAD036387	S	2	2	20	50	St. Johns	St. Augustine	Rural	2/17/2022 19:52	2/17/2022 19:56	2/17/2022 20:00	2/17/2022 20:09	Y
565	**24761337**	2022	2/21/2022 18:00	2/21/2022 18:41	SJSO22CAD039481	S	2	3	20	50	St. Johns	St. Augustine	Rural	2/21/2022 18:08	2/21/2022 18:17	2/21/2022 18:22	2/21/2022 19:05	Y
566	**88520018**	2022	2/21/2022 20:35	2/21/2022 21:09	FHP22ON0088452	L	2	5	20	0	St. Johns	Unincorporated	Rural	2/21/2022 20:40	2/21/2022 20:46	2/21/2022 20:49	2/21/2022 21:46	Y
567	**24761742**	2022	2/23/2022 16:36	2/23/2022 16:55	SJSO22OFF001865	S	2	5	20	50	St. Johns	St. Augustine	Rural	2/23/2022 16:36	2/23/2022 16:38	2/23/2022 16:39	2/23/2022 17:45	Y
568	**24760976**	2022	2/25/2022 22:00	2/25/2022 22:17	SJSO22CAD043138	L	1	1	20	50	St. Johns	St. Augustine	Rural	2/25/2022 22:02	2/25/2022 22:05	2/25/2022 22:09	2/25/2022 23:47	Y
569	**89287637**	2022	3/6/2022 1:30	3/6/2022 2:01	SJSO22CAD049667	L	1	1	20	50	St. Johns	St. Augustine	Rural	3/6/2022 1:39	3/6/2022 1:41	3/6/2022 1:43	3/6/2022 2:34	Y
570	**24884909**	2022	3/6/2022 6:47	3/6/2022 7:12	FHP22ON0111946	L	2	2	20	50	St. Johns	St. Augustine	Rural	3/6/2022 6:53	3/6/2022 6:54	3/6/2022 6:57	3/6/2022 7:47	Y
571	**82399490**	2022	3/9/2022 7:52	3/9/2022 8:13	SJSO22CAD052054	S	2	2	20	50	St. Johns	St. Augustine	Rural	3/9/2022 7:52	3/9/2022 7:54	3/9/2022 8:07	3/9/2022 8:27	Y
572	**24320085**	2022	3/10/2022 14:50	3/10/2022 15:40	SJSO22CAD053127	L	2	2	20	50	St. Johns	St. Augustine	Rural	3/10/2022 15:13	3/10/2022 15:20	3/10/2022 15:33	3/10/2022 16:04	Y
573	**24760863**	2022	3/11/2022 11:40	3/11/2022 12:21	SJSO22CAD053736	S	2	5	20	50	St. Johns	St. Augustine	Rural	3/11/2022 11:46	3/11/2022 11:47	3/11/2022 11:50	3/11/2022 13:38	Y
574	**82401500**	2022	3/20/2022 15:34	3/20/2022 15:50	SJSO22CAD061093	L	1	1	20	50	St. Johns	St. Augustine	Rural	3/20/2022 15:34	3/20/2022 15:40	3/20/2022 15:43	3/20/2022 16:04	Y
575	**24762613**	2022	3/23/2022 3:00	3/23/2022 10:52	SJSO22CAD063226	L	2	2	20	50	St. Johns	St. Augustine	Rural	3/23/2022 10:31	3/23/2022 10:33	3/23/2022 10:41	3/23/2022 11:30	Y
576	**24761772**	2022	3/23/2022 16:28	3/23/2022 18:34	SJSO22CAD063515	L	2	3	20	50	St. Johns	St. Augustine	Rural	3/23/2022 16:30	3/23/2022 16:34	3/23/2022 16:43	3/23/2022 17:24	Y

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM_TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE	CITY_CODE	COUNTY_NAME	CITY_NAME	RURAL_OR_URBAN	NOTIFIED_TIME	DISPATCHED_TIME	ARRIVED_TIME	CLEARED_TIME	COMPLETED_FLAG
577	**89595425**	2022	3/29/2022 12:50	3/29/2022 13:32	FHP22ON0156590	L	2	2	20	0	St. Johns	Unincorporated	Rural	3/29/2022 12:59	3/29/2022 13:01	3/29/2022 13:20	3/29/2022 14:37	Y
578	**89287640**	2022	4/6/2022 21:25	4/6/2022 22:01	SJSO22CAD074862	L	1	1	20	50	St. Johns	St. Augustine	Rural	4/6/2022 21:30	4/6/2022 21:34	4/6/2022 21:39	4/6/2022 22:08	Y
579	**24760918**	2022	4/7/2022 8:45	4/7/2022 9:09	SJSO22CAD075105	S	2	2	20	50	St. Johns	St. Augustine	Rural	4/7/2022 8:48	4/7/2022 8:50	4/7/2022 8:57	4/7/2022 9:44	Y
580	**24320454**	2022	4/14/2022 5:05	4/14/2022 5:54	SJSO22OFF003609	L	2	2	20	50	St. Johns	St. Augustine	Rural	4/14/2022 5:07	4/14/2022 5:09	4/14/2022 5:09	4/14/2022 8:10	Y
581	**88582552**	2022	4/15/2022 7:38	4/15/2022 8:18	FHP22ON0187696	L	2	3	20	0	St. Johns	Unincorporated	Rural	4/15/2022 7:43	4/15/2022 7:44	4/15/2022 7:57	4/15/2022 9:24	Y
582	**24762132**	2022	4/19/2022 19:20	4/19/2022 19:55	SJSO22CAD085121	S	2	2	20	50	St. Johns	St. Augustine	Rural	4/19/2022 19:40	4/19/2022 19:42	4/19/2022 19:50	4/19/2022 20:40	Y
583	**24763092**	2022	4/20/2022 15:55	4/20/2022 16:42	SJSO22CAD085714	S	2	3	20	50	St. Johns	St. Augustine	Rural	4/20/2022 15:55	4/20/2022 16:15	4/20/2022 16:34	4/20/2022 16:56	Y
584	**24762931**	2022	4/23/2022 9:16	4/23/2022 9:43	SJSO22CAD087638	L	2	2	20	50	St. Johns	St. Augustine	Rural	4/23/2022 9:16	4/23/2022 9:19	4/23/2022 9:23	4/23/2022 10:15	Y
585	**24898358**	2022	4/24/2022 18:11	4/24/2022 18:39	FHP22ON0205586	L	2	4	20	0	St. Johns	Unincorporated	Rural	4/24/2022 18:16	4/24/2022 18:19	4/24/2022 18:31	4/24/2022 19:06	Y
586	**89285859**	2022	4/30/2022 14:23	4/30/2022 14:37	SJSO22CAD093247	S	2	3	20	50	St. Johns	St. Augustine	Rural	4/30/2022 14:24	4/30/2022 14:24	4/30/2022 14:24	4/30/2022 14:54	Y
587	**24761942**	2022	5/3/2022 16:42	5/3/2022 18:56	SJSO22CAD095726	L	3	3	20	50	St. Johns	St. Augustine	Rural	5/3/2022 16:44	5/3/2022 16:44	5/3/2022 16:44	5/3/2022 17:37	Y
588	**24919958**	2022	5/7/2022 6:15	5/7/2022 6:44	FHP22ON0229651	L	2	2	20	0	St. Johns	Unincorporated	Rural	5/7/2022 6:21	5/7/2022 6:22	5/7/2022 6:35	5/7/2022 7:38	Y
589	**24938472**	2022	5/7/2022 8:38	5/7/2022 9:00	FHP22ON0229724	L	2	5	20	0	St. Johns	Unincorporated	Rural	5/7/2022 8:43	5/7/2022 8:48	5/7/2022 8:55	5/7/2022 10:15	Y
590	**24760920**	2022	5/10/2022 12:10	5/10/2022 12:30	SJSO22CAD100723	S	2	1	20	50	St. Johns	St. Augustine	Rural	5/10/2022 12:15	5/10/2022 12:17	5/10/2022 12:26	5/10/2022 12:46	Y
591	**24761493**	2022	5/12/2022 5:36	5/12/2022 6:03	SJSO22CAD101892	L	2	2	20	50	St. Johns	St. Augustine	Rural	5/12/2022 5:37	5/12/2022 5:40	5/12/2022 5:41	5/12/2022 6:18	Y
592	**24762937**	2022	5/13/2022 17:33	5/13/2022 17:50	SJSO22CAD103055	S	2	2	20	50	St. Johns	St. Augustine	Rural	5/13/2022 17:33	5/13/2022 17:34	5/13/2022 17:46	5/13/2022 17:58	Y
593	**89287642**	2022	5/13/2022 20:40	5/13/2022 22:17	SJSO22CAD103175	S	2	2	20	50	St. Johns	St. Augustine	Rural	5/13/2022 20:41	5/13/2022 20:44	5/13/2022 20:59	5/13/2022 21:18	Y
594	**89562814**	2022	5/14/2022 16:43	5/14/2022 17:09	FHP22ON0243697	S	2	2	20	50	St. Johns	St. Augustine	Rural	5/14/2022 16:53	5/14/2022 16:54	5/14/2022 17:02	5/14/2022 17:38	Y
595	**89562815**	2022	5/14/2022 17:45	5/14/2022 18:34	FHP22ON0243824	L	2	4	20	50	St. Johns	St. Augustine	Rural	5/14/2022 17:54	5/14/2022 18:08	5/14/2022 18:23	5/14/2022 19:10	Y
596	**82395563**	2022	5/15/2022 13:24	5/15/2022 13:48	SJSO22CAD104425	S	2	5	20	50	St. Johns	St. Augustine	Rural	5/15/2022 13:26	5/15/2022 13:27	5/15/2022 13:31	5/15/2022 14:21	Y
597	**24760577**	2022	5/21/2022 18:25	5/21/2022 18:57	SJSO22CAD109316	S	2	4	20	50	St. Johns	St. Augustine	Rural	5/21/2022 18:34	5/21/2022 18:37	5/21/2022 18:37	5/21/2022 18:58	Y
598	**82400438**	2022	5/23/2022 6:38	5/23/2022 6:57	SJSO22CAD110252	L	2	2	20	50	St. Johns	St. Augustine	Rural	5/23/2022 6:41	5/23/2022 6:46	5/23/2022 6:46	5/23/2022 7:42	Y
599	**24762518**	2022	5/24/2022 22:58	5/24/2022 23:26	SJSO22CAD111801	L	2	3	20	50	St. Johns	St. Augustine	Rural	5/24/2022 23:00	5/24/2022 23:04	5/24/2022 23:08	5/25/2022 0:40	Y
600	**24902726**	2022	5/28/2022 9:30	5/28/2022 9:42	FHP22ON0269358	S	2	2	20	0	St. Johns	Unincorporated	Rural	5/28/2022 9:35	5/28/2022 9:36	5/28/2022 9:36	5/28/2022 10:25	Y
601	**24950367**	2022	6/5/2022 16:35	6/5/2022 17:13	FHP22ON0285018	L	2	2	20	0	St. Johns	Unincorporated	Rural	6/5/2022 16:40	6/5/2022 16:49	6/5/2022 16:56	6/5/2022 18:05	Y
602	**85473995**	2022	6/6/2022 21:55	6/6/2022 22:20	FHP22ON0287361	L	2	4	20	50	St. Johns	St. Augustine	Rural	6/6/2022 22:03	6/6/2022 22:06	6/6/2022 22:11	6/6/2022 23:00	Y
603	**24763218**	2022	6/7/2022 16:15	6/7/2022 16:38	SJSO22CAD123952	S	2	5	20	50	St. Johns	St. Augustine	Rural	6/7/2022 16:16	6/7/2022 16:21	6/7/2022 16:21	6/7/2022 16:40	Y
604	**89567502**	2022	6/9/2022 13:55	6/9/2022 14:23	FHP22ON0291889	L	2	2	20	0	St. Johns	Unincorporated	Rural	6/9/2022 14:01	6/9/2022 14:08	6/9/2022 14:14	6/9/2022 14:39	Y
605	**86387773**	2022	6/11/2022 17:45	6/11/2022 18:06	SJSO22CAD127449	S	2	3	20	50	St. Johns	St. Augustine	Rural	6/11/2022 17:45	6/11/2022 18:02	6/11/2022 18:02	6/11/2022 18:21	Y
606	**82395398**	2022	6/11/2022 19:15	6/11/2022 19:35	SJSO22CAD127504	L	2	2	20	50	St. Johns	St. Augustine	Rural	6/11/2022 19:19	6/11/2022 19:21	6/11/2022 19:22	6/11/2022 20:45	Y
607	**24318906**	2022	6/17/2022 15:30	6/17/2022 16:03	SJSO22CAD132364	L	2	4	20	50	St. Johns	St. Augustine	Rural	6/17/2022 15:35	6/17/2022 15:48	6/17/2022 15:53	6/17/2022 16:45	Y
608	**89287645**	2022	6/20/2022 13:22	6/20/2022 16:10	SJSO22OFF005935	S	2	6	20	50	St. Johns	St. Augustine	Rural	6/20/2022 13:23	6/20/2022 13:23	6/20/2022 13:23	6/20/2022 14:10	Y
609	**86387774**	2022	6/20/2022 21:15	6/20/2022 21:37	SJSO22CAD134884	L	2	2	20	50	St. Johns	St. Augustine	Rural	6/20/2022 21:15	6/20/2022 21:15	6/20/2022 21:15	6/20/2022 22:15	Y
610	**86387775**	2022	6/21/2022 16:30	6/21/2022 16:45	SJSO22CAD135619	L	3	3	20	50	St. Johns	St. Augustine	Rural	6/21/2022 16:34	6/21/2022 16:37	6/21/2022 16:38	6/21/2022 16:59	Y
611	**24938474**	2022	6/22/2022 6:24	6/22/2022 6:48	FHP22ON0314872	L	2	3	20	0	St. Johns	Unincorporated	Rural	6/22/2022 6:29	6/22/2022 6:31	6/22/2022 6:33	6/22/2022 7:45	Y
612	**24761498**	2022	6/23/2022 8:47	6/23/2022 9:24	SJSO22CAD136964	L	2	2	20	50	St. Johns	St. Augustine	Rural	6/23/2022 8:48	6/23/2022 8:49	6/23/2022 8:56	6/23/2022 9:26	Y
613	**24762869**	2022	6/26/2022 13:10	6/26/2022 14:29	SJSO22CAD140138	L	2	5	20	50	St. Johns	St. Augustine	Rural	6/26/2022 13:11	6/26/2022 13:13	6/26/2022 13:13	6/26/2022 13:30	Y
614	**24763247**	2022	7/1/2022 16:47	7/1/2022 17:01	SJSO22CAD144588	S	2	3	20	50	St. Johns	St. Augustine	Rural	7/1/2022 16:52	7/1/2022 16:55	7/1/2022 16:56	7/1/2022 17:45	Y
615	**24320638**	2022	7/4/2022 16:50	7/4/2022 17:02	SJSO22CAD147403	S	2	2	20	50	St. Johns	St. Augustine	Rural	7/4/2022 16:51	7/4/2022 16:54	7/4/2022 16:56	7/4/2022 17:10	Y
616	**24320639**	2022	7/4/2022 23:45	7/5/2022 0:01	SJSO22CAD147794	L	1	1	20	50	St. Johns	St. Augustine	Rural	7/4/2022 23:46	7/4/2022 23:48	7/4/2022 23:49	7/5/2022 0:36	Y
617	**24762752**	2022	7/8/2022 12:15	7/8/2022 12:46	SJSO22CAD150613	L	2	2	20	50	St. Johns	St. Augustine	Rural	7/8/2022 12:26	7/8/2022 12:30	7/8/2022 12:32	7/8/2022 13:23	Y
618	**87347385**	2022	7/9/2022 23:14	7/9/2022 23:26	SJSO22CAD152062	L	2	2	20	50	St. Johns	St. Augustine	Rural	7/9/2022 23:16	7/9/2022 23:16	7/9/2022 23:16	7/10/2022 0:45	Y
619	**89595458**	2022	7/22/2022 12:05	7/22/2022 12:51	FHP22ON0370691	L	2	4	20	0	St. Johns	Unincorporated	Rural	7/22/2022 12:06	7/22/2022 12:10	7/22/2022 12:37	7/22/2022 14:00	Y
620	**24902744**	2022	7/23/2022 9:10	7/23/2022 10:04	FHP22ON0372528	L	4	4	20	0	St. Johns	Unincorporated	Rural	7/23/2022 9:13	7/23/2022 9:20	7/23/2022 9:35	7/23/2022 11:30	Y
621	**24917177**	2022	7/24/2022 13:57	7/24/2022 14:12	FHP22ON0374826	L	2	3	20	0	St. Johns	Unincorporated	Rural	7/24/2022 14:05	7/24/2022 14:05	7/24/2022 14:05	7/24/2022 15:51	Y
622	**24763165**	2022	7/25/2022 17:06	9/16/2022 15:58	SJSO22CAD165008	L	2	5	20	50	St. Johns	St. Augustine	Rural	7/25/2022 17:07	7/25/2022 17:07	7/25/2022 17:07	7/25/2022 17:13	Y
623	**24958001**	2022	7/27/2022 7:54	7/27/2022 8:40	FHP22ON0379690	L	2	3	20	0	St. Johns	Unincorporated	Rural	7/27/2022 7:59	7/27/2022 8:02	7/27/2022 8:26	7/27/2022 9:18	Y
624	**24319885**	2022	7/30/2022 21:31	7/30/2022 22:31	SJSO22CAD169027	S	2	3	20	50	St. Johns	St. Augustine	Rural	7/30/2022 21:34	7/30/2022 22:10	7/30/2022 22:13	7/30/2022 23:10	Y
625	**24763110**	2022	7/31/2022 14:35	7/31/2022 15:02	SJSO22CAD169500	S	2	9	20	50	St. Johns	St. Augustine	Rural	7/31/2022 14:35	7/31/2022 14:37	7/31/2022 14:53	7/31/2022 16:00	Y
626	**24760954**	2022	7/31/2022 15:55	7/31/2022 16:23	SJSO22CAD169561	S	2	5	20	50	St. Johns	St. Augustine	Rural	7/31/2022 16:00	7/31/2022 16:03	7/31/2022 16:14	7/31/2022 16:37	Y
627	**89285337**	2022	8/3/2022 9:27	8/4/2022 9:07	SJSO22CAD171703	L	2	1	20	50	St. Johns	St. Augustine	Rural	8/3/2022 9:28	8/3/2022 9:28	8/3/2022 9:55	8/3/2022 11:21	Y
628	**24958005**	2022	8/6/2022 5:51	8/6/2022 6:11	FHP22ON0398258	S	2	3	20	0	St. Johns	Unincorporated	Rural	8/6/2022 5:56	8/6/2022 6:00	8/6/2022 6:04	8/6/2022 6:36	Y
629	**88334886**	2022	8/15/2022 20:38	8/15/2022 21:02	FHP22ON0415541	L	1	4	20	0	St. Johns	Unincorporated	Rural	8/15/2022 20:49	8/15/2022 20:59	8/15/2022 20:59	8/15/2022 21:18	Y
630	**24319617**	2022	8/22/2022 11:10	8/22/2022 11:26	SJSO22CAD187405	S	2	2	20	50	St. Johns	St. Augustine	Rural	8/22/2022 11:10	8/22/2022 11:12	8/22/2022 11:14	8/22/2022 12:00	Y
631	**24970558**	2022	8/22/2022 14:39	8/22/2022 15:07	FHP22ON0427553	L	2	3	20	0	St. Johns	Unincorporated	Rural	8/22/2022 14:44	8/22/2022 14:49	8/22/2022 15:02	8/22/2022 15:27	Y
632	**25458687**	2022	8/23/2022 15:07	8/23/2022 19:53	SJSO22CAD188350	L	2	2	20	50	St. Johns	St. Augustine	Rural	8/23/2022 15:08	8/23/2022 15:08	8/23/2022 15:08	8/23/2022 15:40	Y
633	**88680946**	2022	8/23/2022 17:25	8/23/2022 17:42	SJSO22CAD188453	S	2	3	20	50	St. Johns	St. Augustine	Rural	8/23/2022 17:30	8/23/2022 17:32	8/23/2022 17:38	8/23/2022 17:44	Y
634	**89287648**	2022	8/25/2022 15:40	8/25/2022 17:46	89287648-01	L	2	10	20	50	St. Johns	St. Augustine	Rural	8/25/2022 15:43	8/25/2022 15:45	8/25/2022 16:00	8/25/2022 16:28	Y
635	**24902753**	2022	8/25/2022 16:20	8/25/2022 16:40	FHP22ON0433372	L	2	2	20	0	St. Johns	Unincorporated	Rural	8/25/2022 16:24	8/25/2022 16:26	8/25/2022 16:28	8/25/2022 17:00	Y
636	**24964901**	2022	9/1/2022 14:22	9/1/2022 15:24	FHP22ON0446267	L	2	3	20	0	St. Johns	Unincorporated	Rural	9/1/2022 14:32	9/1/2022 14:40	9/1/2022 15:04	9/1/2022 15:40	Y
637	**24761531**	2022	9/1/2022 17:00	9/1/2022 17:47	SJSO22CAD195615	S	2	3	20	50	St. Johns	St. Augustine	Rural	9/1/2022 17:02	9/1/2022 17:02	9/1/2022 17:02	9/1/2022 17:23	Y
638	**24958009**	2022	9/3/2022 8:12	9/3/2022 8:42	FHP22ON0449890	L	2	1	20	0	St. Johns	Unincorporated	Rural	9/3/2022 8:17	9/3/2022 8:20	9/3/2022 8:31	9/3/2022 9:30	Y
639	**24935804**	2022	9/6/2022 7:40	9/6/2022 8:46	FHP22ON0454895	L	2	4	20	50	St. Johns	St. Augustine	Rural	9/6/2022 7:45	9/6/2022 7:53	9/6/2022 8:16	9/6/2022 21:39	Y
640	**89068352**	2022	9/6/2022 8:35	9/6/2022 8:55	SJSO22CAD199394	S	2	4	20	50	St. Johns	St. Augustine	Rural	9/6/2022 8:42	9/6/2022 8:44	9/6/2022 8:48	9/6/2022 9:19	Y

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM_TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE	CITY_CODE	COUNTY_NAME	CITY_NAME	RURAL_OR_URBAN	NOTIFIED_TIME	DISPATCHED_TIME	ARRIVED_TIME	CLEARED_TIME	COMPLETED_FLAG
641	**82389003**	2022	9/7/2022 13:22	9/7/2022 13:52	SJSO22CAD200387	S	2	2	20	50	St. Johns	St. Augustine	Rural	9/7/2022 13:23	9/7/2022 13:25	9/7/2022 13:40	9/7/2022 22:30	Y
642	**25458565**	2022	9/7/2022 13:40	9/7/2022 14:12	SJSO22CAD200410	L	2	3	20	50	St. Johns	St. Augustine	Rural	9/7/2022 13:47	9/7/2022 13:49	9/7/2022 13:55	9/7/2022 14:46	Y
643	**24958011**	2022	9/7/2022 17:02	9/7/2022 17:20	FHP22ON0457737	S	2	3	20	0	St. Johns	Unincorporated	Rural	9/7/2022 17:07	9/7/2022 17:08	9/7/2022 17:16	9/7/2022 17:44	Y
644	**24318595**	2022	9/9/2022 9:17	9/9/2022 9:47	SJSO22CAD201815	L	2	2	20	50	St. Johns	St. Augustine	Rural	9/9/2022 9:27	9/9/2022 9:29	9/9/2022 9:33	9/9/2022 10:10	Y
645	**82389005**	2022	9/13/2022 11:49	9/13/2022 12:15	SJSO22CAD204976	L	2	2	20	50	St. Johns	St. Augustine	Rural	9/13/2022 11:49	9/13/2022 11:52	9/13/2022 12:02	9/13/2022 13:30	Y
646	**24970564**	2022	9/14/2022 13:22	9/14/2022 14:13	FHP22ON0470143	L	3	3	20	0	St. Johns	Unincorporated	Rural	9/14/2022 13:27	9/14/2022 13:49	9/14/2022 13:54	9/14/2022 16:33	Y
647	**25459025**	2022	9/16/2022 10:17	9/16/2022 10:56	SJSO22CAD207373	L	3	5	20	50	St. Johns	St. Augustine	Rural	9/16/2022 10:17	9/16/2022 10:19	9/16/2022 10:22	9/16/2022 11:03	Y
648	**88683188**	2022	9/18/2022 9:52	9/18/2022 10:05	SJSO22CAD208953	S	2	3	20	50	St. Johns	St. Augustine	Rural	9/18/2022 9:54	9/18/2022 9:56	9/18/2022 9:59	9/18/2022 10:15	Y
649	**24995292**	2022	9/18/2022 21:07	9/18/2022 21:26	FHP22ON0478750	S	1	1	20	0	St. Johns	Unincorporated	Rural	9/18/2022 21:12	9/18/2022 21:14	9/18/2022 21:20	9/18/2022 21:30	Y
650	**24762957**	2022	9/22/2022 8:25	9/22/2022 8:50	SJSO22CAD212124	S	2	2	20	50	St. Johns	St. Augustine	Rural	9/22/2022 8:33	9/22/2022 8:35	9/22/2022 8:50	9/22/2022 9:08	Y
651	**24760867**	2022	9/22/2022 9:47	9/22/2022 9:56	SJSO22CAD212165	L	2	2	20	50	St. Johns	St. Augustine	Rural	9/22/2022 9:48	9/22/2022 9:48	9/22/2022 9:48	9/22/2022 10:34	Y
652	**24935812**	2022	9/23/2022 15:55	9/23/2022 16:29	FHP22ON0487626	L	3	3	20	50	St. Johns	St. Augustine	Rural	9/23/2022 16:00	9/23/2022 16:02	9/23/2022 16:19	9/23/2022 18:36	Y
653	**24318911**	2022	9/23/2022 20:00	9/23/2022 20:23	SJSO22CAD213467	S	2	3	20	50	St. Johns	St. Augustine	Rural	9/23/2022 20:03	9/23/2022 20:05	9/23/2022 20:11	9/23/2022 20:50	Y
654	**86636950**	2022	9/26/2022 8:20	9/26/2022 9:05	SJSO22CAD215184	L	3	3	20	50	St. Johns	St. Augustine	Rural	9/26/2022 8:28	9/26/2022 8:30	9/26/2022 8:31	9/26/2022 9:35	Y
655	**88331744**	2022	10/3/2022 8:05	10/3/2022 8:27	FHP22ON0505376	L	2	2	20	0	St. Johns	Unincorporated	Rural	10/3/2022 8:08	10/3/2022 8:16	10/3/2022 8:21	10/3/2022 9:20	Y
656	**88680730**	2022	10/3/2022 8:55	10/3/2022 9:47	SJSO22CAD220993	L	2	2	20	50	St. Johns	St. Augustine	Rural	10/3/2022 9:23	10/3/2022 9:25	10/3/2022 9:31	10/3/2022 10:25	Y
657	**25459371**	2022	10/4/2022 8:40	10/4/2022 9:07	SJSO22CAD221736	S	2	4	20	50	St. Johns	St. Augustine	Rural	10/4/2022 8:47	10/4/2022 8:49	10/4/2022 8:53	10/4/2022 9:21	Y
658	**25459373**	2022	10/6/2022 11:00	10/6/2022 11:42	SJSO22CAD223593	S	2	6	20	50	St. Johns	St. Augustine	Rural	10/6/2022 11:14	10/6/2022 11:15	10/6/2022 11:24	10/6/2022 12:11	Y
659	**24318596**	2022	10/7/2022 12:13	10/7/2022 12:47	SJSO22CAD224463	S	2	2	20	50	St. Johns	St. Augustine	Rural	10/7/2022 12:23	10/7/2022 12:26	10/7/2022 12:33	10/7/2022 13:05	Y
660	**24995297**	2022	10/10/2022 11:24	10/10/2022 11:37	FHP22ON0520224	S	2	8	20	0	St. Johns	Unincorporated	Rural	10/10/2022 11:29	10/10/2022 11:29	10/10/2022 11:29	10/10/2022 12:05	Y
661	**25459375**	2022	10/11/2022 8:40	10/11/2022 9:05	SJSO22CAD227512	S	2	3	20	50	St. Johns	St. Augustine	Rural	10/11/2022 8:43	10/11/2022 8:46	10/11/2022 8:57	10/11/2022 9:23	Y
662	**24761881**	2022	10/13/2022 13:05	10/13/2022 13:37	SJSO22CAD229242	S	2	3	20	50	St. Johns	St. Augustine	Rural	10/13/2022 13:19	10/13/2022 13:21	10/13/2022 13:30	10/13/2022 14:46	Y
663	**24970572**	2022	10/13/2022 13:38	10/13/2022 14:01	FHP22ON0526707	L	1	2	20	0	St. Johns	Unincorporated	Rural	10/13/2022 13:43	10/13/2022 13:46	10/13/2022 13:52	10/13/2022 14:13	Y
664	**24995300**	2022	10/15/2022 7:34	10/15/2022 7:52	FHP22ON0530439	L	2	2	20	0	St. Johns	Unincorporated	Rural	10/15/2022 7:39	10/15/2022 7:41	10/15/2022 7:44	10/15/2022 8:42	Y
665	**25459984**	2022	10/20/2022 11:25	10/20/2022 11:37	SJSO22CAD234487	S	2	4	20	50	St. Johns	St. Augustine	Rural	10/20/2022 11:26	10/20/2022 11:26	10/20/2022 11:26	10/20/2022 11:38	Y
666	**24761272**	2022	10/20/2022 15:29	10/20/2022 15:59	SJSO22CAD234646	S	2	2	20	50	St. Johns	St. Augustine	Rural	10/20/2022 15:30	10/20/2022 15:30	10/20/2022 15:30	10/20/2022 16:00	Y
667	**88680733**	2022	10/21/2022 7:45	10/21/2022 8:20	SJSO22CAD235129	S	2	3	20	50	St. Johns	St. Augustine	Rural	10/21/2022 7:59	10/21/2022 8:01	10/21/2022 8:10	10/21/2022 8:57	Y
668	**25458635**	2022	10/21/2022 16:43	10/21/2022 17:08	SJSO22CAD235499	S	2	2	20	50	St. Johns	St. Augustine	Rural	10/21/2022 16:43	10/21/2022 16:54	10/21/2022 17:04	10/21/2022 17:48	Y
669	**24964910**	2022	10/27/2022 13:38	10/27/2022 14:26	FHP22ON0553986	L	2	2	20	0	St. Johns	Unincorporated	Rural	10/27/2022 13:48	10/27/2022 13:52	10/27/2022 14:08	10/27/2022 15:37	Y
670	**24918573**	2022	10/28/2022 6:40	10/28/2022 7:04	FHP22ON0555267	S	2	2	20	0	St. Johns	Unincorporated	Rural	10/28/2022 6:44	10/28/2022 6:46	10/28/2022 6:53	10/28/2022 7:25	Y
671	**82395634**	2022	10/28/2022 7:00	10/28/2022 7:17	SJSO22CAD240547	L	2	2	20	50	St. Johns	St. Augustine	Rural	10/28/2022 7:05	10/28/2022 7:08	10/28/2022 7:11	10/28/2022 8:59	Y
672	**25459377**	2022	10/31/2022 10:10	10/31/2022 10:36	SJSO22CAD242876	L	2	2	20	0	St. Johns	Unincorporated	Rural	10/31/2022 10:18	10/31/2022 10:21	10/31/2022 10:27	10/31/2022 11:29	Y
673	**25459378**	2022	10/31/2022 12:40	10/31/2022 13:01	SJSO22CAD242993	S	2	2	20	50	St. Johns	St. Augustine	Rural	10/31/2022 12:46	10/31/2022 12:48	10/31/2022 12:52	10/31/2022 13:18	Y
674	**25002999**	2022	10/31/2022 19:42	10/31/2022 20:21	FHP22ON0562802	L	2	3	20	0	St. Johns	Unincorporated	Rural	10/31/2022 19:47	10/31/2022 19:53	10/31/2022 20:03	10/31/2022 21:04	Y
675	**89070462**	2022	11/4/2022 11:20	11/4/2022 12:44	SJSO22CAD246293	S	2	1	20	50	St. Johns	St. Augustine	Rural	11/4/2022 11:59	11/4/2022 12:07	11/4/2022 12:42	11/4/2022 12:54	N
676	**25459459**	2022	11/5/2022 13:24	11/5/2022 14:01	SJSO22CAD247273	S	2	3	20	50	St. Johns	St. Augustine	Rural	11/5/2022 13:26	11/5/2022 13:28	11/5/2022 13:31	11/5/2022 14:30	Y
677	**25459842**	2022	11/5/2022 16:20	11/5/2022 16:46	SJSO22CAD247402	L	2	2	20	50	St. Johns	St. Augustine	Rural	11/5/2022 16:24	11/5/2022 16:25	11/5/2022 16:36	11/5/2022 17:15	Y
678	**25459601**	2022	11/5/2022 22:45	11/6/2022 9:14	SJSO22CAD251704	L	2	0	20	50	St. Johns	St. Augustine	Rural	11/6/2022 8:37	11/6/2022 8:39	11/6/2022 9:06	11/6/2022 12:00	Y
679	**25459700**	2022	11/6/2022 1:10	11/6/2022 1:37	SJSO22CAD247731	L	2	2	20	50	St. Johns	St. Augustine	Rural	11/6/2022 1:15	11/6/2022 1:15	11/6/2022 1:15	11/6/2022 1:17	Y
680	**25040052**	2022	11/6/2022 16:36	11/6/2022 17:00	FHP22ON0574159	L	2	5	20	0	St. Johns	Unincorporated	Rural	11/6/2022 16:41	11/6/2022 16:49	11/6/2022 16:52	11/6/2022 17:16	Y
681	**24996929**	2022	11/12/2022 14:30	11/12/2022 15:04	FHP22ON0585393	S	2	2	20	0	St. Johns	Unincorporated	Rural	11/12/2022 14:37	11/12/2022 14:48	11/12/2022 14:56	11/12/2022 15:20	Y
682	**25035909**	2022	11/15/2022 4:44	11/15/2022 5:17	FHP22ON0589844	L	2	1	20	50	St. Johns	St. Augustine	Rural	11/15/2022 4:49	11/15/2022 4:53	11/15/2022 5:13	11/15/2022 5:50	Y
683	**25460242**	2022	11/20/2022 16:08	11/20/2022 16:33	SJSO22CAD259297	S	2	2	20	50	St. Johns	St. Augustine	Rural	11/20/2022 16:11	11/20/2022 16:15	11/20/2022 16:18	11/20/2022 16:45	Y
684	**89068988**	2022	11/20/2022 17:38	11/20/2022 18:10	SJSO22CAD259347	L	2	2	20	50	St. Johns	St. Augustine	Rural	11/20/2022 17:40	11/20/2022 17:44	11/20/2022 17:44	11/20/2022 19:00	Y
685	**24996931**	2022	11/21/2022 14:25	11/21/2022 14:50	FHP22ON0602566	S	2	2	20	0	St. Johns	Unincorporated	Rural	11/21/2022 14:33	11/21/2022 14:34	11/21/2022 14:38	11/21/2022 15:08	Y
686	**82385844**	2022	11/23/2022 10:25	11/23/2022 10:54	SJSO22CAD261370	S	2	2	20	50	St. Johns	St. Augustine	Rural	11/23/2022 10:31	11/23/2022 10:33	11/23/2022 10:46	11/23/2022 11:16	Y
687	**87730015**	2022	11/25/2022 18:40	11/25/2022 18:46	SJSO22CAD263012	S	2	2	20	50	St. Johns	St. Augustine	Rural	11/25/2022 18:43	11/25/2022 18:43	11/25/2022 18:43	11/25/2022 18:52	Y
688	**24763259**	2022	11/26/2022 15:20	11/26/2022 15:32	SJSO22CAD263579	S	2	4	20	50	St. Johns	St. Augustine	Rural	11/26/2022 15:25	11/26/2022 15:25	11/26/2022 15:25	11/26/2022 15:51	Y
689	**24964917**	2022	11/28/2022 17:09	11/28/2022 17:51	FHP22ON0615563	S	1	1	20	0	St. Johns	Unincorporated	Rural	11/28/2022 17:19	11/28/2022 17:25	11/28/2022 17:50	11/28/2022 18:32	Y
690	**25458827**	2022	11/29/2022 1:44	11/29/2022 2:06	SJSO22CAD265493	L	2	4	20	50	St. Johns	St. Augustine	Rural	11/29/2022 1:46	11/29/2022 1:48	11/29/2022 1:49	11/29/2022 2:45	Y
691	**89286730**	2022	12/2/2022 10:15	12/2/2022 10:41	SJSO22CAD268229	S	2	3	20	50	St. Johns	St. Augustine	Rural	12/2/2022 10:19	12/2/2022 10:22	12/2/2022 10:26	12/2/2022 10:40	Y
692	**89285394**	2022	12/4/2022 12:59	12/4/2022 13:42	SJSO22CAD269865	L	2	3	20	50	St. Johns	St. Augustine	Rural	12/4/2022 12:59	12/4/2022 13:06	12/4/2022 13:15	12/4/2022 14:26	Y
693	**89070464**	2022	12/6/2022 15:18	12/6/2022 16:00	SJSO22OFF012004	L	1	1	20	50	St. Johns	St. Augustine	Rural	12/6/2022 15:18	12/6/2022 15:18	12/6/2022 15:18	12/6/2022 17:24	Y
694	**82395448**	2022	12/7/2022 5:57	12/7/2022 6:09	SJSO22CAD271885	L	1	1	20	50	St. Johns	St. Augustine	Rural	12/7/2022 5:57	12/7/2022 5:59	12/7/2022 6:02	12/7/2022 6:41	Y
695	**82385848**	2022	12/7/2022 11:40	12/7/2022 12:03	SJSO22CAD272125	S	2	3	20	50	St. Johns	St. Augustine	Rural	12/7/2022 11:41	12/7/2022 11:42	12/7/2022 11:52	12/7/2022 12:35	Y
696	**25026690**	2022	12/8/2022 7:15	12/8/2022 7:48	FHP22ON0633368	L	4	7	20	0	St. Johns	Unincorporated	Rural	12/8/2022 7:17	12/8/2022 7:18	12/8/2022 7:21	12/8/2022 8:40	Y
697	**24964921**	2022	12/8/2022 21:50	12/8/2022 22:30	FHP22ON0634960	S	2	2	20	0	St. Johns	Unincorporated	Rural	12/8/2022 22:00	12/8/2022 22:02	12/8/2022 22:13	12/8/2022 23:00	Y
698	**25459464**	2022	12/9/2022 16:35	12/9/2022 17:23	SJSO22CAD274045	S	2	2	20	50	St. Johns	St. Augustine	Rural	12/9/2022 16:37	12/9/2022 16:41	12/9/2022 16:44	12/9/2022 18:09	Y
699	**25459490**	2022	12/11/2022 16:34	12/11/2022 17:00	SJSO22CAD275551	S	2	3	20	50	St. Johns	St. Augustine	Rural	12/11/2022 16:36	12/11/2022 16:38	12/11/2022 16:42	12/11/2022 18:56	Y
700	**25459491**	2022	12/14/2022 17:05	12/14/2022 17:26	SJSO22CAD278004	S	2	2	20	50	St. Johns	St. Augustine	Rural	12/14/2022 17:09	12/14/2022 17:10	12/14/2022 17:14	12/14/2022 17:49	Y
701	**25040068**	2022	12/16/2022 13:40	12/16/2022 14:24	FHP22ON0649119	L	2	2	20	0	St. Johns	Unincorporated	Rural	12/16/2022 13:40	12/16/2022 13:57	12/16/2022 14:08	12/16/2022 15:18	Y
702	**25458489**	2022	12/16/2022 14:15	12/16/2022 14:27	SJSO22CAD279438	L	2	2	20	50	St. Johns	St. Augustine	Rural	12/16/2022 14:17	12/16/2022 14:19	12/16/2022 14:21	12/16/2022 15:00	Y
703	**25460707**	2022	12/16/2022 16:10	12/16/2022 16:24	SJSO22CAD279538	L	2	2	20	50	St. Johns	St. Augustine	Rural	12/16/2022 16:11	12/16/2022 16:13	12/16/2022 16:13	12/16/2022 16:24	Y
704	**25460710**	2022	12/18/2022 15:11	12/18/2022 15:52	SJSO22CAD281040	L	2	4	20	50	St. Johns	St. Augustine	Rural	12/18/2022 15:12	12/18/2022 15:14	12/18/2022 15:19	12/18/2022 16:10	Y

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM_TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE	CITY_CODE	COUNTY_NAME	CITY_NAME	RURAL_OR_URBAN	NOTIFIED_TIME	DISPATCHED_TIME	ARRIVED_TIME	CLEARED_TIME	COMPLETED_FLAG
705	**88680906**	2022	12/19/2022 13:10	12/19/2022 13:54	SJSO22CAD281681	S	2	3	20	50	St. Johns	St. Augustine	Rural	12/19/2022 13:28	12/19/2022 13:31	12/19/2022 13:39	12/19/2022 14:25	Y
706	**25024047**	2022	12/20/2022 13:57	12/20/2022 14:31	FHP22ON0656440	L	3	5	20	0	St. Johns	Unincorporated	Rural	12/20/2022 14:02	12/20/2022 14:04	12/20/2022 14:18	12/20/2022 15:28	Y
707	**25459467**	2022	12/20/2022 17:58	12/20/2022 18:31	SJSO22CAD282748	L	2	3	20	50	St. Johns	St. Augustine	Rural	12/20/2022 18:00	12/20/2022 18:02	12/20/2022 18:03	12/20/2022 19:06	Y
708	**24950791**	2022	12/23/2022 16:05	12/23/2022 16:41	FHP22ON0662923	L	2	2	20	0	St. Johns	Unincorporated	Rural	12/23/2022 16:11	12/23/2022 16:27	12/23/2022 16:38	12/23/2022 17:15	Y

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	NOTIFIED_BY	ON_STREET_ROAD_HIGHWAY	STREET_ADDRESS_NUMBER	LATITUDE	LONGITUDE	FEET_FROM_INTERSECTION	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	MILEPOST_NUMBER	ROAD_SYSTEM_IDENTIFER	TYPE_OF_SHOULDER	TYPE_OF_INTERSECTION
1	**82384759**	Law Enforcement	STATE ROAD 16	<Null>	29.9167	-81.40881	<Null>	<Null>	I-95	<Null>	State	Paved	Not at Intersection
2	**87346737**	Law Enforcement	STATE ROAD 16	<Null>	29.9207	-81.4164	104	North	TOMS RD	<Null>	State	Unpaved	Four-Way Intersection
3	**87346005**	Law Enforcement	I-95 SB ON-RAMP	<Null>	29.91764	-81.41278	<Null>	<Null>	STATE ROAD 16	<Null>	Interstate	Unpaved	Not at Intersection
4	**87347748**	Law Enforcement	PACETTI RD	<Null>	29.962561	-81.492302	0	<Null>	TUSCAN WAY	<Null>	County	Curb	T-Intersection
5	**86811842**	Law Enforcement	STATE ROAD 16	<Null>	29.99347	-81.58925	0	<Null>	PACETTI ROAD	<Null>	State	Curb	Four-Way Intersection
6	**87162792**	Law Enforcement	STATE ROAD 16	<Null>	29.92067	-81.41645	88	North	FACTORY OUTLETS DR	<Null>	State	Curb	Not at Intersection
7	**87347284**	Law Enforcement	SR 16	<Null>	29.91771	-81.414388	0	<Null>	CR 208	<Null>	State	Unpaved	T-Intersection
8	**87347193**	Law Enforcement	SR 16	<Null>	29.922432	-81.417688	706	North	TOMS RD	<Null>	State	Paved	Not at Intersection
9	**87347421**	Law Enforcement	STATE ROAD 16	<Null>	29.96339	-81.49156	22	West	INTERNATIONAL GOLF PARKWAY	<Null>	State	Curb	Four-Way Intersection
10	**85572552**	Law Enforcement	STATE ROAD 16	<Null>	29.91741	-81.41211	0	<Null>	INTERSTATE 95 EXIT RAMP	<Null>	State	Curb	T-Intersection
11	**85601493**	Law Enforcement	STATE ROAD 16	<Null>	29.917704	-81.413041	<Null>	<Null>	I-95	<Null>	State	Paved	Not at Intersection
12	**87158872**	Law Enforcement	SR-16	<Null>	29.91768	-81.412727	25	West	I-95 (ENTRANCE RAMP)	<Null>	State	Paved	Not at Intersection
13	**82397776**	Law Enforcement	STATE ROAD 16 AND SR207	<Null>	29.91764	-81.41278	<Null>	<Null>	SR207	<Null>	State	Paved	T-Intersection
14	**87346036**	Law Enforcement	PACETTI RD	<Null>	29.961744	-81.493033	<Null>	<Null>	SR 16	<Null>	County	Paved	Not at Intersection
15	**87345261**	Law Enforcement	BLOCK OF SR 16	4600	29.96002	-81.47239	1396	West	4650 SR 16	<Null>	State	Unpaved	T-Intersection
16	**85606521**	Law Enforcement	I-95 SOUTHBOUND EXIT RAMP	<Null>	29.91782	-81.413061	65	East	STATE ROAD 16	<Null>	Interstate	Paved	Not at Intersection
17	**85606523**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.9635	-81.491465	0	<Null>	STATE ROAD 16	<Null>	State	Curb	Four-Way Intersection
18	**87346872**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.96339	-81.49156	0	<Null>	SR 16	<Null>	County	Curb	Four-Way Intersection
19	**87346873**	Law Enforcement	SR 16	<Null>	29.96339	-81.49156	6	East	INTERNATIONAL GOLF PKWY	<Null>	State	Paved	Not at Intersection
20	**85605990**	Law Enforcement	STATE ROAD 16	<Null>	29.91734	-81.4118	<Null>	<Null>	I95 NB EXIT RAMP	<Null>	Interstate	Paved	Four-Way Intersection
21	**87162801**	Law Enforcement	SR-16	<Null>	29.918233	-81.414052	76	West	COUNTY ROAD 208	<Null>	State	Curb	Not at Intersection
22	**87346973**	Law Enforcement	RACE TRAC 810-1987	<Null>	29.92338	-81.41867	405	North	<Null>	<Null>	U.S.	Paved	Not at Intersection
23	**87346487**	Law Enforcement	SR 16	4825	29.96002	-81.47239	2601	East	<Null>	<Null>	State	Unpaved	Not at Intersection
24	**87348027**	Law Enforcement	SR 16/ PACETTI BAY ROAD	<Null>	29.96339	-81.49156	0	<Null>	SR 16/ PACETTI BAY ROAD	<Null>	Local	Paved	Four-Way Intersection
25	**87156492**	Law Enforcement	SR16	<Null>	29.96348	-81.49157	0	<Null>	INTERNATIONAL GOLF PARKWAY	<Null>	State	Curb	Four-Way Intersection
26	**86637466**	Law Enforcement	STATE ROAD 16	<Null>	29.95666	-81.46084	98	East	TURNBULL DR	<Null>	State	Unpaved	Not at Intersection
27	**87347927**	Law Enforcement	STATE ROAD 16	4530	29.96002	-81.47239	397	West	<Null>	<Null>	State	Unpaved	Not at Intersection
28	**86812446**	Law Enforcement	S.R. 16	<Null>	29.96339	-81.49156	0	<Null>	PACETTI RD.	<Null>	County	Paved	Four-Way Intersection
29	**87728415**	Law Enforcement	SR 16 EB	<Null>	29.96222	-81.49091	98	West	INTERNATIONAL GOLF PKWY	<Null>	State	Curb	Not at Intersection
30	**87345941**	Law Enforcement	BLK SR 16	4500	29.958818	-81.465842	1095	West	<Null>	<Null>	State	Unpaved	Not at Intersection
31	**87182231**	Law Enforcement	STATE ROAD 16	<Null>	29.932915	-81.431168	401	East	WHISPER RIDGE DR	<Null>	State	Unpaved	Not at Intersection
32	**87347650**	Law Enforcement	SR 16	<Null>	29.91773	-81.41309	4	East	2450 SR 16	<Null>	State	Unpaved	Not at Intersection
33	**87345961**	Law Enforcement	BLOCK OF SR 16	3500	29.941312	-81.439441	236	North	<Null>	<Null>	State	Unpaved	Not at Intersection
34	**85501350**	Law Enforcement	STATE ROAD 16	<Null>	29.963405	-81.491718	92	West	PACETTI ROAD	<Null>	State	Curb	Not at Intersection
35	**85601509**	Law Enforcement	STATE ROAD 16	<Null>	29.95738	-81.461938	598	West	S FRANCIS RD	<Null>	State	Paved	Not at Intersection
36	**87345943**	Law Enforcement	BLK SR 16	2800	29.926434	-81.420461	1055	North	<Null>	<Null>	State	Paved	T-Intersection
37	**87346980**	Law Enforcement	SR 16	<Null>	29.96263	-81.48593	108	West	VERONA WAY	<Null>	U.S.	Unpaved	T-Intersection
38	**87156508**	Law Enforcement	SR16	<Null>	29.917257	-81.410828	19	West	INTERSTATE 95	<Null>	State	Unpaved	Not at Intersection
39	**87346981**	Law Enforcement	SR 16 WESTBOUND	<Null>	29.91782	-81.4134	0	<Null>	CR 208	<Null>	State	Unpaved	Not at Intersection
40	**87347100**	Law Enforcement	STATE ROAD 16	5400	29.96339	-81.49156	22	West	INTERNATIONAL GOLF PARKWAY	<Null>	County	Paved	Not at Intersection
41	**85501360**	Law Enforcement	STATE ROAD 16	<Null>	29.906301	-81.491171	0	<Null>	PACETTI ROAD	<Null>	State	Curb	Four-Way Intersection
42	**87347459**	Law Enforcement	CR 208	2455	29.91806	-81.41383	4	East	SR 16	<Null>	County	Paved	T-Intersection
43	**86811277**	Law Enforcement	STATE ROAD 16	<Null>	29.917864	-81.413735	4	East	COUNTY ROAD 208	<Null>	State	Unpaved	Not at Intersection
44	**87165307**	Law Enforcement	STATE ROAD 16	<Null>	29.92067	-81.41645	104	North	TOMS ROAD	<Null>	State	Paved	Four-Way Intersection
45	**87205315**	Law Enforcement	STATE ROAD 16	<Null>	29.91755	-81.412166	309	East	INTERSTATE 95	<Null>	State	Unpaved	Not at Intersection
46	**87347516**	Law Enforcement	SR 16	<Null>	29.918173	-81.414309	0	<Null>	CR 208	<Null>	State	Curb	Y-Intersection
47	**86811069**	Law Enforcement	PACETTI RD	<Null>	29.96339	-81.49156	<Null>	<Null>	SR 16	<Null>	County	Curb	Not at Intersection
48	**87213539**	Law Enforcement	STATE ROAD 16	<Null>	29.96341	-81.49164	272	West	PACETTI RD	<Null>	State	Paved	Not at Intersection
49	**87347738**	Law Enforcement	SR-16	<Null>	29.917932	-81.413744	104	East	I 95	<Null>	State	Paved	Not at Intersection
50	**87347740**	Law Enforcement	SR 16	<Null>	29.961983	-81.481579	0	<Null>	SAN GIACOMO RD	<Null>	State	Paved	T-Intersection
51	**87728747**	Law Enforcement	S.R. 16	<Null>	29.96307	-81.48919	0	<Null>	MURABELLA PKWY	<Null>	County	Paved	Not at Intersection
52	**87729845**	Law Enforcement	SR 16	<Null>	29.917879	-81.413722	76	West	CR 208	<Null>	State	Paved	Not at Intersection
53	**87165320**	Law Enforcement	STATE ROAD 16	<Null>	29.95666	-81.46081	155	West	TURNBULL DRIVE	<Null>	State	Unpaved	Not at Intersection
54	**87728846**	Law Enforcement	STATE ROAD 16	<Null>	29.91782	-81.4134	142	West	INTERSTATE 95	<Null>	State	Paved	Four-Way Intersection
55	**87728498**	Law Enforcement	SR16	<Null>	29.918085	-81.41425	76	West	CR 208	<Null>	State	Paved	T-Intersection
56	**87729866**	Law Enforcement	EXXON STATION (904) 824-1910 X2[I 95]	<Null>	29.91773	-81.41309	51	East	COUNTY ROAD 208	<Null>	State	Paved	Not at Intersection
57	**87728794**	Law Enforcement	SOUTH BOUND SR16/ INTERSECTION OF PACETTI	<Null>	29.96339	-81.49156	272	West	<Null>	<Null>	Local	Paved	Four-Way Intersection
58	**87728795**	Law Enforcement	SOUTHBOUND OFF RAMP OF I95	<Null>	29.91782	-81.4134	<Null>	<Null>	SR 16	<Null>	Local	Paved	Four-Way Intersection
59	**86811075**	Law Enforcement	SR 16	<Null>	29.96574	-81.49538	0	<Null>	PACETTI RD	<Null>	State	Paved	Four-Way Intersection
60	**87162852**	Law Enforcement	STATE ROAD 16	<Null>	29.96341	-81.49164	10	West	PACETTI RD	<Null>	State	Paved	Not at Intersection
61	**87213554**	Law Enforcement	STATE ROAD 16	<Null>	29.96348	-81.49157	<Null>	<Null>	IGP	<Null>	State	Paved	Not at Intersection
62	**87347183**	Law Enforcement	IGP	<Null>	29.96339	-81.49156	<Null>	<Null>	SR16	<Null>	U.S.	Paved	Four-Way Intersection
63	**87346346**	Law Enforcement	SR 16	<Null>	29.96574	-81.49538	49	West	PACETTI RD	<Null>	State	Paved	Four-Way Intersection
64	**86811079**	Law Enforcement	SR 16	<Null>	29.92068	-81.41645	0	<Null>	TOMS RD	<Null>	State	Paved	T-Intersection

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	NOTIFIED_BY	ON_STREET_ROAD_HIGHWAY	STREET_ADDRESS_NUMBER	LATITUDE	LONGITUDE	FEET_FROM_INTERSECTION	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	MILEPOST_NUMBER	ROAD_SYSTEM_IDENTIFER	TYPE_OF_SHOULDER	TYPE_OF_INTERSECTION
65	**87347116**	Law Enforcement	STATE ROAD 16	<Null>	29.96002	-81.47239	4	East	SOUTH FRANCIS RD	<Null>	County	Paved	Not at Intersection
66	**87346347**	Law Enforcement	PACETTI RD	<Null>	29.96339	-81.49156	7	South	SR 16	<Null>	Local	Curb	Four-Way Intersection
67	**87730310**	Law Enforcement	STATE ROAD 16	<Null>	29.96339	-81.49156	0	<Null>	INTERNATIONAL GOLF PARKWAY	<Null>	State	Unpaved	Four-Way Intersection
68	**87165340**	Law Enforcement	STATE ROAD 16	<Null>	29.918288	-81.414324	49	West	COUNTY ROAD 208	<Null>	State	Curb	T-Intersection
69	**87728828**	Law Enforcement	SR 16	<Null>	29.91857	-81.41454	<Null>	<Null>	OULET MALL BLVD	<Null>	U.S.	Paved	Not at Intersection
70	**87213569**	Law Enforcement	I95 SB EXIT RAMP	<Null>	29.92541	-81.41594	<Null>	<Null>	STATE ROAD 16	<Null>	Interstate	Paved	Not at Intersection
71	**87728500**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.96339	-81.49156	<Null>	<Null>	SR 16	<Null>	State	Unpaved	Four-Way Intersection
72	**87730315**	Law Enforcement	SR 16 EASTBOUND	<Null>	29.917078	-81.408717	<Null>	<Null>	I95	<Null>	State	Curb	Not at Intersection
73	**86389030**	Law Enforcement	SR16	<Null>	29.918007	-81.414837	0	<Null>	CR208	<Null>	State	Paved	Not at Intersection
74	**87347692**	Law Enforcement	SR 16 EB	<Null>	29.9167	-81.40881	<Null>	<Null>	I95	<Null>	State	Paved	Not at Intersection
75	**87348008**	Law Enforcement	SR 16	3500	29.93733	-81.436207	120	North	<Null>	<Null>	State	Unpaved	Not at Intersection
76	**87346537**	Law Enforcement	STATE ROAD 16	<Null>	29.9167	-81.40881	<Null>	<Null>	INTERSTATE 95	<Null>	Interstate	Curb	Not at Intersection
77	**87728541**	Law Enforcement	PACETTI RD JUST BEFORE SR 16	<Null>	29.96339	-81.49156	0	<Null>	STATE RD 16	<Null>	State	Curb	Four-Way Intersection
78	**87210554**	Law Enforcement	STATE ROAD 16	<Null>	29.91761	-81.41318	<Null>	<Null>	INTERSTATE 95 (STATE ROAD 9)	<Null>	State	Curb	Four-Way Intersection
79	**87347561**	Law Enforcement	SR 16	<Null>	29.963074	-81.489009	16	East	MURABELLA PKWY	<Null>	State	Unpaved	Not at Intersection
80	**87348011**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.963657	-81.491448	0	East	SR 16	<Null>	Local	Curb	Four-Way Intersection
81	**87729521**	Law Enforcement	STATE ROAD 16	<Null>	29.92082	-81.41661	104	North	TOMS RD	<Null>	State	Unpaved	Four-Way Intersection
82	**87347940**	Law Enforcement	STATE ROAD 16	3500	29.93233	-81.43333	104	North	<Null>	<Null>	State	Paved	Not at Intersection
83	**86812125**	Law Enforcement	I-95	<Null>	29.82828	-81.38042	1654	North	SR16	<Null>	Interstate	Unpaved	Not at Intersection
84	**87233337**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.96376	-81.491245	0	East	SR16	<Null>	Local	Curb	Not at Intersection
85	**87729637**	Law Enforcement	SR 16	<Null>	29.962902	-81.49243	0	<Null>	PACETTI RD	<Null>	State	Curb	Four-Way Intersection
86	**87730329**	Law Enforcement	STATE ROAD 16 EASTBOUND	<Null>	29.92338	-81.41867	0	<Null>	TOMS ROAD	<Null>	State	Unpaved	Not at Intersection
87	**87230323**	Law Enforcement	STATE ROAD 16	<Null>	29.920228	-81.41606	93	North	TOMS ROAD	<Null>	State	Paved	Not at Intersection
88	**87729902**	Law Enforcement	SR 16	<Null>	29.96262	-81.46126	0	<Null>	TOMS RD	<Null>	State	Curb	Not at Intersection
89	**86635881**	Law Enforcement	SR 16/ I95	<Null>	29.98643	-81.45516	<Null>	<Null>	I95	<Null>	State	Unpaved	Not at Intersection
90	**87729221**	Law Enforcement	I95 OFF RAMP MM 318	<Null>	29.91782	-81.4134	<Null>	<Null>	SR 16	<Null>	Interstate	Paved	Not at Intersection
91	**87210561**	Law Enforcement	STATE ROAD 16	<Null>	29.963675	-81.491361	7	East	INTERNATIONAL GOLF PARKWAY	<Null>	State	Curb	Four-Way Intersection
92	**87728437**	Law Enforcement	I95 SB ON RAMP	<Null>	29.92441	-81.41513	111	South	STATE ROAD 16	<Null>	Interstate	Paved	Not at Intersection
93	**87212330**	Law Enforcement	I95 EXIT RAMP	<Null>	29.91741	-81.41211	56	East	SR16	<Null>	Interstate	Paved	Four-Way Intersection
94	**87729618**	Law Enforcement	SR 16	2924	29.928673	-81.423978	<Null>	<Null>	<Null>	<Null>	State	Unpaved	T-Intersection
95	**88680315**	Law Enforcement	STATE ROAD 16	<Null>	29.962	-81.4896	0	<Null>	INTERNATIONAL GOLF PARKWAY	<Null>	State	Paved	Four-Way Intersection
96	**87730793**	Law Enforcement	SR 16	<Null>	29.96772	-81.48568	0	<Null>	INTERNATIONAL GOLF PKWY	<Null>	State	Curb	Four-Way Intersection
97	**87730831**	Law Enforcement	PACETTI RD	<Null>	29.96339	-81.49156	0	<Null>	TUSCAN WAY	<Null>	U.S.	Curb	T-Intersection
98	**87729916**	Law Enforcement	SR 16	4615	29.95802	-81.46333	1295	West	<Null>	<Null>	State	Unpaved	Not at Intersection
99	**87272283**	Law Enforcement	SR-16	<Null>	29.962851	-81.487598	304	East	MURABELLA PARKWAY	<Null>	State	Paved	Not at Intersection
100	**87729922**	Law Enforcement	BLOCK OF SR 16	3600	29.914254	-81.396692	1705	North	<Null>	<Null>	State	Unpaved	Not at Intersection
101	**87728615**	Law Enforcement	SR 16	<Null>	29.963509	-81.491679	0	<Null>	INTERNATIONAL GOLF PKWY	<Null>	State	Curb	Four-Way Intersection
102	**88680253**	Law Enforcement	STATE ROAD 16	<Null>	29.96339	-81.49156	114	West	PACETTI ROAD	<Null>	State	Paved	Four-Way Intersection
103	**87729574**	Law Enforcement	SR16	<Null>	29.961953	-81.481461	0	<Null>	SAN GIACOMO RD	<Null>	State	Paved	T-Intersection
104	**87729190**	Law Enforcement	SR 16	<Null>	29.96339	-81.49156	272	West	PACETTI RD	<Null>	Local	Paved	Not at Intersection
105	**87729576**	Law Enforcement	INTERNATIONAL GOLF PKWY/ STATE ROAD 16	<Null>	29.96339	-81.49156	<Null>	<Null>	<Null>	<Null>	State	Curb	Not at Intersection
106	**88680893**	Law Enforcement	SR16	2924	29.928568	-81.423681	1507	West	<Null>	<Null>	State	Unpaved	Not at Intersection
107	**88680857**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.92324	-81.53249	0	East	STATE ROAD 16	<Null>	County	Curb	Not at Intersection
108	**87347815**	Law Enforcement	STATE ROAD 16	<Null>	29.96339	-81.49156	0	<Null>	INTERNATIONAL GOLF PARKWAY	<Null>	State	Paved	Four-Way Intersection
109	**82399563**	Law Enforcement	SR 16	<Null>	29.91806	-81.41383	0	<Null>	CR 208	<Null>	State	Curb	Other
110	**87729798**	Law Enforcement	STATE ROAD 16	<Null>	29.954205	-81.457642	1490	East	TURNBULL DR	<Null>	State	Paved	Not at Intersection
111	**88032950**	Law Enforcement	SR16	<Null>	29.917701	-81.41277	251	East	INTERSTATE 95	<Null>	State	Curb	Not at Intersection
112	**88032951**	Law Enforcement	SR16	<Null>	29.918254	-81.4143	0	<Null>	CR208	<Null>	State	Unpaved	T-Intersection
113	**87731100**	Law Enforcement	SR 16	<Null>	29.91698	-81.41007	0	<Null>	I95	<Null>	State	Paved	Not at Intersection
114	**87731045**	Law Enforcement	TACO BELL (904) 827-1121 X2[CR 208]	<Null>	29.91806	-81.41383	49	West	CR 208	<Null>	State	Curb	Y-Intersection
115	**88020468**	Law Enforcement	STATE ROAD 16	<Null>	29.962667	-81.48607	208	West	VERONA RD	<Null>	State	Paved	Not at Intersection
116	**88680318**	Law Enforcement	STATE ROAD 16	2560	29.92068	-81.41645	<Null>	<Null>	<Null>	<Null>	State	Paved	Not at Intersection
117	**88032954**	Law Enforcement	SR16	<Null>	29.91757	-81.41283	0	<Null>	I95	<Null>	State	Paved	Four-Way Intersection
118	**88032956**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.963657	-81.491148	0	East	SR16	<Null>	Local	Curb	Not at Intersection
119	**87346789**	Law Enforcement	SR 16	<Null>	29.91698	-81.41007	0	<Null>	I 95	<Null>	State	Paved	Four-Way Intersection
120	**87729225**	Law Enforcement	SR 16	<Null>	29.92068	-81.41645	197	South	TOMS RD	<Null>	State	Paved	Not at Intersection
121	**88031310**	Law Enforcement	SB I95 EXIT RAMP	<Null>	29.92541	-81.41594	56	East	STATE ROAD 16	<Null>	Interstate	Paved	Other
122	**87729639**	Law Enforcement	PACETTI RD	<Null>	29.962877	-81.49186	29	South	SR 16	<Null>	County	Curb	Four-Way Intersection
123	**87346065**	Law Enforcement	SR-16	<Null>	29.918554	-81.414547	118	West	CR-208	<Null>	State	Paved	T-Intersection
124	**88681618**	Law Enforcement	SR 16	<Null>	29.92107	-81.416666	204	North	TOMS RD	<Null>	State	Unpaved	Not at Intersection
125	**87730074**	Law Enforcement	SR 16 EAST	<Null>	29.920478	-81.416488	867	South	TOMS ROAD	<Null>	State	Paved	Not at Intersection
126	**86389036**	Law Enforcement	STATE ROAD 16	<Null>	29.958155	-81.463213	0	<Null>	SOUTH FRANCIS RD	<Null>	State	Paved	T-Intersection
127	**88681619**	Law Enforcement	SR 16	<Null>	29.92221	-81.417581	44	South	TOMS ROAD	<Null>	State	Unpaved	Not at Intersection
128	**87347661**	Law Enforcement	TUSCAN WAY	<Null>	29.96339	-81.49156	5	East	SR 16	<Null>	County	Paved	Not at Intersection

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	NOTIFIED_BY	ON_STREET_ROAD_HIGHWAY	STREET_ADDRESS_NUMBER	LATITUDE	LONGITUDE	FEET_FROM_INTERSECTION	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	MILEPOST_NUMBER	ROAD_SYSTEM_IDENTIFER	TYPE_OF_SHOULDER	TYPE_OF_INTERSECTION
129	**87347662**	Law Enforcement	SR 16	<Null>	29.96217	-81.48952	0	<Null>	INTERNATIONAL GOLF PARKWAY	<Null>	State	Paved	Not at Intersection
130	**87730497**	Law Enforcement	TURNING POINT BAPTIST CHURCH 824 0744 X2[K	<Null>	29.93799	-81.436097	104	North	TURNING POINT	<Null>	County	Paved	T-Intersection
131	**88019811**	Law Enforcement	STATE ROAD 16	<Null>	29.91741	-81.41211	0	<Null>	INTERSTATE 95	<Null>	County	Curb	Not at Intersection
132	**88015942**	Law Enforcement	STATE ROAD 16	<Null>	29.962722	-81.487667	698	West	INTERNATIONAL GOLF PARKWAY	<Null>	Local	Paved	Not at Intersection
133	**88680868**	Law Enforcement	STATE ROAD 16	<Null>	29.91806	-81.41383	75	East	COUNTY ROAD 208	<Null>	State	Unpaved	Not at Intersection
134	**88680870**	Law Enforcement	SR 16	<Null>	29.96002	-81.47239	205	East	S FRANCIS ROAD	<Null>	State	Unpaved	Not at Intersection
135	**88680679**	Law Enforcement	SR 16	<Null>	29.959216	-81.534721	0	<Null>	PACETTI RD	<Null>	State	Unpaved	Four-Way Intersection
136	**88681345**	Law Enforcement	SR16 WB	<Null>	29.96339	-81.49156	200	West	INTERNATIONAL GOLF PKWY	<Null>	State	Curb	Not at Intersection
137	**87730122**	Law Enforcement	IGP	<Null>	29.96339	-81.49156	<Null>	<Null>	SR 16	<Null>	State	Curb	Four-Way Intersection
138	**88032976**	Law Enforcement	SR16	<Null>	29.917599	-81.412821	0	<Null>	INTERSTATE 95	<Null>	State	Unpaved	Four-Way Intersection
139	**88681730**	Law Enforcement	PACETTI ROAD	<Null>	29.96222	-81.49091	<Null>	<Null>	SR 16	<Null>	County	Curb	Four-Way Intersection
140	**87285901**	Law Enforcement	STATE ROAD 16	<Null>	29.916987	-81.410981	<Null>	<Null>	INTERSTATE 95	<Null>	State	Paved	Four-Way Intersection
141	**87272326**	Law Enforcement	SR-16	<Null>	29.91829	-81.41433	87	West	CR-208	<Null>	State	Paved	Not at Intersection
142	**87272328**	Law Enforcement	SR-16	<Null>	29.917441	-81.411729	<Null>	<Null>	I-95	<Null>	State	Paved	Four-Way Intersection
143	**87729581**	Law Enforcement	INTERNATIONAL GOLF PARKWAY/ PACETTI ROAD	<Null>	29.96339	-81.49156	<Null>	<Null>	<Null>	<Null>	Local	Curb	Four-Way Intersection
144	**88020496**	Law Enforcement	STATE ROAD 16	<Null>	29.918869	-81.417772	0	<Null>	TOMS RD	<Null>	State	Paved	Four-Way Intersection
145	**88680462**	Law Enforcement	SR 16 & COUNTY ROAD 218	<Null>	29.91976	-81.41561	<Null>	<Null>	<Null>	<Null>	County	Paved	Y-Intersection
146	**88682020**	Law Enforcement	SR-16 W	<Null>	29.91976	-81.41561	0	<Null>	CR-208 W.	<Null>	Local	Paved	T-Intersection
147	**88680873**	Law Enforcement	SR 16	<Null>	29.96339	-81.49156	98	West	PACETTI ROAD	<Null>	State	Curb	Not at Intersection
148	**88016666**	Law Enforcement	STATE ROAD 16	<Null>	29.963405	-81.491474	0	<Null>	INTERNATIONAL GOLF PARKWAY	<Null>	State	Curb	Four-Way Intersection
149	**88020498**	Law Enforcement	STATE ROAD 16	<Null>	29.962062	-81.481597	0	West	SAN GIACOMO RD	<Null>	State	Paved	Not at Intersection
150	**87348017**	Law Enforcement	SR-16 W	<Null>	29.91765	-81.412778	0	<Null>	I95	<Null>	State	Unpaved	Other
151	**88682155**	Law Enforcement	PACETTI ROAD	<Null>	29.96339	-81.49156	0	<Null>	TUSCAN WAY	<Null>	County	Unpaved	Not at Intersection
152	**88016670**	Law Enforcement	STATE ROAD 16	<Null>	29.916857	-81.407364	<Null>	<Null>	I-95	<Null>	State	Paved	Not at Intersection
153	**87729123**	Law Enforcement	STATE ROAD 16	<Null>	29.95991	-81.48187	0	West	SAN GIACOMO RD	<Null>	State	Unpaved	T-Intersection
154	**87731261**	Law Enforcement	PACETTI RD WB	<Null>	29.920472	-81.417341	0	<Null>	SR 16	<Null>	U.S.	Curb	Not at Intersection
155	**88680327**	Law Enforcement	I95 NB ON RAMP	<Null>	29.91764	-81.41278	<Null>	<Null>	SR 16	<Null>	Interstate	Paved	Y-Intersection
156	**88019837**	Law Enforcement	STATE ROAD 16	<Null>	29.96348	-81.49157	0	<Null>	INTERNATIONAL GOLF PARKWAY	<Null>	County	Curb	Four-Way Intersection
157	**88680641**	Law Enforcement	STATE ROAD 16	<Null>	29.95666	-81.46084	23	West	TURNBULL DR	<Null>	State	Unpaved	Not at Intersection
158	**88683041**	Law Enforcement	SRV 16 WB	<Null>	29.91805	-81.41383	<Null>	<Null>	I 95	<Null>	State	Curb	Not at Intersection
159	**88681867**	Law Enforcement	PACETTI RD	<Null>	29.96339	-81.49156	0	<Null>	SR 16	<Null>	County	Paved	Four-Way Intersection
160	**88682835**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.96199	-81.4896	0	<Null>	SR 16	<Null>	County	Paved	Four-Way Intersection
161	**87730818**	Law Enforcement	STATE ROAD 16	<Null>	29.95734	-81.46209	0	<Null>	SOUTH FRANCIS RD	<Null>	State	Unpaved	Four-Way Intersection
162	**88681160**	Law Enforcement	FL-16	<Null>	29.91805	-81.41383	<Null>	<Null>	STATE HWY 9	<Null>	State	Unpaved	Not at Intersection
163	**88681159**	Law Enforcement	FL SR 16	<Null>	29.92068	-81.41645	479	North	TOMS ROAD	<Null>	State	Unpaved	Not at Intersection
164	**88681324**	Law Enforcement	PACETTI RD	<Null>	29.96339	-81.49156	0	<Null>	STATE ROAD 16	<Null>	County	Curb	Not at Intersection
165	**87730819**	Law Enforcement	STATE ROAD 16	<Null>	29.96339	-81.49156	6	West	PACETTI RD	<Null>	State	Curb	Four-Way Intersection
166	**88054761**	Law Enforcement	STATE ROAD 16	<Null>	29.963131	-81.489156	0	<Null>	MURABELLA PARKWAY	<Null>	State	Paved	T-Intersection
167	**87728891**	Law Enforcement	SR 16 EB	<Null>	29.9521	-81.45426	140	South	TURNBULL DR	<Null>	State	Unpaved	Not at Intersection
168	**89067660**	Law Enforcement	SR 16	<Null>	29.96221	-81.49091	82	East	MURABELLA PKWY	<Null>	State	Unpaved	Not at Intersection
169	**88075599**	Law Enforcement	I-95 (EXIT RAMP)	<Null>	29.918533	-81.412917	78	East	SR-16	<Null>	Interstate	Paved	Not at Intersection
170	**88682508**	Law Enforcement	SR 16	<Null>	29.917797	-81.413205	182	East	I-95	<Null>	State	Paved	T-Intersection
171	**88072035**	Law Enforcement	ENTRANCE RAMP TO INTERSTATE 95	<Null>	29.917289	-81.412959	<Null>	<Null>	STATE ROAD 16	<Null>	County	Unpaved	Not at Intersection
172	**89067799**	Law Enforcement	SR 16 WB	<Null>	29.95802	-81.46333	0	<Null>	S. FRANCIS RD	<Null>	State	Unpaved	T-Intersection
173	**89067801**	Law Enforcement	SR 16	<Null>	29.96263	-81.48593	12	West	VERONA WAY	<Null>	State	Unpaved	T-Intersection
174	**82400055**	Law Enforcement	SR 16	<Null>	29.95802	-81.46333	0	<Null>	SAN GIACOMO RD	<Null>	State	Unpaved	T-Intersection
175	**89067893**	Law Enforcement	SR 16	<Null>	29.91829	-81.41426	97	West	COUNTY RD 208	<Null>	State	Paved	T-Intersection
176	**88682447**	Law Enforcement	SR16	<Null>	29.96339	-81.49156	0	<Null>	PACETTI RD	<Null>	State	Curb	Four-Way Intersection
177	**87347573**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.965202	-81.489228	0	<Null>	SR 16	<Null>	Local	Curb	Not at Intersection
178	**88110960**	Law Enforcement	I-95 OFF RAMP	<Null>	29.918513	-81.412908	78	East	SR-16	<Null>	Interstate	Unpaved	Other
179	**88054778**	Law Enforcement	STATE ROAD 16	<Null>	29.925692	-81.420691	0	<Null>	FACTORY OUTLETS DRIVE	<Null>	State	Curb	T-Intersection
180	**88133178**	Law Enforcement	PACETTI RD	<Null>	29.963382	-81.491467	0	<Null>	SR16	<Null>	State	Unpaved	Four-Way Intersection
181	**88133179**	Law Enforcement	SR16	<Null>	29.917584	-81.412843	188	East	I95	<Null>	State	Unpaved	T-Intersection
182	**88054779**	Law Enforcement	STATE ROAD 16	<Null>	29.918523	-81.414455	0	<Null>	COUNTY ROAD 208	<Null>	State	Curb	T-Intersection
183	**89067905**	Law Enforcement	I-95 MM 332 SB	<Null>	29.92337	-81.41867	<Null>	<Null>	<Null>	<Null>	Interstate	Paved	Not at Intersection
184	**88062322**	Law Enforcement	SR16	<Null>	29.92067	-81.41645	505	North	TOMS RD	<Null>	State	Paved	Four-Way Intersection
185	**87730821**	Law Enforcement	STATE ROAD 16	<Null>	29.96202	-81.48145	0	<Null>	SAN GIACOMO RD	<Null>	State	Unpaved	T-Intersection
186	**88054782**	Law Enforcement	STATE ROAD 16	<Null>	29.962985	-81.48861	3	East	MURABELLA PARKWAY	<Null>	State	Paved	Not at Intersection
187	**88072651**	Law Enforcement	SR-16	<Null>	29.91531	-81.40131	447	North	OLD TOWN PARKWAY	<Null>	Local	Paved	Not at Intersection
188	**88054784**	Law Enforcement	STATE ROAD 16	<Null>	29.945096	-81.442923	499	East	KOHLER ROAD	<Null>	State	Paved	Not at Intersection
189	**88134546**	Law Enforcement	INTERSTATE 95 SB RAMP	<Null>	29.917812	-81.413014	<Null>	<Null>	STATE ROAD 16	<Null>	Interstate	Paved	T-Intersection
190	**89067812**	Law Enforcement	SR 16 EB	<Null>	29.91805	-81.41383	120	East	CR 208	<Null>	State	Unpaved	T-Intersection
191	**88680332**	Law Enforcement	SR 16	5465	29.96339	-81.49156	<Null>	<Null>	<Null>	<Null>	State	Curb	T-Intersection
192	**87729326**	Law Enforcement	SR-16	<Null>	29.926202	-81.418607	0	<Null>	TOMS RD	<Null>	State	Unpaved	Not at Intersection

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ID Number	REPORT_NUMBER	NOTIFIED_BY	ON_STREET_ROAD_HIGHWAY	STREET_ADDRESS_NUMBER	LATITUDE	LONGITUDE	FEET_FROM_INTERSECTION	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	MILEPOST_NUMBER	ROAD_SYSTEM_IDENTIFER	TYPE_OF_SHOULDER	TYPE_OF_INTERSECTION
193	**88016700**	Law Enforcement	STATE ROAD 16	<Null>	29.95666	-81.46081	0	<Null>	TURNBULL DRIVE	<Null>	State	Unpaved	T-Intersection
194	**86388888**	Law Enforcement	SR 16	2950	29.92897	-81.42513	1464	West	<Null>	<Null>	State	Unpaved	Not at Intersection
195	**88133190**	Law Enforcement	SR16	<Null>	29.93187	-81.4293	20	East	WHISPER RIDGE DR	<Null>	State	Unpaved	Not at Intersection
196	**88062327**	Law Enforcement	SR16 WB	<Null>	29.96348	-81.49157	0	<Null>	INTERNATIONAL GOLF PKWY	<Null>	State	Paved	Four-Way Intersection
197	**88681432**	Law Enforcement	SR 16	<Null>	29.93188	-81.42931	26	East	WHISPER RIDGE DR	<Null>	State	Paved	Not at Intersection
198	**88682032**	Law Enforcement	SR 16	<Null>	29.96307	-81.48919	7	East	INTERNATIONAL GOLF PARKWAY	<Null>	County	Paved	Four-Way Intersection
199	**88054792**	Law Enforcement	STATE ROAD 16	<Null>	29.962793	-81.486342	219	West	MURABELLA PARKWAY	<Null>	State	Paved	Not at Intersection
200	**89069221**	Law Enforcement	OFF RAMP ON I 95	<Null>	29.91785	-81.41346	<Null>	<Null>	SR 16	<Null>	Interstate	Unpaved	Four-Way Intersection
201	**88134555**	Law Enforcement	STATE ROAD 16	<Null>	29.91741	-81.41211	230	East	INTERSTATE 95	<Null>	State	Paved	Not at Intersection
202	**89068301**	Law Enforcement	S FRANCIS RD	<Null>	29.96262	-81.46126	0	<Null>	STATE ROAD 16	<Null>	County	Paved	Other
203	**89069224**	Law Enforcement	CR 16	<Null>	29.96339	-81.49156	<Null>	<Null>	INTERNATIONAL GOLD PARKWAY	<Null>	County	Unpaved	Not at Intersection
204	**88133208**	Law Enforcement	SR16	<Null>	29.935166	-81.434127	1476	West	WINDWARD RANCH BLVD	<Null>	State	Unpaved	Not at Intersection
205	**86388890**	Law Enforcement	SR 16	5600	29.96339	-81.49156	<Null>	<Null>	<Null>	<Null>	State	Curb	Not at Intersection
206	**89068537**	Law Enforcement	SR16	<Null>	29.91785	-81.41346	<Null>	<Null>	I95	<Null>	Interstate	Unpaved	Not at Intersection
207	**89067669**	Law Enforcement	STATE ROAD 16 EB	<Null>	29.96339	-81.49156	256	West	PACETTI ROAD	<Null>	State	Curb	Not at Intersection
208	**89069230**	Law Enforcement	SR 16	<Null>	29.92068	-81.41645	496	South	TOMS ROAD	<Null>	State	Unpaved	Not at Intersection
209	**88683051**	Law Enforcement	SR 16	<Null>	29.91669	-81.40881	<Null>	<Null>	I 95	<Null>	State	Unpaved	Other
210	**89068048**	Law Enforcement	SR-16	<Null>	29.917013	-81.410764	0	<Null>	I-95	<Null>	State	Unpaved	Other
211	**88122387**	Law Enforcement	SR-16	<Null>	29.917188	-81.411187	<Null>	<Null>	I-95	<Null>	State	Paved	Not at Intersection
212	**89069329**	Law Enforcement	SR 16	<Null>	29.962987	-81.492496	0	<Null>	PACETTI ROAD	<Null>	State	Unpaved	Four-Way Intersection
213	**89068781**	Law Enforcement	SR-16	<Null>	29.964267	-81.490295	0	<Null>	INTERNATIONAL GOLF PKWY	<Null>	County	Paved	Four-Way Intersection
214	**89069151**	Law Enforcement	STATE ROAD 16	<Null>	29.91781	-81.41341	<Null>	<Null>	I-95	<Null>	State	Curb	T-Intersection
215	**88192828**	Law Enforcement	STATE ROAD 16	<Null>	29.921054	-81.416695	46	North	TOMS ROAD	<Null>	State	Paved	Not at Intersection
216	**89069526**	Law Enforcement	SR 16	<Null>	29.91884	-81.41483	0	<Null>	CR 208	<Null>	State	Unpaved	T-Intersection
217	**88195015**	Law Enforcement	STATE ROAD 16	<Null>	29.94261	-81.44206	1076	North	TURNING PT RD	<Null>	State	Paved	Not at Intersection
218	**89068909**	Law Enforcement	SR 16	<Null>	29.92337	-81.41867	10	West	TOMS ROAD	<Null>	State	Paved	Four-Way Intersection
219	**86388947**	Law Enforcement	SR 16	3700	29.94167	-81.43986	<Null>	<Null>	<Null>	<Null>	State	Unpaved	Not at Intersection
220	**88680336**	Law Enforcement	SR 16	2700	29.92343	-81.41864	15	South	<Null>	<Null>	State	Paved	T-Intersection
221	**88195019**	Law Enforcement	STATE ROAD 16	<Null>	29.961237	-81.476131	<Null>	<Null>	INTERNATIONAL GOLF PARKWAY	<Null>	State	Paved	Not at Intersection
222	**88060982**	Law Enforcement	STATE ROAD 16	<Null>	29.963455	-81.491727	0	<Null>	INTERNATIONAL GOLF PARKWAY	<Null>	State	Unpaved	Four-Way Intersection
223	**89067870**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.96222	-81.49091	0	<Null>	SR 16	<Null>	County	Curb	Not at Intersection
224	**87731271**	Law Enforcement	INTERNATION GOLF PARKWAY NB	<Null>	29.96339	-81.49156	<Null>	<Null>	<Null>	<Null>	State	Curb	Not at Intersection
225	**88134570**	Law Enforcement	SB EXIT RAMP	<Null>	29.917897	-81.412897	<Null>	<Null>	STATE ROAD 16	<Null>	Interstate	Paved	T-Intersection
226	**88165173**	Law Enforcement	STATE ROAD 16	<Null>	29.96202	-81.48144	513	West	S FRANCIS RD	<Null>	State	Paved	Not at Intersection
227	**87345660**	Law Enforcement	MURABELLA PKWY	<Null>	29.962874	-81.49106	0	<Null>	S.R 16	<Null>	County	Unpaved	Other
228	**89070501**	Law Enforcement	PACETTI ROAD	<Null>	29.96221	-81.49091	0	<Null>	SR 16	<Null>	Local	Unpaved	Four-Way Intersection
229	**88192843**	Law Enforcement	STATE ROAD 16	<Null>	29.964644	-81.492196	13	East	INTERNATIONAL GOLF PARKWAY	<Null>	State	Curb	Not at Intersection
230	**89070168**	Law Enforcement	I95	<Null>	29.91781	-81.41341	1654	North	SR16	<Null>	Interstate	Unpaved	T-Intersection
231	**88207728**	Law Enforcement	SR-16	<Null>	29.943046	-81.441065	1023	East	KOHLER RD	<Null>	State	Unpaved	Not at Intersection
232	**89068687**	Law Enforcement	STATE ROAD 16	<Null>	29.962959	-81.491841	17	West	PACETTI ROAD	<Null>	State	Paved	Four-Way Intersection
233	**88134585**	Law Enforcement	STATE ROAD 16	<Null>	29.917422	-81.412939	56	South	SB RAMP I-95	<Null>	Interstate	Paved	Not at Intersection
234	**88683054**	Law Enforcement	SR 16	<Null>	29.92068	-81.41645	0	<Null>	TOMS RD	<Null>	State	Unpaved	Four-Way Intersection
235	**88682924**	Law Enforcement	SR 16 ST AUGUSTINE FL 32084	2330	29.91781	-81.41341	<Null>	<Null>	<Null>	<Null>	State	Unpaved	Not at Intersection
236	**89070510**	Law Enforcement	SR16	<Null>	29.96301	-81.49294	<Null>	<Null>	PACETTI ROAD	<Null>	State	Unpaved	Not at Intersection
237	**89067680**	Law Enforcement	STATE ROAD 16	<Null>	29.93427	-81.43306	1343	West	DOWNS CORNER RD	<Null>	State	Unpaved	Not at Intersection
238	**88195035**	Law Enforcement	STATE ROAD 16	<Null>	29.91805	-81.41361	7	East	COUNTY ROAD 208	<Null>	State	Curb	Other
239	**88099268**	Law Enforcement	I-95 SB EXIT RAMP	<Null>	29.91747	-81.41184	44	East	MM 318	<Null>	Interstate	Paved	T-Intersection
240	**88143176**	Law Enforcement	SR-16	<Null>	29.94261	-81.44206	34	West	KOHLER RD	<Null>	State	Paved	Not at Intersection
241	**89069919**	Law Enforcement	SR 16 / S FRANCIS	<Null>	29.94167	-81.43986	1	West	S FRANCIS	<Null>	State	Unpaved	T-Intersection
242	**88192853**	Law Enforcement	STATE ROAD 16	<Null>	29.936323	-81.436717	368	East	KOHLER ROAD	<Null>	State	Paved	Not at Intersection
243	**88126488**	Law Enforcement	STATE ROAD 16	<Null>	29.91831	-81.41414	0	<Null>	COUNTY ROAD 208	<Null>	State	Unpaved	T-Intersection
244	**88143180**	Law Enforcement	SR-16	<Null>	29.930436	-81.426758	196	West	I95	<Null>	State	Paved	Not at Intersection
245	**88681235**	Law Enforcement	SR 16 / PACETTI RD	<Null>	29.963396	-81.491557	0	<Null>	<Null>	<Null>	State	Paved	Four-Way Intersection
246	**87731272**	Law Enforcement	MURABELLA PARKWAY	<Null>	29.96199	-81.4896	0	<Null>	STATE ROAD 16	<Null>	County	Curb	Four-Way Intersection
247	**89068588**	Law Enforcement	PACETTI RD	<Null>	29.962733	-81.492147	0	<Null>	TUSCAN WAY	<Null>	County	Paved	Not at Intersection
248	**89068841**	Law Enforcement	SR 16	<Null>	29.92068	-81.41645	23	South	TOMS RD	<Null>	State	Curb	Four-Way Intersection
249	**89067871**	Law Enforcement	STATE ROAD 16	<Null>	29.96339	-81.49156	6	West	INTERNATIONAL GOLF PARKWAY	<Null>	State	Curb	Four-Way Intersection
250	**89285890**	Law Enforcement	PACETTI ROAD	<Null>	29.96307	-81.48919	15	East	STATE ROAD 16	<Null>	County	Unpaved	Not at Intersection
251	**89068921**	Law Enforcement	SR 16	<Null>	29.91829	-81.41426	0	<Null>	CR 208	<Null>	State	Paved	Not at Intersection
252	**88207746**	Law Enforcement	SR-16 E	<Null>	29.92334	-81.418653	505	North	CR-208	<Null>	State	Unpaved	Not at Intersection
253	**88143185**	Law Enforcement	SR16 WB	<Null>	29.95804	-81.46332	1	West	FRANCIS RD	<Null>	State	Paved	T-Intersection
254	**89070536**	Law Enforcement	STATE ROAD 16	<Null>	29.95802	-81.46333	281	West	S FRANCIS RD	<Null>	State	Unpaved	T-Intersection
255	**89070331**	Law Enforcement	SOUTH FRANCIS RD	<Null>	29.958203	-81.463148	<Null>	<Null>	SR 16	<Null>	Local	Unpaved	T-Intersection
256	**89285863**	Law Enforcement	STATE ROAD 16 EAST	<Null>	29.91884	-81.41483	0	<Null>	COUNTY ROAD 208	<Null>	State	Paved	Four-Way Intersection

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	NOTIFIED_BY	ON_STREET_ROAD_HIGHWAY	STREET_ADDRESS_NUMBER	LATITUDE	LONGITUDE	FEET_FROM_INTERSECTION	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	MILEPOST_NUMBER	ROAD_SYSTEM_IDENTIFER	TYPE_OF_SHOULDER	TYPE_OF_INTERSECTION
257	**88246523**	Law Enforcement	SR 16	<Null>	29.91741	-81.41211	<Null>	<Null>	I-95	<Null>	State	Paved	Four-Way Intersection
258	**89070177**	Law Enforcement	SR16	<Null>	29.96221	-81.49091	0	<Null>	PACETTI RD	<Null>	State	Paved	Four-Way Intersection
259	**88207761**	Law Enforcement	SR-16	<Null>	29.963237	-81.490549	6	West	INTERNATIONAL GOLF PKWY	<Null>	State	Unpaved	Four-Way Intersection
260	**87345664**	Law Enforcement	MURABELLA PKWY	<Null>	29.962747	-81.487422	0	<Null>	S.R 16	<Null>	County	Paved	T-Intersection
261	**89067841**	Law Enforcement	SR 16	2455	29.91805	-81.41383	<Null>	<Null>	<Null>	<Null>	Local	Curb	Not at Intersection
262	**88134602**	Law Enforcement	STATE ROAD 16	<Null>	29.920969	-81.416654	499	West	TOMS RD	<Null>	State	Paved	Not at Intersection
263	**82386980**	Law Enforcement	HOWARD JOHNSONS 829-5643	<Null>	29.91976	-81.41561	<Null>	<Null>	<Null>	<Null>	County	Curb	Not at Intersection
264	**82384549**	Law Enforcement	CR 208	2500	29.91805	-81.41383	<Null>	<Null>	SR 16	<Null>	County	Unpaved	Y-Intersection
265	**88143195**	Law Enforcement	SR16	<Null>	29.94751	-81.44768	495	East	KOHLER RD	<Null>	State	Paved	Not at Intersection
266	**88143196**	Law Enforcement	SR 16	<Null>	29.91741	-81.41211	<Null>	<Null>	I-95	<Null>	State	Paved	T-Intersection
267	**89285151**	Law Enforcement	I95 SOUTH EXIT RAMP	<Null>	29.91773	-81.41309	<Null>	<Null>	STATE ROAD 16	<Null>	Interstate	Unpaved	Other
268	**88165884**	Law Enforcement	STATE ROAD 16	<Null>	29.92321	-81.4186	0	<Null>	TOMS ROAD	<Null>	State	Paved	Four-Way Intersection
269	**82386616**	Law Enforcement	PACETTI ROAD	<Null>	29.96553	-81.49101	0	<Null>	CR 16	<Null>	Local	Unpaved	Not at Intersection
270	**89069060**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.965191	-81.489291	<Null>	<Null>	SR 16	<Null>	Local	Curb	Not at Intersection
271	**82383459**	Law Enforcement	STATE ROAD 16	<Null>	29.92068	-81.41645	0	<Null>	TOMS ROAD	<Null>	State	Paved	Four-Way Intersection
272	**88285586**	Law Enforcement	I-95 RAMP	<Null>	29.918259	-81.414734	1654	North	STATE ROAD 16	<Null>	Interstate	Paved	Not at Intersection
273	**88195060**	Law Enforcement	SR-16	<Null>	29.96134	-81.475894	468	East	INTERNATIONAL GOLF PARKWAY	<Null>	State	Unpaved	Not at Intersection
274	**82203870**	Law Enforcement	SR 16	<Null>	29.96307	-81.48919	24	West	MURABELLA PKWY	<Null>	State	Unpaved	Four-Way Intersection
275	**81996496**	Law Enforcement	STATE ROAD 16	<Null>	29.916684	-81.408693	<Null>	<Null>	I-95 (STATE ROAD 9)	<Null>	State	Paved	Not at Intersection
276	**88212357**	Law Enforcement	I-95 (EXIT RAMP)	<Null>	29.917717	-81.412778	<Null>	<Null>	SR-16	<Null>	Interstate	Paved	Not at Intersection
277	**88172354**	Law Enforcement	INTERSTATE 95 SB EXIT RAMP	<Null>	29.917803	-81.413065	<Null>	<Null>	STATE ROAD 16	<Null>	Interstate	Paved	Not at Intersection
278	**82391182**	Law Enforcement	SR 16/ TOMS RD	<Null>	29.921982	-81.417645	<Null>	<Null>	TOMS RD	<Null>	State	Unpaved	Four-Way Intersection
279	**88300063**	Law Enforcement	SR-16	<Null>	29.943071	-81.441203	2660	East	KOHLER RD	<Null>	State	Unpaved	Not at Intersection
280	**88230643**	Law Enforcement	I95	<Null>	29.919083	-81.414972	117	North	SR16	<Null>	Interstate	Unpaved	Not at Intersection
281	**88230644**	Law Enforcement	SR16	<Null>	29.95863	-81.465117	112	West	S FRANCIS RD	<Null>	State	Unpaved	Not at Intersection
282	**88300064**	Law Enforcement	SR-16 E	<Null>	29.92067	-81.41645	0	<Null>	TOMS ROAD	<Null>	State	Unpaved	Four-Way Intersection
283	**82387921**	Law Enforcement	SR 16 / IGP	<Null>	29.963512	-81.491673	0	<Null>	<Null>	<Null>	State	Paved	Four-Way Intersection
284	**88172362**	Law Enforcement	STATE ROAD 16	<Null>	29.918711	-81.414794	367	North	COUNTY ROAD 218	<Null>	State	Unpaved	Not at Intersection
285	**89068063**	Law Enforcement	SR-16	<Null>	29.917658	-81.412814	372	East	I-95	<Null>	State	Unpaved	T-Intersection
286	**88172363**	Law Enforcement	INTERSTATE 95 SB OFF RAMP	<Null>	29.917797	-81.413093	59	East	STATE ROAD 16	<Null>	Interstate	Unpaved	T-Intersection
287	**88117240**	Law Enforcement	INTERSTATE 95	<Null>	29.921522	-81.413395	<Null>	<Null>	STATE ROAD 16	<Null>	Interstate	Paved	Other
288	**88210567**	Law Enforcement	SR16	<Null>	29.96348	-81.49157	200	West	INT GOLF PARKWAY	<Null>	State	Paved	Four-Way Intersection
289	**89285673**	Law Enforcement	SR 16	<Null>	29.93188	-81.42931	0	<Null>	WHISPER RIDGE RD	<Null>	State	Paved	T-Intersection
290	**88143144**	Law Enforcement	STATE ROAD 16	<Null>	29.918296	-81.414857	0	<Null>	COUNTY ROAD 208	<Null>	U.S.	Unpaved	Y-Intersection
291	**88300074**	Law Enforcement	SR-16 WB	<Null>	29.91779	-81.413096	0	<Null>	I-95	<Null>	State	Unpaved	Other
292	**89070608**	Law Enforcement	STATE ROAD 16	<Null>	29.91719	-81.41114	0	<Null>	INTERSTATED 95	<Null>	State	Paved	Four-Way Intersection
293	**88143146**	Law Enforcement	STATE ROAD 16	<Null>	29.958055	-81.463371	451	West	FRANCIS ROAD	<Null>	State	Unpaved	Not at Intersection
294	**88300086**	Law Enforcement	SR-16 E	<Null>	29.963414	-81.491725	3	West	PACETTI RD	<Null>	State	Curb	Four-Way Intersection
295	**88210582**	Law Enforcement	SR-16	<Null>	29.96307	-81.48915	98	West	INTERNATIONAL GOLF PARKWAY	<Null>	State	Paved	Four-Way Intersection
296	**87728511**	Law Enforcement	PACETTI ROAD	<Null>	29.941025	-81.336807	4	South	STATE ROAD 16	<Null>	County	Curb	Four-Way Intersection
297	**88230667**	Law Enforcement	FACTORY OUTLETS DR	<Null>	29.920774	-81.416307	0	<Null>	SR16	<Null>	State	Curb	Four-Way Intersection
298	**87728862**	Law Enforcement	SR 16	<Null>	29.96339	-81.49156	0	<Null>	PACETTI ROAD	<Null>	State	Paved	Four-Way Intersection
299	**89069530**	Law Enforcement	CR-208	<Null>	29.91884	-81.41483	<Null>	<Null>	<Null>	<Null>	County	Unpaved	Y-Intersection
300	**88331857**	Law Enforcement	STATE ROAD 16	<Null>	29.918295	-81.414358	0	<Null>	COUNTY ROAD 208	<Null>	State	Paved	Other
301	**87731241**	Law Enforcement	I 95 S MM 318	<Null>	29.91785	-81.41346	<Null>	<Null>	<Null>	<Null>	Interstate	Paved	Not at Intersection
302	**86388750**	Law Enforcement	SR16	<Null>	29.92337	-81.41867	71	South	TOMS RD	<Null>	State	Unpaved	Four-Way Intersection
303	**88682114**	Law Enforcement	SR 16	<Null>	29.952103	-81.455054	2513	East	TURNBULL DR	<Null>	State	Unpaved	Not at Intersection
304	**88328425**	Law Enforcement	PACETTI RD	<Null>	29.959384	-81.493632	<Null>	<Null>	SR-16	<Null>	County	Paved	Not at Intersection
305	**88331865**	Law Enforcement	SR-16	<Null>	29.91754	-81.41214	372	East	SB I-95 EXIT RAMP	<Null>	State	Paved	Not at Intersection
306	**89285674**	Law Enforcement	INTERNATIONAL GOLD PARKWAY	<Null>	29.97809	-81.47255	0	<Null>	WORLD COMMERCE	<Null>	State	Curb	Not at Intersection
307	**85347707**	Law Enforcement	STATE ROAD 16	<Null>	29.962792	-81.491956	13	West	PACETTI ROAD	<Null>	State	Unpaved	Not at Intersection
308	**86810705**	Law Enforcement	SR 16	<Null>	29.92296	-81.417946	77	North	TOMS RD	<Null>	State	Unpaved	Not at Intersection
309	**88328427**	Law Enforcement	SR-16	<Null>	29.942675	-81.440732	<Null>	<Null>	TOMOKA PINES DRIVE	<Null>	State	Paved	Not at Intersection
310	**87347275**	Law Enforcement	SR 16 AND TOMOKA PINE DRIVE	<Null>	29.94167	-81.43986	1286	West	<Null>	<Null>	State	Unpaved	Not at Intersection
311	**87729389**	Law Enforcement	SR 16	<Null>	29.937756	-81.4363	49	East	TURNING POINT BAPTIST CHURCH	<Null>	State	Paved	Not at Intersection
312	**89286688**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.98803	-81.4574	<Null>	<Null>	WORLD COMMERCE PARKWAY	<Null>	County	Unpaved	Other
313	**82391754**	Law Enforcement	SR-16 E	<Null>	29.917667	-81.412854	0	<Null>	SR 16 / I-95	<Null>	State	Unpaved	Other
314	**87729746**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.97695	-81.4739	32808397	East	WORLD COMMERCE PKWY	<Null>	County	Curb	Four-Way Intersection
315	**89286165**	Law Enforcement	CR 16A	<Null>	29.96339	-81.49156	<Null>	<Null>	SILVERLEAF PKWY	<Null>	County	Paved	T-Intersection
316	**88296650**	Law Enforcement	STATE ROAD 16	<Null>	29.91741	-81.41211	<Null>	<Null>	SB I95 EXT RAMP	<Null>	State	Paved	Not at Intersection
317	**89070339**	Law Enforcement	SR 16/ WHISPER RIDGE DR	<Null>	29.959465	-81.490349	306	East	<Null>	<Null>	State	Unpaved	Not at Intersection
318	**89069659**	Law Enforcement	STATE ROAD 16 WB	<Null>	29.91719	-81.41114	<Null>	<Null>	I95 ENTRANCE RAMP	<Null>	State	Paved	Four-Way Intersection
319	**88333187**	Law Enforcement	SR16	<Null>	29.919721	-81.415514	472	North	FACTORY OUTLETS DR	<Null>	State	Unpaved	Not at Intersection
320	**87730560**	Law Enforcement	SR 16	<Null>	29.96339	-81.49156	<Null>	<Null>	IGP	<Null>	State	Paved	Four-Way Intersection

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	NOTIFIED_BY	ON_STREET_ROAD_HIGHWAY	STREET_ADDRESS_NUMBER	LATITUDE	LONGITUDE	FEET_FROM_INTERSECTION	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	MILEPOST_NUMBER	ROAD_SYSTEM_IDENTIFER	TYPE_OF_SHOULDER	TYPE_OF_INTERSECTION
321	**88333188**	Law Enforcement	SR16	<Null>	29.917748	-81.41287	0	<Null>	I95	<Null>	State	Unpaved	Four-Way Intersection
322	**89070375**	Law Enforcement	STATE ROAD 16	<Null>	29.91781	-81.41341	0	<Null>	STATE ROAD 9	<Null>	State	Paved	Four-Way Intersection
323	**88285633**	Law Enforcement	STATE ROAD 16	<Null>	29.917248	-81.411389	372	East	INTERSTATE 95	<Null>	State	Paved	T-Intersection
324	**82386778**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.9836	-81.46648	499	North	WORLD COMMERCE PARKWAY	<Null>	Local	Unpaved	Not at Intersection
325	**89285677**	Law Enforcement	SR 16 / SAN GIACOMO RD	<Null>	29.96307	-81.48919	201	West	<Null>	<Null>	State	Paved	Not at Intersection
326	**88296659**	Law Enforcement	STATE ROAD 16	<Null>	29.93187	-81.4293	1024	East	WHISPER RIDGE DR	<Null>	State	Paved	T-Intersection
327	**88258820**	Law Enforcement	SR16 EB	<Null>	29.94261	-81.44206	2508	North	TURNING PT	<Null>	State	Paved	Not at Intersection
328	**88331884**	Law Enforcement	STATE ROAD 16	<Null>	29.96348	-81.49157	24	East	INTERNATIONAL GOLF PARKWAY	<Null>	State	Paved	Not at Intersection
329	**88333222**	Law Enforcement	SR-16 E	<Null>	29.91818	-81.41419	0	<Null>	CR-208	<Null>	State	Unpaved	T-Intersection
330	**88328454**	Law Enforcement	SR-16	<Null>	29.917723	-81.412829	0	<Null>	I-95 (EXIT RAMP)	<Null>	State	Paved	Four-Way Intersection
331	**88329205**	Law Enforcement	STATE ROAD 16	<Null>	29.922122	-81.417689	611	North	TOMS ROAD	<Null>	State	Unpaved	Not at Intersection
332	**24079780**	Law Enforcement	FL-16	<Null>	29.96339	-81.49156	119	West	MURABELLA PARKWAY	<Null>	State	Curb	Not at Intersection
333	**88680569**	Law Enforcement	PACETTI RD	<Null>	29.96339	-81.49156	<Null>	<Null>	MURABELLA PKWY	<Null>	County	Paved	Four-Way Intersection
334	**88328933**	Law Enforcement	STATE ROAD 16	<Null>	29.941674	-81.43987	156	West	TURNING POINT	<Null>	State	Unpaved	T-Intersection
335	**88285649**	Law Enforcement	STATE ROAD 16	<Null>	29.92067	-81.41645	23	South	TOMS RD	<Null>	State	Curb	Four-Way Intersection
336	**87189846**	Law Enforcement	SR-16	<Null>	29.929185	-81.424744	1585	South	WHISPER RIDGE DRIVE	<Null>	State	Paved	Not at Intersection
337	**88331898**	Law Enforcement	SR-16	<Null>	29.91741	-81.41211	0	<Null>	I-95 EXIT RAMP	<Null>	State	Curb	Four-Way Intersection
338	**24079949**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.983642	-81.46653	0	<Null>	WORLD COMMERCE PKWY	<Null>	Local	Paved	Four-Way Intersection
339	**88395370**	Law Enforcement	I-95 SB ONRAMP	<Null>	29.916694	-81.412589	140	South	SR-16	<Null>	Interstate	Unpaved	Not at Intersection
340	**88285657**	Law Enforcement	STATE ROAD 16	<Null>	29.926238	-81.420985	499	South	FACTORY OUTLETS DR	<Null>	State	Paved	Not at Intersection
341	**88332426**	Law Enforcement	PACETTI RD (CR 13A)	<Null>	29.96339	-81.49148	0	<Null>	STATE ROAD 16	<Null>	County	Paved	Four-Way Intersection
342	**89286750**	Law Enforcement	STATE ROAD 16	<Null>	29.959978	-81.492698	20	West	VERONA WAY	<Null>	County	Paved	Not at Intersection
343	**87346195**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.977118	-81.473742	499	East	ROYAL PINES PKWY	<Null>	County	Paved	Not at Intersection
344	**89285598**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.963014	-81.492547	0	East	SR 16	<Null>	County	Unpaved	Not at Intersection
345	**87345674**	Law Enforcement	S.R 16	<Null>	29.96315	-81.489538	6	West	INTERNATIONAL GOLF PARKWAY	<Null>	State	Unpaved	Four-Way Intersection
346	**89286022**	Law Enforcement	STATE ROAD 16	<Null>	29.9521	-81.45426	975	East	TURNBULL ROAD	<Null>	State	Unpaved	Not at Intersection
347	**88404248**	Law Enforcement	STATE ROAD 16	<Null>	29.95804	-81.46332	0	<Null>	SOUTH FRANCIS ROAD	<Null>	State	Unpaved	T-Intersection
348	**82383333**	Law Enforcement	SR-16	<Null>	29.94167	-81.43986	<Null>	<Null>	TOMOKA PINES DRIVE	<Null>	State	Unpaved	Not at Intersection
349	**89286023**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.96553	-81.49101	<Null>	<Null>	STATE ROAD 16	<Null>	Local	Curb	Not at Intersection
350	**24079873**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.96339	-81.49156	730	East	SR 16	<Null>	Local	Paved	Four-Way Intersection
351	**24080104**	Law Enforcement	STATE ROAD 16 AND INTERSTATE 95	<Null>	29.91781	-81.41341	<Null>	<Null>	<Null>	<Null>	State	Unpaved	Not at Intersection
352	**24080647**	Law Enforcement	S.R 16	<Null>	29.963115	-81.489268	251	West	MUREBELLA PKWY	<Null>	State	Unpaved	Four-Way Intersection
353	**87346198**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.982492	-81.467834	<Null>	<Null>	WORLD COMMERCE PKWY	<Null>	County	Curb	Not at Intersection
354	**89285686**	Law Enforcement	SR 16	<Null>	29.92897	-81.42513	1611	East	2980 SR 16	<Null>	State	Paved	Not at Intersection
355	**88402690**	Law Enforcement	SR16	<Null>	29.92067	-81.41645	0	<Null>	TOMS RD	<Null>	State	Unpaved	Four-Way Intersection
356	**24080719**	Law Enforcement	SR 16	<Null>	29.96339	-81.49156	0	<Null>	IGP	<Null>	State	Paved	Four-Way Intersection
357	**89286552**	Law Enforcement	SR 16	<Null>	29.96307	-81.48919	39	West	MURABELLA PKWY	<Null>	State	Unpaved	Not at Intersection
358	**88395403**	Law Enforcement	SR-16	<Null>	29.96202	-81.48144	0	<Null>	SAN GIACOMO	<Null>	State	Unpaved	T-Intersection
359	**24080500**	Law Enforcement	PACETTI RD	<Null>	29.962644	-81.492122	<Null>	<Null>	SR 16	<Null>	State	Curb	Not at Intersection
360	**89286758**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.98368	-81.46657	7	East	WORLD COMMERCE PARKWAY	<Null>	County	Paved	Four-Way Intersection
361	**88682251**	Law Enforcement	STATE ROAD 16	<Null>	29.91669	-81.40881	372	East	I-95	<Null>	State	Curb	Other
362	**24080012**	Law Enforcement	STATE ROAD 16/ SAN GIACOMO RD	<Null>	29.96202	-81.48145	0	<Null>	<Null>	<Null>	State	Paved	T-Intersection
363	**88329241**	Law Enforcement	INTERSTATE 95	<Null>	29.917867	-81.41296	56	East	STATE ROAD 16	<Null>	Interstate	Unpaved	Not at Intersection
364	**24080225**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.977441	-81.472866	0	<Null>	WGV BLVD	<Null>	Local	Curb	Four-Way Intersection
365	**89285688**	Law Enforcement	TUSCAN WAY	<Null>	29.96221	-81.49091	0	<Null>	PACETTI RD	<Null>	Local	Curb	T-Intersection
366	**24079633**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.96339	-81.49156	0	East	SR 16	<Null>	County	Paved	Four-Way Intersection
367	**88426813**	Law Enforcement	STATE ROAD 16	<Null>	29.917599	-81.412829	0	<Null>	INTERSTATE 95	<Null>	State	Unpaved	Four-Way Intersection
368	**88395414**	Law Enforcement	SR-16	<Null>	29.917683	-81.413276	23	East	I-95	<Null>	State	Unpaved	Not at Intersection
369	**89285020**	Law Enforcement	STATE ROAD 16	<Null>	29.96307	-81.48919	433	West	SAN GIACOMO RD	<Null>	State	Paved	Not at Intersection
370	**87346200**	Law Enforcement	SR 16	<Null>	29.963395	-81.491552	6	West	INTERNATIONAL GOLF PKWY	<Null>	State	Paved	Four-Way Intersection
371	**89287326**	Law Enforcement	STATE ROAD16 EASTBOUND	<Null>	29.96221	-81.49091	17	West	<Null>	<Null>	State	Paved	Four-Way Intersection
372	**89287203**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.98803	-81.4574	<Null>	<Null>	WORLD COMMERCE PKWY	<Null>	Local	Paved	Not at Intersection
373	**88395420**	Law Enforcement	SR-16	<Null>	29.943881	-81.441734	2660	East	KOHLER RD	<Null>	State	Unpaved	Not at Intersection
374	**88395426**	Law Enforcement	INTERSTATE 95 SB ONRAMP	<Null>	29.984942	-81.463557	118	South	INTERNATIONAL GOLF PKWY	<Null>	Interstate	Unpaved	Y-Intersection
375	**88405397**	Law Enforcement	STATE ROAD 16	<Null>	29.96341	-81.49164	6	West	PACETTI RD	<Null>	State	Curb	Not at Intersection
376	**89285599**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.978646	-81.471993	0	<Null>	WORLD COMMERCE PARKWAY	<Null>	County	Curb	T-Intersection
377	**24079635**	Law Enforcement	SR16	<Null>	29.96183	-81.48967	<Null>	<Null>	SAN GIACOMO RD	<Null>	State	Paved	Not at Intersection
378	**88385312**	Law Enforcement	STATE ROAD 16	<Null>	29.917239	-81.411351	276	East	INTERSTATE 95	<Null>	State	Curb	Other
379	**88365189**	Law Enforcement	STATE ROAD 16	<Null>	29.91715	-81.41073	372	East	INTERSTATE 95 ENTRANCE RAMP	<Null>	State	Unpaved	T-Intersection
380	**24081529**	Law Enforcement	SR16	<Null>	29.94167	-81.43986	<Null>	<Null>	TOMOKA PINES DR	<Null>	County	Paved	Not at Intersection
381	**82400503**	Law Enforcement	HOWARD JOHNSONS 829-5643	<Null>	29.91976	-81.41561	<Null>	<Null>	CR 208	<Null>	County	Curb	Not at Intersection
382	**88426825**	Law Enforcement	STATE ROAD 16	<Null>	29.96348	-81.49157	0	<Null>	INTERNATIONAL GOLF PARKWAY	<Null>	State	Curb	Four-Way Intersection
383	**82383341**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.963	-81.49185	0	<Null>	SR16	<Null>	County	Paved	Four-Way Intersection
384	**88365197**	Law Enforcement	COUNTY ROAD 13A (PACETTI ROAD)	<Null>	29.96341	-81.49164	10	South	STATE ROAD 16	<Null>	County	Curb	Four-Way Intersection

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	NOTIFIED_BY	ON_STREET_ROAD_HIGHWAY	STREET_ADDRESS_NUMBER	LATITUDE	LONGITUDE	FEET_FROM_INTERSECTION	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	MILEPOST_NUMBER	ROAD_SYSTEM_IDENTIFER	TYPE_OF_SHOULDER	TYPE_OF_INTERSECTION
385	**88443245**	Law Enforcement	I-95	<Null>	29.912582	-81.410762	<Null>	<Null>	SR-16	<Null>	Interstate	Paved	Not at Intersection
386	**24081632**	Law Enforcement	RACE TRAC 810-1987	<Null>	29.92337	-81.41867	<Null>	<Null>	<Null>	<Null>	State	Paved	Four-Way Intersection
387	**88426829**	Law Enforcement	STATE ROAD 16	<Null>	29.96202	-81.48144	0	<Null>	SAN GIACOMO ROAD	<Null>	State	Unpaved	T-Intersection
388	**88420450**	Law Enforcement	STATE ROAD 16	<Null>	29.91824	-81.412946	0	<Null>	COUNTY ROAD 208	<Null>	State	Curb	Not at Intersection
389	**89286052**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.9836	-81.46648	10	South	WORLD COMMERCE PARKWAY	<Null>	Local	Curb	Not at Intersection
390	**88683177**	Law Enforcement	SR-16 E	<Null>	29.963409	-81.4916	0	<Null>	PACETTI RD	<Null>	State	Paved	T-Intersection
391	**88385324**	Law Enforcement	STATE ROAD 16	<Null>	29.92067	-81.41645	0	<Null>	TOMS ROAD	<Null>	State	Curb	Four-Way Intersection
392	**88380541**	Law Enforcement	INTERSTATE 95 (STATE ROAD 9) EXIT RAMP	<Null>	29.92541	-81.41594	<Null>	<Null>	STATE ROAD 16	<Null>	Interstate	Paved	Not at Intersection
393	**88407480**	Law Enforcement	STATE ROAD 16	<Null>	29.94751	-81.44768	98	East	KOHLER ROAD	<Null>	State	Paved	Not at Intersection
394	**24081977**	Law Enforcement	I95	<Null>	29.91713	-81.41048	1654	North	STATE ROAD 16	<Null>	Interstate	Paved	Not at Intersection
395	**24081099**	Law Enforcement	HWY 16	<Null>	29.95779	-81.46285	478	East	TURNBULL DR	<Null>	State	Paved	Not at Intersection
396	**89070038**	Law Enforcement	SR 16	<Null>	29.92337	-81.41871	101	North	TOMS RD	<Null>	State	Curb	Not at Intersection
397	**24081638**	Law Enforcement	SR 16	<Null>	29.94167	-81.43986	<Null>	<Null>	TOMEKA PINES	<Null>	State	Paved	Other
398	**24082059**	Law Enforcement	PACETTI RD	<Null>	29.96339	-81.49156	0	<Null>	SR16	<Null>	County	Paved	Not at Intersection
399	**24082174**	Law Enforcement	SR16	<Null>	29.91719	-81.41114	372	East	I95	<Null>	County	Paved	Four-Way Intersection
400	**89068272**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.97809	-81.47255	0	<Null>	WORLD COMMERCE PARKWAY	<Null>	Local	Curb	Four-Way Intersection
401	**88402772**	Law Enforcement	STATE ROAD 16	<Null>	29.91675	-81.40927	182	East	OUTLET MALL BOULEVARD	<Null>	State	Unpaved	Not at Intersection
402	**24081155**	Law Enforcement	STATE ROAD 16	<Null>	29.9176	-81.4128	150	East	I-95	<Null>	State	Paved	Not at Intersection
403	**24081784**	Law Enforcement	SR 16	<Null>	29.96202	-81.48145	0	<Null>	SAN GIACOMO	<Null>	State	Unpaved	T-Intersection
404	**89286770**	Law Enforcement	STATE ROAD 16	<Null>	29.96301	-81.49294	104	West	PACETTI ROAD	<Null>	State	Paved	Four-Way Intersection
405	**24082180**	Law Enforcement	SR16	<Null>	29.94753	-81.44768	599	East	KOHLER RD	<Null>	State	Paved	Not at Intersection
406	**24081021**	Law Enforcement	SR 16	<Null>	29.9176	-81.4128	302	West	CR 208	<Null>	State	Curb	Not at Intersection
407	**88402776**	Law Enforcement	INTERSTATE 95 EXIT RAMP	<Null>	29.916917	-81.411065	<Null>	<Null>	STATE ROAD 16	<Null>	Interstate	Unpaved	Not at Intersection
408	**24082447**	Law Enforcement	STATE ROAD 16	2550	29.94035	-81.33504	529	South	<Null>	<Null>	State	Unpaved	Not at Intersection
409	**88429379**	Law Enforcement	INTERSTATE 95	<Null>	29.91741	-81.41211	0	<Null>	STATE ROAD 16	<Null>	Interstate	Paved	T-Intersection
410	**24081125**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.982904	-81.467266	0	<Null>	WORLD COMMERCE PKWY	<Null>	Local	Curb	Not at Intersection
411	**24081126**	Law Enforcement	SR 16	<Null>	29.958023	-81.463187	<Null>	<Null>	SOUTH FRANCIS RD	<Null>	State	Unpaved	T-Intersection
412	**88405407**	Law Enforcement	SR-16	<Null>	29.96263	-81.48592	10	West	VERONA WAY	<Null>	State	Paved	Not at Intersection
413	**88420713**	Law Enforcement	STATE ROAD 16	<Null>	29.958046	-81.463302	0	<Null>	SOUTH FRANCIS ROAD	<Null>	State	Unpaved	T-Intersection
414	**87347629**	Law Enforcement	STATE ROAD 16 AND I95	<Null>	29.9176	-81.4128	<Null>	<Null>	<Null>	<Null>	State	Paved	Four-Way Intersection
415	**24082569**	Law Enforcement	SR 16	<Null>	29.969107	-81.50023	372	East	I-95	<Null>	State	Paved	Five-Point, or More
416	**24082427**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.976003	-81.474985	0	<Null>	ROYAL PINES PKWY	<Null>	County	Curb	Not at Intersection
417	**89286058**	Law Enforcement	STATE ROAD 16	<Null>	29.95779	-81.46285	0	<Null>	S FRANCIS RD	<Null>	State	Unpaved	T-Intersection
418	**24082351**	Law Enforcement	TOMS ROAD	2612	29.92067	-81.41645	<Null>	<Null>	SR 16	<Null>	Local	Unpaved	Not at Intersection
419	**24082043**	Law Enforcement	INTL GOLF PARKWAY	<Null>	29.97809	-81.47255	<Null>	<Null>	WORLD COMMERCE PLACE	<Null>	County	Curb	Not at Intersection
420	**88401521**	Law Enforcement	SR-16	<Null>	29.92034	-81.415981	501	South	TOMS ROAD	<Null>	State	Paved	Not at Intersection
421	**88417355**	Law Enforcement	STATE ROAD 16	<Null>	29.925846	-81.420644	0	<Null>	FACTORY OUTLETS DR	<Null>	State	Paved	T-Intersection
422	**88426851**	Law Enforcement	STATE ROAD 16 WESTBOUND	<Null>	29.922854	-81.418085	0	<Null>	FACTORY OUTLETS DRIVE	<Null>	State	Unpaved	Not at Intersection
423	**82388688**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.96339	-81.49156	5	West	STATE ROAD 16	<Null>	County	Curb	Not at Intersection
424	**24318048**	Law Enforcement	SR-16 E	<Null>	29.916693	-81.408942	372	East	I-95	<Null>	State	Unpaved	Not at Intersection
425	**88502198**	Law Enforcement	SB INTERSTATE 95 EXIT RAMP	<Null>	29.92541	-81.41594	83	North	STATE ROAD 16	<Null>	State	Paved	Not at Intersection
426	**88443276**	Law Enforcement	SR-16	<Null>	29.92067	-81.41645	30	West	TOMS RD	<Null>	State	Paved	Not at Intersection
427	**24318023**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.96575	-81.49537	7	North	STATE ROAD 16	<Null>	County	Paved	Not at Intersection
428	**88452766**	Law Enforcement	INTERSTATE 95	<Null>	29.92541	-81.41594	<Null>	<Null>	STATE ROAD 16	<Null>	Interstate	Paved	Not at Intersection
429	**88452767**	Law Enforcement	STATE ROAD 16	<Null>	29.94261	-81.44206	248	East	KOHLER ROAD	<Null>	State	Paved	Not at Intersection
430	**24318363**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.96339	-81.49156	0	<Null>	SR 16	<Null>	County	Paved	Not at Intersection
431	**24318051**	Law Enforcement	SR 16	<Null>	29.915497	-81.41018	372	East	I-95	<Null>	State	Unpaved	Not at Intersection
432	**24318450**	Law Enforcement	SR-16 WEST BOUND	<Null>	29.91976	-81.41561	418	South	FACTORY OUTLETS DRIVE	<Null>	State	Paved	Not at Intersection
433	**24317875**	Law Enforcement	SR 16 / INTERNATIONAL GOLF PWKY	<Null>	29.96339	-81.49156	<Null>	<Null>	SR 16 / IGP	<Null>	State	Paved	Four-Way Intersection
434	**88448163**	Law Enforcement	STATE ROAD 16	<Null>	29.91741	-81.41211	<Null>	<Null>	2350 STATE ROAD 16	<Null>	State	Unpaved	T-Intersection
435	**24081492**	Law Enforcement	STATE ROAD 16	<Null>	29.91781	-81.41341	<Null>	<Null>	I-95 AND STATE ROAD 16	<Null>	State	Paved	Other
436	**88426862**	Law Enforcement	STATE ROAD 16 EASTBOUND	<Null>	29.917513	-81.412461	372	East	INTERSTATE 95	<Null>	State	Paved	Not at Intersection
437	**88501723**	Law Enforcement	STATE ROAD 16	<Null>	29.963052	-81.489032	199	East	MURABELLA PKWY	<Null>	State	Paved	Not at Intersection
438	**24317876**	Law Enforcement	SR 16 APPROACHING INTERNATIONAL GOLF PARKWAY	<Null>	29.96199	-81.48784	478	East	SR 16 AT VERONA WAY	<Null>	State	Paved	Four-Way Intersection
439	**88448166**	Law Enforcement	STATE ROAD 16	<Null>	29.92067	-81.41645	251	North	TOMS ROAD	<Null>	State	Unpaved	Not at Intersection
440	**88405432**	Law Enforcement	STATE ROAD 16	<Null>	29.919988	-81.415913	88	East	TOMS RD	<Null>	State	Paved	Not at Intersection
441	**89285603**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.975722	-81.475383	0	<Null>	ROYAL PINES PKWY	<Null>	Local	Curb	T-Intersection
442	**88334866**	Law Enforcement	STATE ROAD 16 (SR 16)	<Null>	29.91718	-81.409882	0	<Null>	INTERSTATE 95	<Null>	State	Paved	Not at Intersection
443	**88426866**	Law Enforcement	STATE ROAD 16	<Null>	29.951651	-81.454294	1476	West	KOHLER ROAD	<Null>	State	Unpaved	Not at Intersection
444	**24318335**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.97809	-81.47255	0	<Null>	WORLD COMMERCE PARKWAY	<Null>	County	Curb	Four-Way Intersection
445	**88401532**	Law Enforcement	SR-16	<Null>	29.917258	-81.411036	<Null>	<Null>	I-95	<Null>	State	Paved	Not at Intersection
446	**88506498**	Law Enforcement	STATE ROAD 16 WB	<Null>	29.917492	-81.411937	267	East	INTERSTATE 95	<Null>	State	Paved	Four-Way Intersection
447	**24081048**	Law Enforcement	SR 16/PACETTI ROAD	<Null>	29.96339	-81.49156	<Null>	<Null>	<Null>	<Null>	State	Paved	Four-Way Intersection
448	**24082049**	Law Enforcement	STATE ROAD 16 WB	<Null>	29.96263	-81.48593	49	West	VERONA WAY	<Null>	State	Unpaved	Not at Intersection

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ID Number	REPORT_NUMBER	NOTIFIED_BY	ON_STREET_ROAD_HIGHWAY	STREET_ADDRESS_NUMBER	LATITUDE	LONGITUDE	FEET_FROM_INTERSECTION	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	MILEPOST_NUMBER	ROAD_SYSTEM_IDENTIFER	TYPE_OF_SHOULDER	TYPE_OF_INTERSECTION
449	**88502213**	Law Enforcement	STATE ROAD 16	<Null>	29.95209	-81.45424	499	West	KOHLER ROAD	<Null>	State	Paved	Not at Intersection
450	**24318917**	Law Enforcement	STATE ROAD 16	<Null>	29.96263	-81.48593	499	East	VERONA WAY	<Null>	State	Unpaved	Not at Intersection
451	**88481712**	Law Enforcement	STATE ROAD 16	<Null>	29.92321	-81.4186	528	East	FACTORY OUTLETS DRIVE	<Null>	State	Paved	Not at Intersection
452	**24318467**	Law Enforcement	SR 16	<Null>	29.962177	-81.482501	299	East	SAN GIACOMO RD	<Null>	County	Paved	Not at Intersection
453	**88513661**	Law Enforcement	INTERSTATE 95 SOUTHBOUND ON RAMP (MM 318)	<Null>	29.917342	-81.412985	119	South	STATE ROAD 16	<Null>	Interstate	Paved	Y-Intersection
454	**24317877**	Law Enforcement	PACETTI ROAD APPROACHING SR 16	<Null>	29.96339	-81.49156	<Null>	<Null>	<Null>	<Null>	Local	Curb	Not at Intersection
455	**24318468**	Law Enforcement	SR 16	<Null>	29.958718	-81.465198	<Null>	<Null>	S FRANCIS RD	<Null>	State	Unpaved	Not at Intersection
456	**24081108**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.96301	-81.49294	<Null>	<Null>	STATE RD 16	<Null>	County	Paved	Not at Intersection
457	**24082434**	Law Enforcement	SR 16	<Null>	29.962046	-81.481574	0	<Null>	SAN GIACOMO RD	<Null>	State	Unpaved	Not at Intersection
458	**24082053**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.96553	-81.49101	<Null>	<Null>	STATE ROAD 16	<Null>	Local	Curb	Not at Intersection
459	**24082471**	Law Enforcement	PACETTI RD	<Null>	29.96221	-81.49091	0	<Null>	TUSCAN WAY	<Null>	County	Curb	T-Intersection
460	**24081950**	Law Enforcement	SR 16	2900	29.926042	-81.420727	0	<Null>	TOMS RD	<Null>	State	Unpaved	T-Intersection
461	**24081326**	Law Enforcement	SR 16	<Null>	29.96263	-81.48593	26	East	VERONA WAY	<Null>	State	Unpaved	Other
462	**24080626**	Law Enforcement	SR 16 EAST	<Null>	29.96292	-81.492467	10	West	PACETTI RD	<Null>	State	Paved	Four-Way Intersection
463	**88527343**	Law Enforcement	STATE ROAD 16	<Null>	29.93187	-81.4293	22	West	WHISPER RIDGE DR	<Null>	State	Paved	Not at Intersection
464	**24080868**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.983358	-81.465627	983	East	SR 16	<Null>	County	Paved	Not at Intersection
465	**24318993**	Law Enforcement	ON STATE ROAD 16	<Null>	29.92067	-81.41645	<Null>	<Null>	TOMS ROAD	<Null>	State	Paved	Not at Intersection
466	**24081112**	Law Enforcement	PACETTI RD	<Null>	29.96339	-81.49156	<Null>	<Null>	HWY 16	<Null>	County	Paved	Four-Way Intersection
467	**88501741**	Law Enforcement	STATE ROAD 16	<Null>	29.918266	-81.41448	0	<Null>	COUNTY ROAD 208	<Null>	State	Paved	T-Intersection
468	**24318470**	Law Enforcement	SR-16 W	<Null>	29.963496	-81.491857	0	<Null>	PACETTI RD	<Null>	State	Unpaved	Four-Way Intersection
469	**24318995**	Law Enforcement	NB STATE ROAD 16	<Null>	29.91773	-81.41309	<Null>	<Null>	AGRICLUTURAL DRIVE	<Null>	State	Paved	Not at Intersection
470	**24318678**	Law Enforcement	PACETTI ROAD	<Null>	29.962357	-81.492751	<Null>	<Null>	STATE ROAD 16	<Null>	Local	Curb	Not at Intersection
471	**24082247**	Law Enforcement	SR 16	<Null>	29.96263	-81.48593	118	West	VERONA WAY	<Null>	State	Paved	T-Intersection
472	**88682613**	Law Enforcement	INTERSTATE 95 EXIT	<Null>	29.91669	-81.40881	1654	North	STATE ROAD16	<Null>	Interstate	Unpaved	T-Intersection
473	**24319628**	Law Enforcement	I 95 SB EXIT RAMP	<Null>	29.91669	-81.40881	<Null>	<Null>	SR 16	<Null>	Interstate	Paved	Not at Intersection
474	**24082525**	Law Enforcement	CR-208	<Null>	29.918291	-81.414338	<Null>	<Null>	SR 16	<Null>	County	Unpaved	T-Intersection
475	**89285604**	Law Enforcement	SR 16	<Null>	29.964655	-81.494293	0	<Null>	INTERNATIONAL GOLF PKWY	<Null>	State	Unpaved	Four-Way Intersection
476	**24319866**	Law Enforcement	STATE ROAD 16	<Null>	29.96263	-81.48593	7	East	VERONA WAY	<Null>	State	Unpaved	Not at Intersection
477	**82382194**	Law Enforcement	SR 16	<Null>	29.96339	-81.49156	<Null>	<Null>	INTERNATIONAL GOLF PKWY	<Null>	State	Curb	Not at Intersection
478	**24319261**	Law Enforcement	STATE ROAD 16	<Null>	29.96307	-81.48919	10	East	MURABELLA PKWY	<Null>	State	Unpaved	Four-Way Intersection
479	**82385168**	Law Enforcement	STATE ROAD 16	<Null>	29.91805	-81.41383	372	East	INTERSTATE 95 EXIT RAMP (SOUTHBOUND)	<Null>	State	Paved	Four-Way Intersection
480	**88527350**	Law Enforcement	SR-16	<Null>	29.917845	-81.412923	108	East	I-95	<Null>	State	Curb	Four-Way Intersection
481	**88396057**	Law Enforcement	STATE ROAD 16	<Null>	29.919172	-81.419178	652	South	FACTORY OUTLET DRIVE	<Null>	State	Unpaved	T-Intersection
482	**24319001**	Law Enforcement	ON STATE ROAD 16	<Null>	29.9177	-81.41279	<Null>	<Null>	OUTLET MALL BLVD	<Null>	State	Unpaved	Other
483	**24318472**	Law Enforcement	SR-16	<Null>	29.962695	-81.492477	0	<Null>	INTERNATIONAL GOLF PKWY	<Null>	State	Curb	Four-Way Intersection
484	**88482936**	Law Enforcement	SR16	<Null>	29.941698	-81.439859	2054	North	TOMOKA PINES DR	<Null>	State	Unpaved	T-Intersection
485	**24318473**	Law Enforcement	SR-16	<Null>	29.941598	-81.439938	<Null>	<Null>	TOMOKA PINES DR	<Null>	State	Unpaved	Four-Way Intersection
486	**89068967**	Law Enforcement	SR 16	<Null>	29.94753	-81.44768	1001	East	TURNBULL DR	<Null>	State	Unpaved	Not at Intersection
487	**24082533**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.963403	-81.491549	0	<Null>	SR 16 W	<Null>	County	Curb	Four-Way Intersection
488	**24319758**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.96339	-81.49156	954	East	SR-16	<Null>	County	Curb	Not at Intersection
489	**89069285**	Law Enforcement	PACETTI ROAD	<Null>	29.96339	-81.49156	<Null>	<Null>	STATE ROAD 16	<Null>	State	Paved	Four-Way Intersection
490	**87346572**	Law Enforcement	STATE ROAD 16	<Null>	29.91773	-81.41309	372	East	INTERSTATE 95	<Null>	State	Unpaved	Other
491	**88502239**	Law Enforcement	STATE ROAD 16	<Null>	29.95666	-81.46081	49	East	TURNBULL DRIVE	<Null>	State	Paved	Not at Intersection
492	**88564463**	Law Enforcement	SR16	<Null>	29.961784	-81.480016	528	East	SAN GIACOMO RD	<Null>	State	Paved	Not at Intersection
493	**88506538**	Law Enforcement	STATE ROAD-16 EB	<Null>	29.917709	-81.413254	<Null>	<Null>	INTERSTAE-95 SB RAMP	<Null>	State	Paved	Four-Way Intersection
494	**24320138**	Law Enforcement	SR16	<Null>	29.96307	-81.48919	<Null>	<Null>	INTERNATIONAL GOLF PKWY	<Null>	State	Paved	Not at Intersection
495	**24319148**	Law Enforcement	SR-16	<Null>	29.96339	-81.49156	99	West	INTERNATIONAL GOLF PARKWAY	<Null>	State	Paved	Four-Way Intersection
496	**88564468**	Law Enforcement	SR16	<Null>	29.957897	-81.463109	<Null>	<Null>	S FRANCIS ST	<Null>	State	Unpaved	Not at Intersection
497	**24319857**	Law Enforcement	SR 16	<Null>	29.91719	-81.41114	0	<Null>	I95 SB ON RAMP	<Null>	State	Paved	Four-Way Intersection
498	**24082444**	Law Enforcement	SR 16	<Null>	29.962881	-81.487836	402	West	VERONA WAY	<Null>	State	Unpaved	Not at Intersection
499	**88401569**	Law Enforcement	SR-16	<Null>	29.942958	-81.440972	1060	East	KOHLER ROAD	<Null>	State	Paved	Not at Intersection
500	**24318974**	Law Enforcement	SR-16 / WEST BND	<Null>	29.96202	-81.48145	550	West	SAN GIACOMO RD	<Null>	State	Paved	Not at Intersection
501	**88502243**	Law Enforcement	STATE ROAD 16	<Null>	29.91754	-81.41214	372	East	INTERSTATE 95 SOUTHBOUND EXIT RAMP	<Null>	State	Paved	Four-Way Intersection
502	**88501764**	Law Enforcement	INTERSTATE 95 SB RAMP	<Null>	29.917719	-81.413249	1654	North	STATE ROAD 16	<Null>	Interstate	Paved	Four-Way Intersection
503	**24319641**	Law Enforcement	SR16	<Null>	29.9176	-81.4128	150	East	I95	<Null>	State	Curb	Four-Way Intersection
504	**88564473**	Law Enforcement	SR16	<Null>	29.917289	-81.411152	372	East	INTERSTATE 95	<Null>	State	Unpaved	T-Intersection
505	**24082054**	Law Enforcement	STATE ROAD 16	<Null>	29.96339	-81.49156	0	<Null>	PACETTI ROAD	<Null>	State	Curb	Not at Intersection
506	**88401572**	Law Enforcement	SR-16	<Null>	29.963505	-81.491549	635	East	INTERNATIONAL GOLF PARKWAY	<Null>	State	Paved	Not at Intersection
507	**24319858**	Law Enforcement	HOWARD JOHNSONS 829-5643	<Null>	29.91884	-81.41483	<Null>	<Null>	SR 16/CR 208	<Null>	County	Paved	Y-Intersection
508	**24319644**	Law Enforcement	CR208	<Null>	29.91829	-81.41426	0	<Null>	SR16	<Null>	County	Paved	T-Intersection
509	**88401577**	Law Enforcement	SR-16	<Null>	29.920741	-81.416321	0	<Null>	FACTORY OUTLETS DRIVE	<Null>	State	Paved	Four-Way Intersection
510	**88489712**	Law Enforcement	STATE ROAD 16	<Null>	29.916635	-81.409324	232	East	OUTLET MALL BOULEVARD	<Null>	State	Unpaved	Not at Intersection
511	**24317881**	Law Enforcement	SR 16 AT CR 208	<Null>	29.91719	-81.41114	20	East	SR 16 AT CR 208	<Null>	State	Paved	Not at Intersection
512	**88489716**	Law Enforcement	STATE ROAD 16	<Null>	29.91741	-81.41211	<Null>	<Null>	INTERSTATE 95	<Null>	State	Paved	Not at Intersection

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ID Number	REPORT_NUMBER	NOTIFIED_BY	ON_STREET_ROAD_HIGHWAY	STREET_ADDRESS_NUMBER	LATITUDE	LONGITUDE	FEET_FROM_INTERSECTION	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	MILEPOST_NUMBER	ROAD_SYSTEM_IDENTIFER	TYPE_OF_SHOULDER	TYPE_OF_INTERSECTION
513	**82390821**	Law Enforcement	SB OFF RAMP I-95 AT SR-16	<Null>	29.91781	-81.41341	<Null>	<Null>	<Null>	<Null>	Interstate	Unpaved	Not at Intersection
514	**24319989**	Law Enforcement	PACETTI RD	<Null>	29.96301	-81.49294	0	<Null>	SR 16	<Null>	County	Paved	Four-Way Intersection
515	**24320093**	Law Enforcement	COUNTY ROAD 208	<Null>	29.917837	-81.414842	<Null>	<Null>	STATE ROAD 16	<Null>	County	Unpaved	Y-Intersection
516	**88564481**	Law Enforcement	I95	<Null>	29.917809	-81.413091	67	East	SR16	<Null>	Interstate	Unpaved	Not at Intersection
517	**24319117**	Law Enforcement	INTERNATIONAL GOLF PKWY	<Null>	29.96339	-81.49156	0	<Null>	STATE RD 16	<Null>	County	Paved	Four-Way Intersection
518	**24081499**	Law Enforcement	S.R 16 / I-95 INTERSECTION EAST-BOUND	<Null>	29.91669	-81.40881	299	East	S.R 16 / I-95 INTERSECTION EAST-BOUN	<Null>	State	Paved	Four-Way Intersection
519	**88486532**	Law Enforcement	SR-16	<Null>	29.925288	-81.420736	499	West	TOMS RD	<Null>	State	Paved	Not at Intersection
520	**24081683**	Law Enforcement	SR 16	<Null>	29.981636	-81.511235	30	East	INTERNATIONAL GOLF PKWY	<Null>	State	Paved	Four-Way Intersection
521	**88532738**	Law Enforcement	STATE ROAD 16	<Null>	29.916755	-81.408841	<Null>	<Null>	INTERSTATE 95	<Null>	State	Paved	Not at Intersection
522	**88506558**	Law Enforcement	5390 SR-16	<Null>	29.963278	-81.490466	340	West	PACETTI ROAD	<Null>	State	Paved	Four-Way Intersection
523	**88564372**	Law Enforcement	INTERSTATE 95	<Null>	29.917795	-81.412826	53	North	STATE ROAD 16	<Null>	Interstate	Unpaved	Not at Intersection
524	**88681913**	Law Enforcement	PACETTI RD	<Null>	29.96339	-81.49156	0	<Null>	SR 16	<Null>	County	Paved	Not at Intersection
525	**24080989**	Law Enforcement	SR 16	<Null>	29.96339	-81.49156	16	West	INTERNATIONAL GOLF PKWY	<Null>	State	Paved	Four-Way Intersection
526	**24317802**	Law Enforcement	COUNTY ROAD 208/ STATE ROAD 16	<Null>	29.91884	-81.41483	<Null>	<Null>	STATE ROAD 16	<Null>	County	Paved	Not at Intersection
527	**24320286**	Law Enforcement	ON I95 EXIT RAMP SOUTHBOUND	<Null>	29.91781	-81.41341	<Null>	<Null>	STATE ROAD 16	<Null>	Interstate	Paved	Not at Intersection
528	**88409490**	Law Enforcement	STATE ROAD 16	<Null>	29.963554	-81.49303	299	West	PACETTI	<Null>	State	Curb	Not at Intersection
529	**88495938**	Law Enforcement	STATE ROAD 16	<Null>	29.935324	-81.434368	1099	South	WINDWARD RANCH BLVD	<Null>	State	Unpaved	T-Intersection
530	**24320287**	Law Enforcement	ON STATE ROAD 16	<Null>	29.92337	-81.41867	<Null>	<Null>	TOMS ROAD	<Null>	State	Paved	Not at Intersection
531	**88495941**	Law Enforcement	STATE ROAD 16	<Null>	29.925839	-81.420639	0	<Null>	FACTORY OUTLETS DRIVE	<Null>	State	Unpaved	T-Intersection
532	**24318082**	Law Enforcement	SR 16	<Null>	29.95802	-81.46333	<Null>	<Null>	S FRANCIS RD	<Null>	State	Paved	T-Intersection
533	**24318084**	Law Enforcement	4200 BLOCK SR 16	<Null>	29.95802	-81.46333	<Null>	<Null>	<Null>	<Null>	State	Paved	Not at Intersection
534	**89069904**	Law Enforcement	SR 16	<Null>	29.96339	-81.49156	<Null>	<Null>	PACETTI RD	<Null>	State	Paved	Not at Intersection
535	**24320028**	Law Enforcement	SR16/PACETTI	<Null>	29.96339	-81.49156	<Null>	<Null>	SR16/PACETTI	<Null>	State	Paved	Not at Intersection
536	**88501788**	Law Enforcement	INTERSTATE 95	<Null>	29.917097	-81.410915	1654	North	STATE ROAD 16	<Null>	Interstate	Paved	T-Intersection
537	**82383910**	Law Enforcement	SOUTH FRANCIS	<Null>	29.95802	-81.46333	<Null>	<Null>	SR 16	<Null>	Local	Unpaved	Not at Intersection
538	**88527387**	Law Enforcement	SR-16	<Null>	29.917738	-81.413169	372	East	SB I-95 ENTRANCE RAMP	<Null>	State	Paved	Four-Way Intersection
539	**24760789**	Law Enforcement	STATE ROAD 16	<Null>	29.91808	-81.414245	0	<Null>	CR 208	<Null>	State	Unpaved	Not at Intersection
540	**24318554**	Law Enforcement	RACE TRAC 810-1987	<Null>	29.921365	-81.416972	96	North	SR 16	<Null>	State	Paved	Not at Intersection
541	**88113985**	Law Enforcement	SR-16	<Null>	29.921169	-81.416794	125	North	TOMS ROAD	<Null>	State	Curb	T-Intersection
542	**88531762**	Law Enforcement	INTERSTATE 95 NB	<Null>	29.921009	-81.41311	<Null>	<Null>	STATE ROAD 16	<Null>	Interstate	Paved	Not at Intersection
543	**88502265**	Law Enforcement	INTERSTATE 95 ENTRANCE RAMP	<Null>	29.91715	-81.41073	<Null>	<Null>	STATE ROAD 16	<Null>	Interstate	Paved	Not at Intersection
544	**24319174**	Law Enforcement	SR16/ 95 OVERPASS	<Null>	29.91773	-81.41309	<Null>	<Null>	<Null>	<Null>	Interstate	Paved	Not at Intersection
545	**88582523**	Law Enforcement	SR-16	<Null>	29.92583	-81.420641	0	<Null>	FACTORY OUTLETS DRIVE	<Null>	State	Paved	T-Intersection
546	**88564504**	Law Enforcement	I95	<Null>	29.917459	-81.410857	<Null>	<Null>	SR16	<Null>	Interstate	Unpaved	Not at Intersection
547	**24082173**	Law Enforcement	SR-16	<Null>	29.963075	-81.489144	49	East	MURABELLA PKWY	<Null>	State	Unpaved	Not at Intersection
548	**89287565**	Law Enforcement	SR-16	<Null>	29.919797	-81.414958	0	<Null>	CR-208	<Null>	State	Unpaved	Not at Intersection
549	**88564560**	Law Enforcement	STATE ROAD 16	<Null>	29.92067	-81.41645	200	West	TOMS ROAD	<Null>	State	Unpaved	Not at Intersection
550	**89286886**	Law Enforcement	SR 16 WB	0	29.91698	-81.41007	372	East	I-95	0	State	Curb	Y-Intersection
551	**89565468**	Law Enforcement	SR-16 W	0	<Null>	-81.40986	0	0	INTERSTATE-95	0	State	Paved	Four-Way Intersection
552	**24760906**	Law Enforcement	STATE RD 16	<Null>	29.961522	-81.478108	<Null>	<Null>	S FRANCIS RD	<Null>	State	Unpaved	Not at Intersection
553	**24760975**	Law Enforcement	SR-16 E	<Null>	29.918257	-81.414207	20	South	COUNTY RD 208	<Null>	State	Paved	Y-Intersection
554	**88527398**	Law Enforcement	STATE ROAD 16	<Null>	29.917892	-81.413326	30	East	COUNTY ROAD 208	<Null>	State	Paved	Not at Intersection
555	**88564516**	Law Enforcement	SR16	0	<Null>	-81.41282	372	East	INTERSTATE 95	0	State	Unpaved	Four-Way Intersection
556	**89595402**	Law Enforcement	STATE ROAD 16	<Null>	29.919649	-81.415462	499	East	COUNTY ROAD 208	<Null>	State	Curb	Not at Intersection
557	**88495954**	Law Enforcement	INTERSTATE 95 SOUTHBOUND OFF RAMP	0	<Null>	-81.412872	0	0	STATE ROAD 16	0	Interstate	Paved	Not at Intersection
558	**24320159**	Law Enforcement	SR 16	0	29.91669	-81.40881	0	0	INTERSTATE 95	0	State	Paved	Four-Way Intersection
559	**88582537**	Law Enforcement	SR-16	0	<Null>	-81.41282	372	East	I-95	0	State	Paved	Four-Way Intersection
560	**24320160**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.96553	-81.49101	<Null>	<Null>	STATE ROAD 16	<Null>	Local	Unpaved	Not at Intersection
561	**24902685**	Law Enforcement	STATE ROAD 16	<Null>	29.91953	-81.41524	200	East	TOMS ROAD	<Null>	State	Paved	Not at Intersection
562	**89572195**	Law Enforcement	STATE ROAD 16 EASTBOUND	<Null>	29.917452	-81.41229	0	<Null>	INTERSTATE 95	<Null>	State	Unpaved	Not at Intersection
563	**24760974**	Law Enforcement	SR16 EB	<Null>	29.91698	-81.41007	0	<Null>	CR 208	<Null>	State	Paved	Not at Intersection
564	**24319862**	Law Enforcement	SR 16	0	29.91642	-81.40755	334	East	OUTLET MALL BLVD	0	State	Unpaved	Not at Intersection
565	**24761337**	Law Enforcement	I95 SB EXIT RAMP AT SR16	<Null>	29.91773	-81.41309	<Null>	<Null>	I95 SB EXIT RAMP AT SR16	<Null>	Interstate	Paved	Four-Way Intersection
566	**88520018**	Law Enforcement	STATE ROAD 16	0	29.91741	-81.41211	0	0	INTERSATE 95 NORTHBOUND ON RAMP	0	State	Paved	Other
567	**24761742**	Law Enforcement	SR 16	<Null>	29.96339	-81.49156	0	<Null>	INTERNATIONAL GOLF PARKWAY	<Null>	State	Paved	Not at Intersection
568	**24760976**	Law Enforcement	STATE ROAD 16	<Null>	29.95802	-81.46333	<Null>	<Null>	SOUTH FRANCIS ROAD	<Null>	State	Unpaved	T-Intersection
569	**89287637**	Law Enforcement	SR 16	<Null>	29.94167	-81.43986	<Null>	<Null>	TOMOKA PINES DR	<Null>	State	Paved	Not at Intersection
570	**24884909**	Law Enforcement	STATE ROAD 16	0	29.91741	-81.41211	0	0	INTERSTATE 95 EXIT RAMP	0	State	Paved	T-Intersection
571	**82399490**	Law Enforcement	STATE ROAD 16	<Null>	29.96339	-81.49156	247	East	PACETTI ROAD	<Null>	State	Curb	Not at Intersection
572	**24320085**	Law Enforcement	STATE ROAD 16	0	<Null>	-81.410135	232	East	I-95	0	State	Paved	Not at Intersection
573	**24760863**	Law Enforcement	SR 16 EB	<Null>	29.91884	-81.41483	0	<Null>	CR208	<Null>	State	Paved	Y-Intersection
574	**82401500**	Law Enforcement	STATE ROAD 16	<Null>	29.9207	-81.4164	202	West	TOMS ROAD	<Null>	State	Unpaved	Not at Intersection
575	**24762613**	Law Enforcement	CR208	<Null>	29.91749	-81.41215	<Null>	<Null>	SR16	<Null>	County	Paved	Not at Intersection
576	**24761772**	Law Enforcement	SR-16 E	<Null>	29.96504	-81.496628	<Null>	<Null>	PACETTI RD	<Null>	State	Curb	T-Intersection

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ID Number	REPORT_NUMBER	NOTIFIED_BY	ON_STREET_ROAD_HIGHWAY	STREET_ADDRESS_NUMBER	LATITUDE	LONGITUDE	FEET_FROM_INTERSECTION	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	MILEPOST_NUMBER	ROAD_SYSTEM_IDENTIFER	TYPE_OF_SHOULDER	TYPE_OF_INTERSECTION
577	**89595425**	Law Enforcement	STATE ROAD 16	<Null>	29.920752	-81.416521	400	West	TOMS RD	<Null>	State	Paved	Four-Way Intersection
578	**89287640**	Law Enforcement	PACETTI RD	0	29.96339	-81.49156	0	0	SR 16	0	Local	Paved	Not at Intersection
579	**24760918**	Law Enforcement	SR 16	<Null>	29.96114	-81.47524	0	<Null>	SAN GIACOMO RD	<Null>	State	Unpaved	Not at Intersection
580	**24320454**	Law Enforcement	SR 16 WB LANES	0	29.91698	-81.41007	0	0	I95 NB RAMP	0	State	Curb	Other
581	**88582552**	Law Enforcement	SR-16	<Null>	29.953372	-81.4565	<Null>	<Null>	PACETTI ROAD	<Null>	Local	Paved	Not at Intersection
582	**24762132**	Law Enforcement	SOUTHBOUND ON SR16/ 849 VERONA WAY	<Null>	29.962807	-81.486332	<Null>	<Null>	VERONA WAY	<Null>	State	Paved	Not at Intersection
583	**24763092**	Law Enforcement	SR 16	<Null>	29.91669	-81.40881	36	East	INTERSTATE 95 MM 318 OVERPASS	<Null>	State	Unpaved	Not at Intersection
584	**24762931**	Law Enforcement	STATE ROAD 16	0	29.91642	-81.40755	284	East	OUTLET MALL BLVD	0	State	Unpaved	Four-Way Intersection
585	**24898358**	Law Enforcement	SR16	<Null>	29.91829	-81.41433	10	East	CR208	<Null>	State	Unpaved	Not at Intersection
586	**89285859**	Law Enforcement	PACETTI RD	0	<Null>	-81.49156	0	0	SR 16	0	County	Curb	Four-Way Intersection
587	**24761942**	Law Enforcement	SR-16	<Null>	29.961898	-81.480538	535	West	SAN GIACOMO RD	<Null>	State	Paved	Not at Intersection
588	**24919958**	Law Enforcement	STATE ROAD 16	<Null>	29.941733	-81.439836	<Null>	<Null>	TOMOKA PINES DR	<Null>	State	Paved	Not at Intersection
589	**24938472**	Law Enforcement	STATE ROAD 16	<Null>	29.918692	-81.414828	496	South	TOMS ROAD	<Null>	State	Unpaved	T-Intersection
590	**24760920**	Law Enforcement	STATE RD 16	0	29.91698	-81.41007	0	0	INTERSTATE 95	0	State	Unpaved	Not at Intersection
591	**24761493**	Law Enforcement	SR 16	0	29.91698	-81.41007	372	East	I 95 OVERPASS	0	State	Curb	Other
592	**24762937**	Law Enforcement	STATE ROAD 16	<Null>	29.91884	-81.41483	<Null>	<Null>	COUNTY ROUND 208	<Null>	County	Unpaved	Y-Intersection
593	**89287642**	Law Enforcement	SR 16	<Null>	29.96114	-81.47524	<Null>	<Null>	<Null>	<Null>	State	Paved	Not at Intersection
594	**89562814**	Law Enforcement	SR-16	0	<Null>	-81.413798	0	0	I-95	0	State	Unpaved	Not at Intersection
595	**89562815**	Law Enforcement	SR-16	0	<Null>	-81.492785	20	West	PACETTI ROAD	0	State	Curb	Not at Intersection
596	**82395563**	Law Enforcement	PACETTI RD	0	<Null>	-81.491652	0	0	SR 16	0	County	Curb	Four-Way Intersection
597	**24760577**	Law Enforcement	SR 16	0	29.96301	-81.49294	49	East	INTERNATIONAL GOLF PARKWAY	0	State	Paved	Four-Way Intersection
598	**82400438**	Law Enforcement	S.R 16	0	29.96339	-81.49156	20	West	INTERNATIONAL GOLF PKWY	0	State	Paved	Four-Way Intersection
599	**24762518**	Law Enforcement	INTERNATIONAL GOLF PKWY	0	29.96339	-81.49156	0	0	SR16	0	State	Curb	Four-Way Intersection
600	**24902726**	Law Enforcement	STATE ROAD 16	0	<Null>	-81.409812	0	0	I-95	0	State	Paved	Not at Intersection
601	**24950367**	Law Enforcement	STATE ROAD 16	0	29.91741	-81.41211	372	East	INTERSTATE 95	0	State	Paved	T-Intersection
602	**85473995**	Law Enforcement	STATE ROAD 16	0	<Null>	-81.411993	372	East	INTERSTATE 95	0	Interstate	Paved	Four-Way Intersection
603	**24763218**	Law Enforcement	SR 16	0	<Null>	-81.413781	372	East	I95	0	State	Unpaved	Other
604	**89567502**	Law Enforcement	STATE ROAD 16	<Null>	29.918198	-81.414502	0	<Null>	COUNTY ROAD 208	<Null>	State	Paved	T-Intersection
605	**86387773**	Law Enforcement	STATE ROAD 16	<Null>	29.91749	-81.41215	101	West	COUNTY ROAD 208	<Null>	State	Unpaved	Not at Intersection
606	**82395398**	Law Enforcement	SR 16	<Null>	29.96307	-81.48919	309	West	MURABELLA PKWY	<Null>	State	Unpaved	Other
607	**24318906**	Law Enforcement	SR 16	0	29.91698	-81.41007	372	East	I95 NORTHBOUND ON RAMP	0	State	Unpaved	Four-Way Intersection
608	**89287645**	Law Enforcement	WALGREENS (904) 940-5556	<Null>	29.96339	-81.49156	<Null>	<Null>	SR 16	<Null>	State	Paved	Four-Way Intersection
609	**86387774**	Law Enforcement	STATE ROAD 16	0	29.91698	-81.41007	9	West	INTERSTATE 95	0	State	Unpaved	Other
610	**86387775**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	<Null>	29.96339	-81.49156	<Null>	<Null>	STATE ROAD 16	<Null>	Local	Curb	Not at Intersection
611	**24938474**	Law Enforcement	INTERNATI0NAL GOLF PARKWAY	<Null>	29.96348	-81.49157	<Null>	<Null>	STATE ROAD 16	<Null>	State	Curb	Four-Way Intersection
612	**24761498**	Law Enforcement	SR 16	<Null>	29.95802	-81.46333	<Null>	<Null>	S FRANCIS	<Null>	State	Unpaved	Not at Intersection
613	**24762869**	Law Enforcement	PACETTI RD	0	<Null>	-81.491637	0	0	SR 16	0	County	Curb	Four-Way Intersection
614	**24763247**	Law Enforcement	STATE ROAD 16	<Null>	29.96307	-81.48919	20	East	MURABELLA PKWY	<Null>	State	Paved	T-Intersection
615	**24320638**	Law Enforcement	PACETTI RD EB	0	<Null>	-81.491569	0	0	SR 16	0	Local	Paved	Four-Way Intersection
616	**24320639**	Law Enforcement	SR-16 E	<Null>	29.917878	-81.413553	144	West	<Null>	<Null>	State	Paved	Not at Intersection
617	**24762752**	Law Enforcement	RACE TRAC 810-1987 / TOMS RD	<Null>	29.92337	-81.41867	<Null>	<Null>	SR-16	<Null>	Local	Unpaved	T-Intersection
618	**87347385**	Law Enforcement	SR16	0	29.91698	-81.41007	372	East	I95	0	County	Paved	Not at Intersection
619	**89595458**	Law Enforcement	STATE ROAD 16	<Null>	29.92067	-81.41645	0	<Null>	FACTORY OUTLETS DR	<Null>	State	Paved	Four-Way Intersection
620	**24902744**	Law Enforcement	STATE ROAD 16	<Null>	29.935344	-81.434352	1081	South	WINDWARD RANCH BLVD	<Null>	State	Unpaved	Four-Way Intersection
621	**24917177**	Law Enforcement	STATE ROAD 16	<Null>	29.920696	-81.416303	0	<Null>	TOMS ROAD	<Null>	State	Unpaved	Not at Intersection
622	**24763165**	Law Enforcement	SR-16 E	<Null>	29.920698	-81.416392	0	<Null>	TOMS RD	<Null>	State	Curb	Four-Way Intersection
623	**24958001**	Law Enforcement	STATE ROAD 16	<Null>	29.96202	-81.48144	0	<Null>	SAN GIACOMO ROAD	<Null>	State	Unpaved	T-Intersection
624	**24319885**	Law Enforcement	STATE ROAD 16	<Null>	29.91805	-81.41383	0	<Null>	COUNTY ROAD 208	<Null>	State	Unpaved	T-Intersection
625	**24763110**	Law Enforcement	SR-16	<Null>	29.91805	-81.41383	0	<Null>	CR-208	<Null>	County	Unpaved	T-Intersection
626	**24760954**	Law Enforcement	I-95 SB OFF RAMP	<Null>	29.917807	-81.4131	0	<Null>	SR 16	<Null>	Interstate	Paved	Other
627	**89285337**	Law Enforcement	INTERNATIONAL GOLF PKWY	0	<Null>	-81.491436	0	0	SR 16	0	State	Paved	Not at Intersection
628	**24958005**	Law Enforcement	STATE ROAD 16	0	<Null>	-81.413154	372	East	INTERSTATE 95 (STATE ROAD 9)	0	State	Unpaved	T-Intersection
629	**88334886**	Law Enforcement	STATE ROAD 16 (SR 16)	<Null>	29.94751	-81.44768	897	North	KOHLER ROAD	<Null>	State	Paved	Not at Intersection
630	**24319617**	Law Enforcement	PACETTI RD	0	<Null>	-81.491765	0	0	SR 16	0	Local	Curb	Four-Way Intersection
631	**24970558**	Law Enforcement	SR16	<Null>	29.91741	-81.41211	173	East	I95	<Null>	State	Paved	Not at Intersection
632	**25458687**	Law Enforcement	SR-16 W	<Null>	29.939328	-81.437804	733	North	CATO CT	<Null>	State	Paved	Not at Intersection
633	**88680946**	Law Enforcement	I95 NB OFF RAMP	<Null>	29.91764	-81.41278	144	East	SR 16	<Null>	Interstate	Paved	Four-Way Intersection
634	**89287648**	Law Enforcement	SR 16	<Null>	29.96307	-81.48919	0	<Null>	<Null>	<Null>	State	Paved	Not at Intersection
635	**24902753**	Law Enforcement	STATE ROAD 16	<Null>	29.955871	-81.459843	0	<Null>	TURNBULL DRIVE	<Null>	State	Paved	Not at Intersection
636	**24964901**	Law Enforcement	STATE ROAD 16	0	<Null>	-81.411762	372	East	I-95	0	State	Unpaved	Four-Way Intersection
637	**24761531**	Law Enforcement	SR-16 W	0	<Null>	-81.411134	232	East	I 95	0	State	Paved	Not at Intersection
638	**24958009**	Law Enforcement	INTERSTATE 95 EXIT RAMP	0	<Null>	-81.411125	1654	North	STATE ROAD 16	0	Interstate	Paved	Not at Intersection
639	**24935804**	Law Enforcement	I-95 SB EXIT 318	0	<Null>	-81.412925	1654	North	SR-16	0	Interstate	Paved	Four-Way Intersection
640	**89068352**	Law Enforcement	SR 16	0	29.96339	-81.49156	0	0	PACETTI ROAD	0	State	Unpaved	Four-Way Intersection

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ID Number	REPORT_NUMBER	NOTIFIED_BY	ON_STREET_ROAD_HIGHWAY	STREET_ADDRESS_NUMBER	LATITUDE	LONGITUDE	FEET_FROM_INTERSECTION	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	MILEPOST_NUMBER	ROAD_SYSTEM_IDENTIFER	TYPE_OF_SHOULDER	TYPE_OF_INTERSECTION
641	**82389003**	Law Enforcement	INTERNATIONAL GOLF PARKWAY	0	29.9733	-81.52425	0	0	SR-16	0	Interstate	Unpaved	Not at Intersection
642	**25458565**	Law Enforcement	I-95 SB EXIT RAMP	0	29.91764	-81.41278	91	East	STATE ROAD 16	0	Interstate	Paved	Other
643	**24958011**	Law Enforcement	STATE ROAD 16	<Null>	29.917726	-81.41332	0	<Null>	INTERSTATE 95 (STATE ROAD 9)	<Null>	State	Unpaved	T-Intersection
644	**24318595**	Law Enforcement	STATE ROAD 16	<Null>	29.91979	-81.41721	0	<Null>	TOMS ROAD	<Null>	State	Paved	Four-Way Intersection
645	**82389005**	Law Enforcement	TOMOKA PINES DR	<Null>	29.94169	-81.43987	1812	North	SR-16	<Null>	State	Paved	Four-Way Intersection
646	**24970564**	Law Enforcement	SR16	<Null>	29.918546	-81.414653	0	<Null>	CR208	<Null>	State	Unpaved	Not at Intersection
647	**25459025**	Law Enforcement	SR 16	<Null>	29.95666	-81.46084	296	East	TURNBULL CREEK RD	<Null>	State	Unpaved	Not at Intersection
648	**88683188**	Law Enforcement	SR-16 W	0	<Null>	-81.411984	369	East	0	0	State	Paved	Not at Intersection
649	**24995292**	Law Enforcement	STATE ROAD 16	<Null>	29.958434	-81.464358	360	West	FRANCIS ROAD	<Null>	State	Unpaved	Not at Intersection
650	**24762957**	Law Enforcement	STATE ROAD 16	<Null>	29.96339	-81.49156	251	West	PACETTI ROAD	<Null>	State	Unpaved	Not at Intersection
651	**24760867**	Law Enforcement	SR 16	0	29.91669	-81.40881	372	East	I 95	0	State	Unpaved	Four-Way Intersection
652	**24935812**	Law Enforcement	SR-16	<Null>	29.962837	-81.48716	0	<Null>	VERONA WAY	<Null>	State	Paved	Not at Intersection
653	**24318911**	Law Enforcement	SR 16	0	29.91741	-81.41184	372	East	I95 NB ENTRANCE RAMP	0	State	Unpaved	Four-Way Intersection
654	**86636950**	Law Enforcement	STATE ROAD 16	<Null>	29.96307	-81.48919	0	<Null>	MURABELLA PKWY	<Null>	State	Unpaved	Not at Intersection
655	**88331744**	Law Enforcement	SR-16	<Null>	29.96307	-81.48915	498	East	MURABELLA PKWY	<Null>	State	Paved	Not at Intersection
656	**88680730**	Law Enforcement	I-95 EXIT RAMP SB	0	29.91773	-81.41309	1654	North	STATE ROAD 16	0	Interstate	Paved	T-Intersection
657	**25459371**	Law Enforcement	STATE ROAD 16	0	29.96312	-81.49361	0	0	PACETTI ROAD	0	State	Unpaved	Not at Intersection
658	**25459373**	Law Enforcement	STATE ROAD 16	0	29.96339	-81.49156	0	0	PACETTI ROAD	0	State	Unpaved	Not at Intersection
659	**24318596**	Law Enforcement	STATE ROAD 16 WB	0	29.91805	-81.41383	372	East	I95	0	State	Paved	Not at Intersection
660	**24995297**	Law Enforcement	INTERSTATE 95 (STATE ROAD 9) EXIT RAMP	0	29.9179	-81.41365	1654	North	STATE ROAD 16	0	Interstate	Unpaved	Not at Intersection
661	**25459375**	Law Enforcement	STATE ROAD 16	<Null>	29.92337	-81.41867	1082	South	WINDWARD RANCH BLVD.	<Null>	State	Unpaved	Not at Intersection
662	**24761881**	Law Enforcement	SR 16 WB	<Null>	29.96307	-81.48919	0	<Null>	MURABELLA PKY	<Null>	State	Unpaved	Not at Intersection
663	**24970572**	Law Enforcement	SR16	<Null>	29.918092	-81.414081	0	<Null>	CR208	<Null>	State	Unpaved	T-Intersection
664	**24995300**	Law Enforcement	STATE ROAD 16	<Null>	29.96339	-81.49148	0	<Null>	PACETTI ROAD	<Null>	State	Unpaved	Not at Intersection
665	**25459984**	Law Enforcement	SR 16	<Null>	29.9207	-81.4164	0	<Null>	CR 208	<Null>	State	Paved	T-Intersection
666	**24761272**	Law Enforcement	PALMA VISTA WAY/ SR-16	<Null>	29.96339	-81.49156	0	<Null>	INTERNATIONAL GOLF PKWY	<Null>	State	Paved	Not at Intersection
667	**88680733**	Law Enforcement	STATE ROAD 16 EB	0	29.91669	-81.40881	232	East	I-95	0	State	Paved	Four-Way Intersection
668	**25458635**	Law Enforcement	STATE ROAD 16	0	<Null>	-81.413375	372	East	INTERSTATE 95	0	State	Unpaved	Four-Way Intersection
669	**24964910**	Law Enforcement	STATE ROAD 16	<Null>	29.925772	-81.420641	0	<Null>	FACTORY OUTLETS DRIVE	<Null>	State	Unpaved	T-Intersection
670	**24918573**	Law Enforcement	SR-16	<Null>	29.91806	-81.414003	0	<Null>	CR-208	<Null>	State	Curb	Not at Intersection
671	**82395634**	Law Enforcement	SR 16	<Null>	29.929825	-81.425906	1317	East	WHISPER RIDGE DR	<Null>	State	Unpaved	Not at Intersection
672	**25459377**	Law Enforcement	STATE ROAD 16	0	29.9244	-81.41513	372	East	INTERSTATE 95 NORTH	0	State	Unpaved	Not at Intersection
673	**25459378**	Law Enforcement	PACETTI ROAD	0	29.96339	-81.49156	0	0	STATE ROAD 16	0	Local	Unpaved	Four-Way Intersection
674	**25002999**	Law Enforcement	STATE ROAD 16	0	29.91741	-81.41211	232	East	INTERSTATE 95	0	State	Unpaved	Four-Way Intersection
675	**89070462**	Law Enforcement	STATE ROAD 16	0	29.96301	-81.49294	0	0	PACETTI RD	0	State	Unpaved	Four-Way Intersection
676	**25459459**	Law Enforcement	NB RAMP OF I-95 /SR16	<Null>	29.91782	-81.4134	0	<Null>	SR-16	<Null>	State	Unpaved	Not at Intersection
677	**25459842**	Law Enforcement	SR 16	<Null>	29.91724	-81.41115	0	<Null>	CR 208	<Null>	State	Unpaved	T-Intersection
678	**25459601**	Law Enforcement	TAWNY MARSH CT	<Null>	29.91805	-81.41383	193	East	<Null>	<Null>	Local	Curb	Not at Intersection
679	**25459700**	Law Enforcement	I95 NB	<Null>	29.91773	-81.41309	0	<Null>	<Null>	<Null>	Interstate	Paved	Not at Intersection
680	**25040052**	Law Enforcement	SR16	0	<Null>	-81.412985	372	East	INTERSTATE 95	0	State	Unpaved	T-Intersection
681	**24996929**	Law Enforcement	STATE ROAD 16	0	<Null>	-81.491697	0	0	PACETTI RD	0	State	Curb	Not at Intersection
682	**25035909**	Law Enforcement	SR-16 WB	0	<Null>	-81.41096	372	East	INTERSTATE-95	0	State	Paved	Four-Way Intersection
683	**25460242**	Law Enforcement	PACETTI RD	0	29.96339	-81.49156	0	0	INTERNATIONAL GOLF PKWY	0	Local	Paved	Not at Intersection
684	**89068988**	Law Enforcement	STATE ROAD 16	0	29.91764	-81.41278	372	East	INTERSTATE 95	0	State	Unpaved	Four-Way Intersection
685	**24996931**	Law Enforcement	STATE ROAD 16	<Null>	29.918308	-81.415828	0	<Null>	COUNTY ROAD 208	<Null>	State	Paved	T-Intersection
686	**82385844**	Law Enforcement	SR 16 EAST	<Null>	29.96339	-81.49156	0	<Null>	WORLD GOLF VILLAGE	<Null>	State	Paved	Four-Way Intersection
687	**87730015**	Law Enforcement	STATE ROAD 16	0	29.96553	-81.49101	0	0	INTERNATIONAL GOLF PARKWAY	0	State	Curb	Not at Intersection
688	**24763259**	Law Enforcement	ST AUGUSTINE PREMIUM OUTLET MALL	<Null>	29.92337	-81.41867	1082	South	STATE ROAD 16	<Null>	State	Unpaved	Not at Intersection
689	**24964917**	Law Enforcement	STATE ROAD 16	<Null>	29.93187	-81.4293	0	<Null>	WHISPER RIDGE DRIVE	<Null>	State	Unpaved	T-Intersection
690	**25458827**	Law Enforcement	SR 16	<Null>	29.91724	-81.41115	0	<Null>	I 95	<Null>	State	Paved	T-Intersection
691	**89286730**	Law Enforcement	UNIFORM STORE	<Null>	29.91773	-81.41309	0	<Null>	SR 16	<Null>	State	Paved	Not at Intersection
692	**89285394**	Law Enforcement	I 95 SB RAMP	0	29.91782	-81.4134	1654	North	SR-16	0	Interstate	Paved	Other
693	**89070464**	Law Enforcement	STATE ROAD 16	<Null>	29.927467	-81.421855	707	North	2900 STATE ROAD 16	<Null>	State	Unpaved	T-Intersection
694	**82395448**	Law Enforcement	SR 16	<Null>	29.92897	-81.42513	0	<Null>	TOMS RD	<Null>	State	Unpaved	Not at Intersection
695	**82385848**	Law Enforcement	SR 16 WEST	<Null>	29.95802	-81.46333	0	<Null>	FRANCES RD	<Null>	State	Unpaved	T-Intersection
696	**25026690**	Law Enforcement	STATE ROAD 16	<Null>	29.91829	-81.41433	0	<Null>	COUNTY ROAD 208	<Null>	State	Paved	Not at Intersection
697	**24964921**	Law Enforcement	STATE ROAD 16	<Null>	29.920645	-81.416459	0	<Null>	FACTORY OUTLETS DRIVE	<Null>	State	Unpaved	Four-Way Intersection
698	**25459464**	Law Enforcement	STATE ROAD 16 WESTBOUND	<Null>	29.96202	-81.48145	298	East	SAN GIACOMO	<Null>	State	Unpaved	Not at Intersection
699	**25459490**	Law Enforcement	STATE ROAD 16	0	29.91764	-81.41278	372	East	INTERSTATE 95	0	State	Paved	Not at Intersection
700	**25459491**	Law Enforcement	STATE ROAD 16	<Null>	29.9207	-81.4164	0	<Null>	TOMS ROAD	<Null>	State	Paved	Not at Intersection
701	**25040068**	Law Enforcement	SR16	<Null>	29.925875	-81.420641	0	<Null>	FACTORY OUTLET DR	<Null>	U.S.	Unpaved	T-Intersection
702	**25458489**	Law Enforcement	PACETTI RD	0	29.96339	-81.49156	0	0	SR 16	0	Local	Paved	Four-Way Intersection
703	**25460707**	Law Enforcement	SR 16	<Null>	29.96246	-81.48472	49	East	VERONA WAY	<Null>	State	Unpaved	Not at Intersection
704	**25460710**	Law Enforcement	SR 16	<Null>	29.9207	-81.4164	0	<Null>	TOMS RD	<Null>	State	Curb	Four-Way Intersection

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	NOTIFIED_BY	ON_STREET_ROAD_HIGHWAY	STREET_ADDRESS_NUMBER	LATITUDE	LONGITUDE	FEET_FROM_INTERSECTION	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	MILEPOST_NUMBER	ROAD_SYSTEM_IDENTIFER	TYPE_OF_SHOULDER	TYPE_OF_INTERSECTION
705	**88680906**	Law Enforcement	STATE ROAD 16 WB	0	<Null>	-81.408514	337	East	OUTLET MALL ROAD	0	State	Paved	Not at Intersection
706	**25024047**	Law Enforcement	STATE ROAD 16	<Null>	29.91953	-81.41524	175	South	TOMS ROAD	<Null>	State	Unpaved	Not at Intersection
707	**25459467**	Law Enforcement	DAYS INN (904) 824-4341	<Null>	29.91976	-81.41561	422	South	<Null>	<Null>	State	Unpaved	Not at Intersection
708	**24950791**	Law Enforcement	SR-16	<Null>	29.919886	-81.415629	0	<Null>	TOMS RD	<Null>	State	Curb	Not at Intersection

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	PHOTOS_TAKEN	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	SCHOOL_BUS_RELATED_CODE	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	INTERCHANGE_FLAG	JUNCTION_FLAG	ROAD_CIRCUMSTANCES_1	ROAD_CIRCUMSTANCES_2
1	**82384759**	N	Dark - Lighted	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
2	**87346737**	N	Daylight	Rain	Wet	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
3	**87346005**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Y	Acceleration/Deceleration Lane	None	<Null>
4	**87347748**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Crossover-Related	None	<Null>
5	**86811842**	N	Dusk	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
6	**87162792**	N	Dark - Not Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
7	**87347284**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
8	**87347193**	N	Dawn	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
9	**87347421**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
10	**85572552**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
11	**85601493**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
12	**87158872**	N	Dark - Lighted	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
13	**82397776**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
14	**87346036**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
15	**87345261**	N	Dark - Not Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
16	**85606521**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Non-Junction	None	<Null>
17	**85606523**	N	Dark - Not Lighted	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
18	**87346872**	N	Dawn	Fog, Smog, Smoke	Dry	N	Other	Traffic Sign Support	On Roadway	N	Intersection	None	<Null>
19	**87346873**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
20	**85605990**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Y	Non-Junction	None	<Null>
21	**87162801**	N	Dark - Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
22	**87346973**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
23	**87346487**	N	Daylight	Clear	Dry	N	Other	Fence	Off Roadway	N	Non-Junction	None	<Null>
24	**87348027**	N	Daylight	Clear	Dry	N	Sideswipe, Opposite Direction	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
25	**87156492**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
26	**86637466**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	Off Roadway	N	Intersection-Related	None	<Null>
27	**87347927**	N	Dark - Not Lighted	Clear	Dry	N	Other	Tree (standing)	Off Roadway	N	Non-Junction	None	<Null>
28	**86812446**	N	Daylight	Clear	Dry	N	Front to Rear	Parked Motor Vehicle	On Roadway	Y	Intersection-Related	None	<Null>
29	**87728415**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
30	**87345941**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
31	**87182231**	N	Dark - Not Lighted	Clear	Dry	N	Other	Animal	On Roadway	N	Non-Junction	None	<Null>
32	**87347650**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
33	**87345961**	N	Daylight	Clear	Dry	N	Sideswipe, Opposite Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
34	**85501350**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
35	**85601509**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
36	**87345943**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
37	**87346980**	N	Daylight	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
38	**87156508**	N	Daylight	Cloudy	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
39	**87346981**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
40	**87347100**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
41	**85501360**	Y	Dark - Not Lighted	Cloudy	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
42	**87347459**	N	Daylight	Clear	Dry	N	Angle	Pedalcycle	Shoulder	Y	Intersection	None	<Null>
43	**86811277**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
44	**87165307**	N	Dark - Lighted	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
45	**87205315**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
46	**87347516**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
47	**86811069**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
48	**87213539**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
49	**87347738**	Y	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
50	**87347740**	Y	Daylight	Cloudy	Wet	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
51	**87728747**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Non-Junction	Road Surface Condition	<Null>
52	**87729845**	Y	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
53	**87165320**	N	Daylight	Clear	Dry	N	Other	Ran into Water/Canal	Off Roadway	N	Non-Junction	None	<Null>
54	**87728846**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
55	**87728498**	N	Daylight	Cloudy	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
56	**87729866**	N	Daylight	Cloudy	Wet	N	Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
57	**87728794**	N	Dark - Not Lighted	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
58	**87728795**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
59	**86811075**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
60	**87162852**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
61	**87213554**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
62	**87347183**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
63	**87346346**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
64	**86811079**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	PHOTOS_TAKEN	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	SCHOOL_BUS_RELATED_CODE	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	INTERCHANGE_FLAG	JUNCTION_FLAG	ROAD_CIRCUMSTANCES_1	ROAD_CIRCUMSTANCES_2
65	**87347116**	N	Dark - Not Lighted	Cloudy	Wet	N	Other	Mailbox	Off Roadway	N	Non-Junction	None	<Null>
66	**87346347**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Work Zone	<Null>
67	**87730310**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
68	**87165340**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
69	**87728828**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
70	**87213569**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Non-Junction	None	<Null>
71	**87728500**	N	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
72	**87730315**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
73	**86389030**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
74	**87347692**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
75	**87348008**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
76	**87346537**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
77	**87728541**	N	Daylight	Clear	Dry	N	Other	Other Non-Collision	On Roadway	N	Intersection-Related	None	<Null>
78	**87210554**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
79	**87347561**	N	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Road Surface Condition	<Null>
80	**87348011**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
81	**87729521**	N	Dark - Not Lighted	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
82	**87347940**	N	Dark - Not Lighted	Clear	Dry	N	Front to Rear	Pedalcycle	On Roadway	N	Non-Junction	None	<Null>
83	**86812125**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	<Null>
84	**87233337**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
85	**87729637**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
86	**87730329**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
87	**87230323**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
88	**87729902**	N	Daylight	Cloudy	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
89	**86635881**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
90	**87729221**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	<Null>
91	**87210561**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
92	**87728437**	N	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
93	**87212330**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
94	**87729618**	N	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Driveway/Alley Access Related	None	<Null>
95	**88680315**	N	Dawn	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
96	**87730793**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
97	**87730831**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
98	**87729916**	N	Daylight	Rain	Wet	N	Other	Motor Vehicle in Transport	Off Roadway	N	Non-Junction	None	<Null>
99	**87272283**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Road Surface Condition	<Null>
100	**87729922**	Y	Dawn	Clear	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
101	**87728615**	N	Dark - Not Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
102	**88680253**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
103	**87729574**	N	Dark - Not Lighted	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	<Null>	Intersection	None	<Null>
104	**87729190**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
105	**87729576**	N	Dusk	Clear	Dry	N	Unknown	Fence	Off Roadway	N	Non-Junction	None	<Null>
106	**88680893**	N	Dark - Not Lighted	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Other	<Null>
107	**88680857**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
108	**87347815**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
109	**82399563**	N	Dark - Lighted	Rain	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
110	**87729798**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
111	**88032950**	N	Dark - Lighted	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
112	**88032951**	N	Dark - Lighted	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
113	**87731100**	N	Dark - Lighted	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	<Null>
114	**87731045**	N	Dusk	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
115	**88020468**	N	Dark - Not Lighted	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
116	**88680318**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
117	**88032954**	N	Dark - Lighted	Cloudy	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
118	**88032956**	N	Dark - Lighted	Cloudy	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
119	**87346789**	N	Dawn	Rain	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
120	**87729225**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
121	**88031310**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Non-Junction	None	<Null>
122	**87729639**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
123	**87346065**	N	Dark - Not Lighted	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	Road Surface Condition	<Null>
124	**88681618**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
125	**87730074**	N	Dark - Lighted	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Road Surface Condition	<Null>
126	**86389036**	N	Dark - Not Lighted	Rain	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
127	**88681619**	N	Dark - Not Lighted	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
128	**87347661**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	PHOTOS_TAKEN	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	SCHOOL_BUS_RELATED_CODE	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	INTERCHANGE_FLAG	JUNCTION_FLAG	ROAD_CIRCUMSTANCES_1	ROAD_CIRCUMSTANCES_2
129	**87347662**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
130	**87730497**	N	Daylight	Clear	Dry	N	Other	Ditch	Off Roadway	N	Intersection-Related	None	<Null>
131	**88019811**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
132	**88015942**	N	Daylight	Clear	Dry	N	Other	Other Non-Collision	Off Roadway	N	Non-Junction	None	<Null>
133	**88680868**	N	Dusk	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
134	**88680870**	N	Daylight	Cloudy	Dry	N	Other	Ditch	Off Roadway	N	Non-Junction	None	<Null>
135	**88680679**	N	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
136	**88681345**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
137	**87730122**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
138	**88032976**	N	Dark - Lighted	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
139	**88681730**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
140	**87285901**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
141	**87272326**	N	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
142	**87272328**	N	Dark - Not Lighted	Cloudy	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
143	**87729581**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
144	**88020496**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
145	**88680462**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
146	**88682020**	N	Daylight	Clear	Dry	N	Rear to Side	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
147	**88680873**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
148	**88016666**	N	Dark - Not Lighted	Rain	Wet	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
149	**88020498**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
150	**87348017**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
151	**88682155**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
152	**88016670**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
153	**87729123**	N	Dark - Lighted	Clear	Dry	N	Unknown	Ditch	Off Roadway	N	Intersection-Related	None	<Null>
154	**87731261**	N	Dark - Lighted	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
155	**88680327**	N	Dark - Lighted	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
156	**88019837**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
157	**88680641**	N	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
158	**88683041**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
159	**88681867**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
160	**88682835**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
161	**87730818**	N	Dark - Not Lighted	Cloudy	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
162	**88681160**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
163	**88681159**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
164	**88681324**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
165	**87730819**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
166	**88054761**	N	Dark - Not Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
167	**87728891**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Work Zone	<Null>
168	**89067660**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
169	**88075599**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	<Null>
170	**88682508**	N	Daylight	Clear	Dry	N	Sideswipe, Opposite Direction	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
171	**88072035**	N	Dark - Lighted	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
172	**89067799**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
173	**89067801**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
174	**82400055**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
175	**89067893**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
176	**88682447**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
177	**87347573**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Other	<Null>
178	**88110960**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
179	**88054778**	N	Dark - Not Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
180	**88133178**	N	Dawn	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
181	**88133179**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
182	**88054779**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
183	**89067905**	N	Daylight	Clear	Dry	N	Other	Other Non-Fixed Object	On Roadway	N	Non-Junction	None	<Null>
184	**88062322**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
185	**87730821**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
186	**88054782**	N	Dark - Not Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
187	**88072651**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
188	**88054784**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
189	**88134546**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Entrance/Exit Ramp	None	<Null>
190	**89067812**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
191	**88680332**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
192	**87729326**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>

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ID Number	REPORT_NUMBER	PHOTOS_TAKEN	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	SCHOOL_BUS_RELATED_CODE	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	INTERCHANGE_FLAG	JUNCTION_FLAG	ROAD_CIRCUMSTANCES_1	ROAD_CIRCUMSTANCES_2
193	**88016700**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
194	**86388888**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
195	**88133190**	N	Dark - Not Lighted	Cloudy	Dry	N	Other	Culvert	Off Roadway	N	Non-Junction	None	<Null>
196	**88062327**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
197	**88681432**	N	Daylight	Rain	Wet	N	Other	Culvert	Off Roadway	N	Non-Junction	Road Surface Condition	<Null>
198	**88682032**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
199	**88054792**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
200	**89069221**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
201	**88134555**	N	Daylight	Clear	Dry	N	Other	Bridge Overhead Structure	On Roadway	Y	Non-Junction	None	<Null>
202	**89068301**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Driveway/Alley Access Related	None	<Null>
203	**89069224**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
204	**88133208**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
205	**86388890**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
206	**89068537**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
207	**89067669**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
208	**89069230**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
209	**88683051**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
210	**89068048**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
211	**88122387**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
212	**89069329**	Y	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
213	**89068781**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
214	**89069151**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
215	**88192828**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
216	**89069526**	N	Daylight	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
217	**88195015**	N	Daylight	Clear	Dry	N	Sideswipe, Opposite Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
218	**89068909**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
219	**86388947**	N	Dark - Not Lighted	Rain	Wet	N	Other	Animal	On Roadway	N	Non-Junction	None	<Null>
220	**88680336**	N	Daylight	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
221	**88195019**	N	Daylight	Clear	Dry	N	Other	Animal	On Roadway	N	Non-Junction	None	<Null>
222	**88060982**	N	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
223	**89067870**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
224	**87731271**	N	Dark - Lighted	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
225	**88134570**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Entrance/Exit Ramp	None	<Null>
226	**88165173**	N	Daylight	Clear	Dry	N	Other	Overturn/Rollover	Shoulder	N	Non-Junction	Work Zone	<Null>
227	**87345660**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
228	**89070501**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
229	**88192843**	N	Dark - Not Lighted	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
230	**89070168**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
231	**88207728**	N	Dark - Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
232	**89068687**	N	Dark - Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
233	**88134585**	N	Daylight	Clear	Dry	N	Other	Pedalcycle	On Roadway	Y	Entrance/Exit Ramp	None	<Null>
234	**88683054**	N	Dark - Not Lighted	Rain	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
235	**88682924**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Driveway/Alley Access Related	None	<Null>
236	**89070510**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
237	**89067680**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
238	**88195035**	N	Daylight	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
239	**88099268**	N	Dark - Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
240	**88143176**	N	Dark - Not Lighted	Clear	Dry	N	Sideswipe, Opposite Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
241	**89069919**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
242	**88192853**	N	Dark - Not Lighted	Clear	Dry	N	Other	Other Non-Collision	Off Roadway	N	Non-Junction	None	<Null>
243	**88126488**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
244	**88143180**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
245	**88681235**	N	Dark - Not Lighted	Cloudy	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
246	**87731272**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
247	**89068588**	N	Dark - Lighted	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
248	**89068841**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
249	**89067871**	N	Dark - Not Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
250	**89285890**	N	Daylight	Clear	Dry	Y	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
251	**89068921**	N	Dark - Lighted	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
252	**88207746**	N	Daylight	Clear	Dry	N	Other	Curb	Median	N	Non-Junction	None	<Null>
253	**88143185**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
254	**89070536**	Y	Daylight	Clear	Dry	N	Angle	Other Non-Collision	On Roadway	Y	Intersection	None	<Null>
255	**89070331**	N	Dark - Not Lighted	Clear	Dry	N	Sideswipe, Opposite Direction	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
256	**89285863**	Y	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	PHOTOS_TAKEN	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	SCHOOL_BUS_RELATED_CODE	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	INTERCHANGE_FLAG	JUNCTION_FLAG	ROAD_CIRCUMSTANCES_1	ROAD_CIRCUMSTANCES_2
257	**88246523**	N	Dark - Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
258	**89070177**	N	Daylight	Cloudy	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
259	**88207761**	N	Daylight	Clear	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Road Surface Condition	<Null>
260	**87345664**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
261	**89067841**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
262	**88134602**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
263	**82386980**	N	Dark - Lighted	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Road Surface Condition	<Null>
264	**82384549**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
265	**88143195**	N	Daylight	Cloudy	Dry	N	Sideswipe, Opposite Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
266	**88143196**	N	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
267	**89285151**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
268	**88165884**	N	Dark - Not Lighted	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
269	**82386616**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
270	**89069060**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
271	**82383459**	N	Dark - Not Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
272	**88285586**	N	Dark - Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	<Null>
273	**88195060**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	Off Roadway	N	Non-Junction	None	<Null>
274	**82203870**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
275	**81996496**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
276	**88212357**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	<Null>
277	**88172354**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
278	**82391182**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
279	**88300063**	N	Dark - Lighted	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
280	**88230643**	N	Daylight	Cloudy	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	<Null>
281	**88230644**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
282	**88300064**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
283	**82387921**	N	Daylight	Rain	Wet	N	Front to Front	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
284	**88172362**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
285	**89068063**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
286	**88172363**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	<Null>
287	**88117240**	N	Dark - Lighted	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	<Null>
288	**88210567**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
289	**89285673**	N	Daylight	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
290	**88143144**	N	Dark - Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
291	**88300074**	Y	Dark - Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
292	**89070608**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
293	**88143146**	N	Dawn	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
294	**88300086**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
295	**88210582**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
296	**87728511**	N	Dark - Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
297	**88230667**	N	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
298	**87728862**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
299	**89069530**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
300	**88331857**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Y	Non-Junction	None	<Null>
301	**87731241**	N	Dark - Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
302	**86388750**	N	Daylight	Rain	Wet	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
303	**88682114**	N	Daylight	Cloudy	Wet	N	Other	Other Non-Collision	Off Roadway	N	Non-Junction	None	<Null>
304	**88328425**	N	Dark - Not Lighted	Cloudy	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
305	**88331865**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
306	**89285674**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
307	**85347707**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
308	**86810705**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
309	**88328427**	N	Daylight	Rain	Wet	N	Other	Animal	On Roadway	N	Non-Junction	None	<Null>
310	**87347275**	N	Daylight	Clear	Dry	N	Other	Overturn/Rollover	On Roadway	N	Non-Junction	None	<Null>
311	**87729389**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
312	**89286688**	N	Daylight	Cloudy	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
313	**82391754**	N	Daylight	Rain	Wet	N	Front to Rear	Parked Motor Vehicle	On Roadway	N	Intersection-Related	None	<Null>
314	**87729746**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
315	**89286165**	N	Dark - Not Lighted	Rain	Wet	N	Other	Ditch	Off Roadway	N	Intersection-Related	Road Surface Condition	<Null>
316	**88296650**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
317	**89070339**	N	Daylight	Rain	Wet	N	Unknown	Tree (standing)	Off Roadway	N	Non-Junction	None	<Null>
318	**89069659**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
319	**88333187**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
320	**87730560**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	PHOTOS_TAKEN	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	SCHOOL_BUS_RELATED_CODE	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	INTERCHANGE_FLAG	JUNCTION_FLAG	ROAD_CIRCUMSTANCES_1	ROAD_CIRCUMSTANCES_2
321	**88333188**	N	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
322	**89070375**	N	Daylight	Rain	Wet	N	Rear to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
323	**88285633**	N	Daylight	Cloudy	Wet	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
324	**82386778**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
325	**89285677**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
326	**88296659**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
327	**88258820**	N	Daylight	Cloudy	Dry	N	Other	Other Non-Collision	On Roadway	N	Non-Junction	None	<Null>
328	**88331884**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Crossover-Related	None	<Null>
329	**88333222**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
330	**88328454**	N	Dawn	Cloudy	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
331	**88329205**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
332	**24079780**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
333	**88680569**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
334	**88328933**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
335	**88285649**	N	Dark - Lighted	Rain	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
336	**87189846**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
337	**88331898**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
338	**24079949**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
339	**88395370**	N	Daylight	Clear	Dry	N	Other	Overturn/Rollover	On Roadway	N	Non-Junction	Other	<Null>
340	**88285657**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
341	**88332426**	N	Dawn	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
342	**89286750**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
343	**87346195**	N	Daylight	Cloudy	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
344	**89285598**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
345	**87345674**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
346	**89286022**	N	Dark - Not Lighted	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
347	**88404248**	Y	Dark - Not Lighted	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
348	**82383333**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
349	**89286023**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
350	**24079873**	Y	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Non-Junction	None	<Null>
351	**24080104**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
352	**24080647**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
353	**87346198**	N	Dawn	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Work Zone	<Null>
354	**89285686**	N	Dusk	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
355	**88402690**	N	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
356	**24080719**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
357	**89286552**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
358	**88395403**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
359	**24080500**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
360	**89286758**	N	Daylight	Cloudy	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
361	**88682251**	N	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Road Surface Condition	<Null>
362	**24080012**	N	Daylight	Rain	Wet	Y	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
363	**88329241**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	<Null>
364	**24080225**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Work Zone	<Null>
365	**89285688**	N	Dusk	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
366	**24079633**	N	Dark - Not Lighted	Clear	Dry	N	Other	Curb	On Roadway	N	Intersection-Related	None	<Null>
367	**88426813**	N	Dark - Lighted	Rain	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
368	**88395414**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
369	**89285020**	N	Dark - Not Lighted	Clear	Dry	N	Other	Animal	On Roadway	N	Non-Junction	None	<Null>
370	**87346200**	Y	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
371	**89287326**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
372	**89287203**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Work Zone	<Null>
373	**88395420**	N	Daylight	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
374	**88395426**	N	Dark - Lighted	Cloudy	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	<Null>
375	**88405397**	N	Dawn	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
376	**89285599**	N	Daylight	Rain	Wet	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
377	**24079635**	N	Dark - Not Lighted	Clear	Dry	N	Other	Animal	On Roadway	N	Non-Junction	None	<Null>
378	**88385312**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
379	**88365189**	N	Dark - Not Lighted	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
380	**24081529**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Y	Non-Junction	None	<Null>
381	**82400503**	N	Dark - Not Lighted	Rain	Wet	N	Other	Other Fixed Object	Off Roadway	N	Non-Junction	None	<Null>
382	**88426825**	N	Daylight	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
383	**82383341**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
384	**88365197**	N	Dark - Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	PHOTOS_TAKEN	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	SCHOOL_BUS_RELATED_CODE	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	INTERCHANGE_FLAG	JUNCTION_FLAG	ROAD_CIRCUMSTANCES_1	ROAD_CIRCUMSTANCES_2
385	**88443245**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Y	Entrance/Exit Ramp	None	<Null>
386	**24081632**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
387	**88426829**	N	Dusk	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
388	**88420450**	N	Daylight	Clear	Dry	N	Other	Curb	Off Roadway	N	Other	None	<Null>
389	**89286052**	N	Dark - Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
390	**88683177**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
391	**88385324**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
392	**88380541**	N	Dusk	Clear	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	Road Surface Condition	<Null>
393	**88407480**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
394	**24081977**	N	Daylight	Rain	Wet	N	Other	Tree (standing)	Off Roadway	Y	Entrance/Exit Ramp	Unknown	<Null>
395	**24081099**	N	Daylight	Clear	Dry	N	Other	Other Non-Collision	On Roadway	N	Non-Junction	None	<Null>
396	**89070038**	Y	Daylight	Clear	Dry	Y	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
397	**24081638**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Through Roadway	None	<Null>
398	**24082059**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
399	**24082174**	N	Daylight	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
400	**89068272**	N	Dark - Not Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
401	**88402772**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
402	**24081155**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
403	**24081784**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
404	**89286770**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
405	**24082180**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
406	**24081021**	N	Dark - Lighted	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
407	**88402776**	N	Daylight	Clear	Dry	N	Other	Struck by Falling, Shifting Cargo	On Roadway	N	Entrance/Exit Ramp	None	<Null>
408	**24082447**	N	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
409	**88429379**	N	Dusk	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
410	**24081125**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
411	**24081126**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
412	**88405407**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
413	**88420713**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
414	**87347629**	Y	Dark - Lighted	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
415	**24082569**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
416	**24082427**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
417	**89286058**	N	Daylight	Rain	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
418	**24082351**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
419	**24082043**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
420	**88401521**	N	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Road Surface Condition	<Null>
421	**88417355**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
422	**88426851**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
423	**82388688**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
424	**24318048**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
425	**88502198**	N	Dusk	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
426	**88443276**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
427	**24318023**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
428	**88452766**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Entrance/Exit Ramp	None	<Null>
429	**88452767**	N	Daylight	Clear	Dry	N	Other	Animal	On Roadway	N	Non-Junction	None	<Null>
430	**24318363**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
431	**24318051**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
432	**24318450**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Driveway/Alley Access Related	None	<Null>
433	**24317875**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
434	**88448163**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
435	**24081492**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
436	**88426862**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
437	**88501723**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
438	**24317876**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
439	**88448166**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
440	**88405432**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
441	**89285603**	N	Daylight	Clear	Dry	N	Other	Concrete Traffic Barrier	On Roadway	N	Non-Junction	None	<Null>
442	**88334866**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
443	**88426866**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
444	**24318335**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
445	**88401532**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
446	**88506498**	N	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
447	**24081048**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	<Null>	Intersection-Related	None	<Null>
448	**24082049**	N	Daylight	Cloudy	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	PHOTOS_TAKEN	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	SCHOOL_BUS_RELATED_CODE	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	INTERCHANGE_FLAG	JUNCTION_FLAG	ROAD_CIRCUMSTANCES_1	ROAD_CIRCUMSTANCES_2
449	**88502213**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
450	**24318917**	N	Dusk	Cloudy	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
451	**88481712**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
452	**24318467**	N	Dusk	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
453	**88513661**	N	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	<Null>
454	**24317877**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
455	**24318468**	Y	Dark - Not Lighted	Cloudy	Wet	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Road Surface Condition	<Null>
456	**24081108**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
457	**24082434**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
458	**24082053**	N	Dark - Not Lighted	Clear	Dry	N	Other	Other Non-Collision	On Roadway	N	Non-Junction	None	<Null>
459	**24082471**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
460	**24081950**	N	Daylight	Rain	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Driveway/Alley Access Related	Road Surface Condition	<Null>
461	**24081326**	N	Daylight	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Other	None	<Null>
462	**24080626**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
463	**88527343**	N	Dark - Not Lighted	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
464	**24080868**	N	Dark - Not Lighted	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
465	**24318993**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
466	**24081112**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
467	**88501741**	N	Daylight	Rain	Wet	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
468	**24318470**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	Road Surface Condition	<Null>
469	**24318995**	N	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
470	**24318678**	N	Daylight	Clear	Dry	N	Other	Other Fixed Object	Off Roadway	N	Non-Junction	None	<Null>
471	**24082247**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
472	**88682613**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
473	**24319628**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
474	**24082525**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
475	**89285604**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
476	**24319866**	N	Dark - Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
477	**82382194**	N	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
478	**24319261**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
479	**82385168**	Y	Dark - Lighted	Cloudy	Wet	N	Other	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
480	**88527350**	N	Dawn	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
481	**88396057**	N	Dusk	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
482	**24319001**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
483	**24318472**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
484	**88482936**	N	Daylight	Rain	Wet	N	Angle	Pedalcycle	On Roadway	N	Intersection	None	<Null>
485	**24318473**	N	Daylight	Rain	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	Obstruction in Roadway	<Null>
486	**89068967**	N	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
487	**24082533**	Y	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
488	**24319758**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
489	**89069285**	N	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
490	**87346572**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
491	**88502239**	N	Dark - Not Lighted	Clear	Dry	N	Other	Traffic Sign Support	Shoulder	N	Non-Junction	None	<Null>
492	**88564463**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
493	**88506538**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
494	**24320138**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
495	**24319148**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
496	**88564468**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
497	**24319857**	N	Dark - Unknown Lightin	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
498	**24082444**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
499	**88401569**	N	Dark - Not Lighted	Cloudy	Dry	N	Front to Rear	Parked Motor Vehicle	On Roadway	N	Non-Junction	None	<Null>
500	**24318974**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Work Zone/Maintenance Equipment	On Roadway	N	Non-Junction	Obstruction in Roadway	<Null>
501	**88502243**	N	Daylight	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	Y	Entrance/Exit Ramp	None	<Null>
502	**88501764**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	<Null>
503	**24319641**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
504	**88564473**	N	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
505	**24082054**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
506	**88401572**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
507	**24319858**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	<Null>
508	**24319644**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
509	**88401577**	N	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
510	**88489712**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
511	**24317881**	N	Dark - Lighted	Clear	Dry	N	Other	Overturn/Rollover	On Roadway	N	Non-Junction	None	<Null>
512	**88489716**	N	Dark - Not Lighted	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	PHOTOS_TAKEN	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	SCHOOL_BUS_RELATED_CODE	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	INTERCHANGE_FLAG	JUNCTION_FLAG	ROAD_CIRCUMSTANCES_1	ROAD_CIRCUMSTANCES_2
513	**82390821**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
514	**24319989**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
515	**24320093**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
516	**88564481**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	<Null>
517	**24319117**	N	Daylight	Cloudy	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
518	**24081499**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
519	**88486532**	N	Daylight	Cloudy	Dry	Y	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
520	**24081683**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
521	**88532738**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
522	**88506558**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
523	**88564372**	N	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	<Null>
524	**88681913**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Driveway/Alley Access Related	None	<Null>
525	**24080989**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
526	**24317802**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
527	**24320286**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
528	**88409490**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
529	**88495938**	N	Dawn	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
530	**24320287**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
531	**88495941**	N	Dark - Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
532	**24318082**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
533	**24318084**	N	Dark - Not Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
534	**89069904**	N	Daylight	Cloudy	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
535	**24320028**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
536	**88501788**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Entrance/Exit Ramp	None	<Null>
537	**82383910**	N	Daylight	Clear	Dry	N	Rear to Side	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
538	**88527387**	N	Dark - Lighted	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
539	**24760789**	N	Dark - Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
540	**24318554**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
541	**88113985**	Y	Dark - Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
542	**88531762**	N	Dark - Lighted	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
543	**88502265**	N	Daylight	Clear	Dry	N	Other	Overturn/Rollover	Shoulder	Y	Entrance/Exit Ramp	None	<Null>
544	**24319174**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Through Roadway	None	<Null>
545	**88582523**	N	Dark - Lighted	Rain	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	Road Surface Condition	<Null>
546	**88564504**	N	Dark - Lighted	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Entrance/Exit Ramp	None	<Null>
547	**24082173**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
548	**89287565**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
549	**88564560**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
550	**89286886**	N	Dark - Lighted	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
551	**89565468**	N	Dawn	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	0
552	**24760906**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
553	**24760975**	Y	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Non-Junction	None	<Null>
554	**88527398**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Work Zone	<Null>
555	**88564516**	N	Dark - Lighted	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	0
556	**89595402**	N	Dark - Lighted	Rain	Wet	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
557	**88495954**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	0
558	**24320159**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	0
559	**88582537**	N	Daylight	Rain	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	0
560	**24320160**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
561	**24902685**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
562	**89572195**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
563	**24760974**	Y	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Work Zone	<Null>
564	**24319862**	N	Dark - Not Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	0
565	**24761337**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
566	**88520018**	N	Dark - Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	0
567	**24761742**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
568	**24760976**	Y	Dark - Not Lighted	Clear	Dry	N	Other	Tree (standing)	Off Roadway	Y	Intersection	None	<Null>
569	**89287637**	N	Dark - Not Lighted	Clear	Dry	N	Other	Ditch	Off Roadway	N	Non-Junction	None	<Null>
570	**24884909**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	0
571	**82399490**	N	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
572	**24320085**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Road Surface Condition	0
573	**24760863**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	Work Zone	<Null>
574	**82401500**	N	Daylight	Clear	Dry	N	Other	Ditch	Off Roadway	N	Non-Junction	None	<Null>
575	**24762613**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
576	**24761772**	Y	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	PHOTOS_TAKEN	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	SCHOOL_BUS_RELATED_CODE	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	INTERCHANGE_FLAG	JUNCTION_FLAG	ROAD_CIRCUMSTANCES_1	ROAD_CIRCUMSTANCES_2
577	**89595425**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
578	**89287640**	N	Dark - Not Lighted	Clear	Dry	N	Other	Curb	On Roadway	N	Non-Junction	None	0
579	**24760918**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Other	<Null>
580	**24320454**	Y	Dark - Lighted	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	0
581	**88582552**	Y	Dawn	Cloudy	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
582	**24762132**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
583	**24763092**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
584	**24762931**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
585	**24898358**	N	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
586	**89285859**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
587	**24761942**	Y	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
588	**24919958**	N	Dawn	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
589	**24938472**	N	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
590	**24760920**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	0
591	**24761493**	N	Dark - Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	0
592	**24762937**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
593	**89287642**	N	Dark - Not Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
594	**89562814**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	0
595	**89562815**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
596	**82395563**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
597	**24760577**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	Road Surface Condition	0
598	**82400438**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
599	**24762518**	N	Dark - Lighted	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Intersection	None	0
600	**24902726**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	0
601	**24950367**	N	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	0
602	**85473995**	N	Dark - Lighted	Rain	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	0
603	**24763218**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Other	Work Zone	0
604	**89567502**	N	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
605	**86387773**	N	Daylight	Cloudy	Wet	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
606	**82395398**	N	Dusk	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
607	**24318906**	N	Daylight	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	0
608	**89287645**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
609	**86387774**	N	Dark - Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	0
610	**86387775**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
611	**24938474**	N	Dawn	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
612	**24761498**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
613	**24762869**	Y	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
614	**24763247**	N	Daylight	Rain	Wet	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
615	**24320638**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
616	**24320639**	N	Dark - Lighted	Clear	Dry	N	Other	Other Non-Collision	On Roadway	N	Non-Junction	None	<Null>
617	**24762752**	N	Daylight	Clear	Dry	N	Sideswipe, Opposite Direction	Motor Vehicle in Transport	Shoulder	N	Intersection-Related	None	<Null>
618	**87347385**	N	Dark - Lighted	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	0
619	**89595458**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
620	**24902744**	N	Daylight	Clear	Dry	N	Other	Other Non-Collision	On Roadway	N	Driveway/Alley Access Related	None	<Null>
621	**24917177**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Driveway/Alley Access Related	None	<Null>
622	**24763165**	Y	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
623	**24958001**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
624	**24319885**	N	Dark - Not Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
625	**24763110**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
626	**24760954**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
627	**89285337**	N	Daylight	Clear	Dry	N	Other	Parked Motor Vehicle	Off Roadway	N	Non-Junction	None	0
628	**24958005**	N	Dawn	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
629	**88334886**	N	Dark - Not Lighted	Clear	Dry	N	Other	Animal	On Roadway	N	Non-Junction	None	<Null>
630	**24319617**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
631	**24970558**	N	Daylight	Cloudy	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
632	**25458687**	Y	Daylight	Cloudy	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Worn, Travel-Polished Surface	<Null>
633	**88680946**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
634	**89287648**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Road Surface Condition	<Null>
635	**24902753**	N	Daylight	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Road Surface Condition	<Null>
636	**24964901**	N	Daylight	Cloudy	Dry	N	Other	Struck by Falling, Shifting Cargo	On Roadway	N	Non-Junction	None	0
637	**24761531**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	0
638	**24958009**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	0
639	**24935804**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	0
640	**89068352**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	0

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ID Number	REPORT_NUMBER	PHOTOS_TAKEN	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	SCHOOL_BUS_RELATED_CODE	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	INTERCHANGE_FLAG	JUNCTION_FLAG	ROAD_CIRCUMSTANCES_1	ROAD_CIRCUMSTANCES_2
641	**82389003**	N	Daylight	Clear	Dry	N	Front to Rear	Other Non-Collision	On Roadway	N	Other	None	0
642	**25458565**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
643	**24958011**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
644	**24318595**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
645	**82389005**	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
646	**24970564**	N	Daylight	Cloudy	Dry	N	Other	Other Fixed Object	On Roadway	N	Non-Junction	None	<Null>
647	**25459025**	N	Daylight	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Work Zone	<Null>
648	**88683188**	N	Daylight	Clear	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Road Surface Condition	0
649	**24995292**	N	Dark - Not Lighted	Rain	Wet	N	Other	Animal	On Roadway	N	Non-Junction	None	<Null>
650	**24762957**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
651	**24760867**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	0
652	**24935812**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
653	**24318911**	N	Dark - Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	0
654	**86636950**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
655	**88331744**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
656	**88680730**	N	Daylight	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
657	**25459371**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	0
658	**25459373**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
659	**24318596**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	0
660	**24995297**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Entrance/Exit Ramp	None	0
661	**25459375**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
662	**24761881**	N	Daylight	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
663	**24970572**	N	Daylight	Cloudy	Dry	N	Angle	Pedalcycle	On Roadway	N	Intersection	None	<Null>
664	**24995300**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
665	**25459984**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
666	**24761272**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
667	**88680733**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
668	**25458635**	Y	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
669	**24964910**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
670	**24918573**	N	Dark - Lighted	Cloudy	Dry	N	Other	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
671	**82395634**	N	Dawn	Cloudy	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
672	**25459377**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Entrance/Exit Ramp	None	0
673	**25459378**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection-Related	None	0
674	**25002999**	N	Dark - Not Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	0
675	**89070462**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
676	**25459459**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
677	**25459842**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
678	**25459601**	N	Dark - Lighted	Clear	Dry	N	Sideswipe, Opposite Direction	Parked Motor Vehicle	On Roadway	N	Driveway/Alley Access Related	None	<Null>
679	**25459700**	N	Dark - Not Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	Unknown	<Null>
680	**25040052**	N	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	0
681	**24996929**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	0
682	**25035909**	N	Dark - Not Lighted	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	0
683	**25460242**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	0
684	**89068988**	N	Dark - Lighted	Rain	Wet	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	0
685	**24996931**	N	Daylight	Clear	Dry	N	Unknown	Other Non-Fixed Object	On Roadway	N	Intersection	None	<Null>
686	**82385844**	N	Daylight	Cloudy	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
687	**87730015**	N	Dusk	Rain	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	0
688	**24763259**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
689	**24964917**	N	Dusk	Clear	Dry	N	Other	Tree (standing)	Shoulder	N	Non-Junction	None	<Null>
690	**25458827**	N	Dark - Not Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	Y	Intersection	None	<Null>
691	**89286730**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	Off Roadway	N	Non-Junction	None	<Null>
692	**89285394**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	Y	Non-Junction	None	0
693	**89070464**	Y	Daylight	Clear	Dry	N	Other	Utility Pole/Light Support	Off Roadway	Y	Intersection	None	<Null>
694	**82395448**	N	Dark - Lighted	Clear	Dry	N	Other	Animal	On Roadway	N	Non-Junction	None	<Null>
695	**82385848**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
696	**25026690**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
697	**24964921**	N	Dark - Lighted	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
698	**25459464**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
699	**25459490**	N	Daylight	Cloudy	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	0
700	**25459491**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
701	**25040068**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>
702	**25458489**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection	None	0
703	**25460707**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
704	**25460710**	N	Daylight	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Intersection	None	<Null>

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ID Number	REPORT_NUMBER	PHOTOS_TAKEN	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	SCHOOL_BUS_RELATED_CODE	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	INTERCHANGE_FLAG	JUNCTION_FLAG	ROAD_CIRCUMSTANCES_1	ROAD_CIRCUMSTANCES_2
705	**88680906**	N	Daylight	Cloudy	Dry	N	Angle	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	0
706	**25024047**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Intersection-Related	None	<Null>
707	**25459467**	N	Daylight	Clear	Dry	N	Sideswipe, Same Direction	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>
708	**24950791**	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway	N	Non-Junction	None	<Null>

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	ROAD_CIRCUMSTANCES_3	ENVIRONMENT_CIRCUMSTANCES_1	ENVIRONMENT_CIRCUMSTANCES_2	ENVIRONMENT_CIRCUMSTANCES_3	WORK_ZONE_RELATED_FLAG	CRASH_IN_WORK_ZONE	TYPE_OF_WORK_ZONE	WORKERS_PRESENT	LAW_ENFORCEMENT_PRESENT	INVESTIGATOR_RANK	INVESTIGATING_AGENCY_NAME
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2	**87346737**	<Null>	Weather Conditions	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE CPL	St. Johns County Sheriff's Office
3	**87346005**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
4	**87347748**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE CPL	St. Johns County Sheriff's Office
5	**86811842**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
6	**87162792**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
7	**87347284**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
8	**87347193**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
9	**87347421**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
10	**85572552**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
11	**85601493**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
12	**87158872**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
13	**82397776**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
14	**87346036**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
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17	**85606523**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
18	**87346872**	<Null>	Weather Conditions	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
19	**87346873**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
20	**85605990**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
21	**87162801**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
22	**87346973**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
23	**87346487**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
24	**87348027**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
25	**87156492**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
26	**86637466**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE CPL	St. Johns County Sheriff's Office
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28	**86812446**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
29	**87728415**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
30	**87345941**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
31	**87182231**	<Null>	Animal(s) in Roadway	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
32	**87347650**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE CPL	St. Johns County Sheriff's Office
33	**87345961**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
34	**85501350**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
35	**85601509**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
36	**87345943**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
37	**87346980**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
38	**87156508**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
39	**87346981**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
40	**87347100**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	<Null>	St. Johns County Sheriff's Office
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43	**86811277**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
44	**87165307**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
45	**87205315**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
46	**87347516**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
47	**86811069**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
48	**87213539**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
49	**87347738**	<Null>	Weather Conditions	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
50	**87347740**	<Null>	Weather Conditions	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
51	**87728747**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
52	**87729845**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
53	**87165320**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
54	**87728846**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
55	**87728498**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
56	**87729866**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
57	**87728794**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
58	**87728795**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
59	**86811075**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
60	**87162852**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
61	**87213554**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
62	**87347183**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
63	**87346346**	<Null>	Glare	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
64	**86811079**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office

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ID Number	REPORT_NUMBER	ROAD_CIRCUMSTANCES_3	ENVIRONMENT_CIRCUMSTANCES_1	ENVIRONMENT_CIRCUMSTANCES_2	ENVIRONMENT_CIRCUMSTANCES_3	WORK_ZONE_RELATED_FLAG	CRASH_IN_WORK_ZONE	TYPE_OF_WORK_ZONE	WORKERS_PRESENT	LAW_ENFORCEMENT_PRESENT	INVESTIGATOR_RANK	INVESTIGATING_AGENCY_NAME
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66	**87346347**	<Null>	None	<Null>	<Null>	Y	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
67	**87730310**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
68	**87165340**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
69	**87728828**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
70	**87213569**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
71	**87728500**	<Null>	Weather Conditions	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
72	**87730315**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
73	**86389030**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
74	**87347692**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	<Null>	St. Johns County Sheriff's Office
75	**87348008**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
76	**87346537**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
77	**87728541**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
78	**87210554**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
79	**87347561**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
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81	**87729521**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
82	**87347940**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
83	**86812125**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
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85	**87729637**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
86	**87730329**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
87	**87230323**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
88	**87729902**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
89	**86635881**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
90	**87729221**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
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92	**87728437**	<Null>	Weather Conditions	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
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94	**87729618**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
95	**88680315**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
96	**87730793**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
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124	**88681618**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
125	**87730074**	<Null>	Weather Conditions	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
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127	**88681619**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
128	**87347661**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE CPL	St. Johns County Sheriff's Office

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ID Number	REPORT_NUMBER	ROAD_CIRCUMSTANCES_3	ENVIRONMENT_CIRCUMSTANCES_1	ENVIRONMENT_CIRCUMSTANCES_2	ENVIRONMENT_CIRCUMSTANCES_3	WORK_ZONE_RELATED_FLAG	CRASH_IN_WORK_ZONE	TYPE_OF_WORK_ZONE	WORKERS_PRESENT	LAW_ENFORCEMENT_PRESENT	INVESTIGATOR_RANK	INVESTIGATING_AGENCY_NAME
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131	**88019811**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
132	**88015942**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
133	**88680868**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
134	**88680870**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
135	**88680679**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
136	**88681345**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
137	**87730122**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
138	**88032976**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
139	**88681730**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
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141	**87272326**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
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149	**88020498**	<Null>	None	<Null>	<Null>	Y	Activity Area	Work on Shoulder or Median	Y	N	TROOPER	Florida Highway Patrol
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157	**88680641**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE CPL	St. Johns County Sheriff's Office
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185	**87730821**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
186	**88054782**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
187	**88072651**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
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190	**89067812**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
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192	**87729326**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office

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194	**86388888**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
195	**88133190**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
196	**88062327**	<Null>	Weather Conditions	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
197	**88681432**	<Null>	Weather Conditions	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
198	**88682032**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
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200	**89069221**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
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202	**89068301**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
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205	**86388890**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
206	**89068537**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
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210	**89068048**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
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234	**88683054**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
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276	**88212357**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TROOPER	Florida Highway Patrol
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320	**87730560**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office

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ID Number	REPORT_NUMBER	ROAD_CIRCUMSTANCES_3	ENVIRONMENT_CIRCUMSTANCES_1	ENVIRONMENT_CIRCUMSTANCES_2	ENVIRONMENT_CIRCUMSTANCES_3	WORK_ZONE_RELATED_FLAG	CRASH_IN_WORK_ZONE	TYPE_OF_WORK_ZONE	WORKERS_PRESENT	LAW_ENFORCEMENT_PRESENT	INVESTIGATOR_RANK	INVESTIGATING_AGENCY_NAME
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323	**88285633**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
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327	**88258820**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
328	**88331884**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
329	**88333222**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
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332	**24079780**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
333	**88680569**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
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340	**88285657**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
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343	**87346195**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
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348	**82383333**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
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368	**88395414**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
369	**89285020**	<Null>	Animal(s) in Roadway	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
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ID Number	REPORT_NUMBER	ROAD_CIRCUMSTANCES_3	ENVIRONMENT_CIRCUMSTANCES_1	ENVIRONMENT_CIRCUMSTANCES_2	ENVIRONMENT_CIRCUMSTANCES_3	WORK_ZONE_RELATED_FLAG	CRASH_IN_WORK_ZONE	TYPE_OF_WORK_ZONE	WORKERS_PRESENT	LAW_ENFORCEMENT_PRESENT	INVESTIGATOR_RANK	INVESTIGATING_AGENCY_NAME
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444	**24318335**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
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447	**24081048**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
448	**24082049**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office

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ID Number	REPORT_NUMBER	ROAD_CIRCUMSTANCES_3	ENVIRONMENT_CIRCUMSTANCES_1	ENVIRONMENT_CIRCUMSTANCES_2	ENVIRONMENT_CIRCUMSTANCES_3	WORK_ZONE_RELATED_FLAG	CRASH_IN_WORK_ZONE	TYPE_OF_WORK_ZONE	WORKERS_PRESENT	LAW_ENFORCEMENT_PRESENT	INVESTIGATOR_RANK	INVESTIGATING_AGENCY_NAME
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451	**88481712**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
452	**24318467**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE CPL	St. Johns County Sheriff's Office
453	**88513661**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
454	**24317877**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
455	**24318468**	<Null>	Weather Conditions	None	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE CPL	St. Johns County Sheriff's Office
456	**24081108**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
457	**24082434**	<Null>	Weather Conditions	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
458	**24082053**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
459	**24082471**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
460	**24081950**	<Null>	Weather Conditions	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
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464	**24080868**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
465	**24318993**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
466	**24081112**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
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468	**24318470**	<Null>	Weather Conditions	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE CPL	St. Johns County Sheriff's Office
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475	**89285604**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE CPL	St. Johns County Sheriff's Office
476	**24319866**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
477	**82382194**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
478	**24319261**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
479	**82385168**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
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481	**88396057**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
482	**24319001**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
483	**24318472**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE CPL	St. Johns County Sheriff's Office
484	**88482936**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
485	**24318473**	<Null>	Weather Conditions	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE CPL	St. Johns County Sheriff's Office
486	**89068967**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
487	**24082533**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
488	**24319758**	<Null>	Weather Conditions	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
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490	**87346572**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
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492	**88564463**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
493	**88506538**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
494	**24320138**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
495	**24319148**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
496	**88564468**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
497	**24319857**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
498	**24082444**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
499	**88401569**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
500	**24318974**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
501	**88502243**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
502	**88501764**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
503	**24319641**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
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505	**24082054**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
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507	**24319858**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
508	**24319644**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
509	**88401577**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
510	**88489712**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
511	**24317881**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
512	**88489716**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol

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ID Number	REPORT_NUMBER	ROAD_CIRCUMSTANCES_3	ENVIRONMENT_CIRCUMSTANCES_1	ENVIRONMENT_CIRCUMSTANCES_2	ENVIRONMENT_CIRCUMSTANCES_3	WORK_ZONE_RELATED_FLAG	CRASH_IN_WORK_ZONE	TYPE_OF_WORK_ZONE	WORKERS_PRESENT	LAW_ENFORCEMENT_PRESENT	INVESTIGATOR_RANK	INVESTIGATING_AGENCY_NAME
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514	**24319989**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
515	**24320093**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
516	**88564481**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
517	**24319117**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
518	**24081499**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
519	**88486532**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
520	**24081683**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
521	**88532738**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
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525	**24080989**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
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529	**88495938**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
530	**24320287**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
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537	**82383910**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
538	**88527387**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
539	**24760789**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
540	**24318554**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
541	**88113985**	<Null>	None	<Null>	<Null>	Y	Before the First Work Zone Warning Sign	Intermittent or Moving Work	N	N	LT	Florida Highway Patrol
542	**88531762**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
543	**88502265**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
544	**24319174**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
545	**88582523**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
546	**88564504**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
547	**24082173**	<Null>	Glare	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
548	**89287565**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
549	**88564560**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
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551	**89565468**	0	None	0	0	N	0	0	0	0	TPR	Florida Highway Patrol
552	**24760906**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
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554	**88527398**	<Null>	None	<Null>	<Null>	Y	Activity Area	Work on Shoulder or Median	N	N	TPR	Florida Highway Patrol
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556	**89595402**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
557	**88495954**	0	None	0	0	N	0	0	0	0	TPR	Florida Highway Patrol
558	**24320159**	0	None	0	0	N	0	0	0	0	PSA	St. Johns County Sheriff's Office
559	**88582537**	0	None	0	0	N	0	0	0	0	TPR	Florida Highway Patrol
560	**24320160**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
561	**24902685**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
562	**89572195**	<Null>	None	<Null>	<Null>	Y	Activity Area	Work on Shoulder or Median	N	N	TPR	Florida Highway Patrol
563	**24760974**	<Null>	None	<Null>	<Null>	Y	Before the First Work Zone Warning Sign	Work on Shoulder or Median	N	N	LE DEPUTY	St. Johns County Sheriff's Office
564	**24319862**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
565	**24761337**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PATROLMAN	St. Johns County Sheriff's Office
566	**88520018**	0	None	0	0	Y	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
567	**24761742**	<Null>	Other	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PATROLMAN	St. Johns County Sheriff's Office
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569	**89287637**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
570	**24884909**	0	None	0	0	N	0	0	0	0	TPR	Florida Highway Patrol
571	**82399490**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
572	**24320085**	0	Weather Conditions	0	0	N	0	0	0	0	PSA	St. Johns County Sheriff's Office
573	**24760863**	<Null>	Weather Conditions	<Null>	<Null>	Y	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
574	**82401500**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
575	**24762613**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
576	**24761772**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office

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ID Number	REPORT_NUMBER	ROAD_CIRCUMSTANCES_3	ENVIRONMENT_CIRCUMSTANCES_1	ENVIRONMENT_CIRCUMSTANCES_2	ENVIRONMENT_CIRCUMSTANCES_3	WORK_ZONE_RELATED_FLAG	CRASH_IN_WORK_ZONE	TYPE_OF_WORK_ZONE	WORKERS_PRESENT	LAW_ENFORCEMENT_PRESENT	INVESTIGATOR_RANK	INVESTIGATING_AGENCY_NAME
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578	**89287640**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
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580	**24320454**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
581	**88582552**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
582	**24762132**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
583	**24763092**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE CPL	St. Johns County Sheriff's Office
584	**24762931**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
585	**24898358**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
586	**89285859**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
587	**24761942**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
588	**24919958**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
589	**24938472**	<Null>	None	<Null>	<Null>	Y	Activity Area	Work on Shoulder or Median	N	N	SGT	Florida Highway Patrol
590	**24760920**	0	None	0	0	N	0	0	0	0	PSA	St. Johns County Sheriff's Office
591	**24761493**	0	None	0	0	Y	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
592	**24762937**	<Null>	Physical Obstruction(s)	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
593	**89287642**	<Null>	Animal(s) in Roadway	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
594	**89562814**	0	None	0	0	N	0	0	0	0	TPR	Florida Highway Patrol
595	**89562815**	0	None	0	0	N	0	0	0	0	TPR	Florida Highway Patrol
596	**82395563**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
597	**24760577**	0	Weather Conditions	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
598	**82400438**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
599	**24762518**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
600	**24902726**	0	None	0	0	N	0	0	0	0	TPR	Florida Highway Patrol
601	**24950367**	0	None	0	0	N	0	0	0	0	TPR	Florida Highway Patrol
602	**85473995**	0	None	0	0	N	0	0	0	0	TPR	Florida Highway Patrol
603	**24763218**	0	None	0	0	Y	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
604	**89567502**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
605	**86387773**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
606	**82395398**	<Null>	None	<Null>	<Null>	Y	Advance Warning Area	Work on Shoulder or Median	N	N	LE SGT	St. Johns County Sheriff's Office
607	**24318906**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
608	**89287645**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
609	**86387774**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
610	**86387775**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
611	**24938474**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	SGT	Florida Highway Patrol
612	**24761498**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
613	**24762869**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
614	**24763247**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
615	**24320638**	0	None	0	0	N	0	0	0	0	LE CPL	St. Johns County Sheriff's Office
616	**24320639**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE CPL	St. Johns County Sheriff's Office
617	**24762752**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
618	**87347385**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
619	**89595458**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
620	**24902744**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
621	**24917177**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
622	**24763165**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
623	**24958001**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
624	**24319885**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
625	**24763110**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
626	**24760954**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
627	**89285337**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
628	**24958005**	0	None	0	0	N	0	0	0	0	TPR	Florida Highway Patrol
629	**88334886**	<Null>	Animal(s) in Roadway	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	SGT	Florida Highway Patrol
630	**24319617**	0	None	0	0	N	0	0	0	0	LE CPL	St. Johns County Sheriff's Office
631	**24970558**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
632	**25458687**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
633	**88680946**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
634	**89287648**	<Null>	Weather Conditions	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
635	**24902753**	<Null>	Weather Conditions	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
636	**24964901**	0	None	0	0	N	0	0	0	0	TPR	Florida Highway Patrol
637	**24761531**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
638	**24958009**	0	None	0	0	N	0	0	0	0	TPR	Florida Highway Patrol
639	**24935804**	0	None	0	0	N	0	0	0	0	TPR	Florida Highway Patrol
640	**89068352**	0	None	0	0	N	0	0	0	0	PSA	St. Johns County Sheriff's Office

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ID Number	REPORT_NUMBER	ROAD_CIRCUMSTANCES_3	ENVIRONMENT_CIRCUMSTANCES_1	ENVIRONMENT_CIRCUMSTANCES_2	ENVIRONMENT_CIRCUMSTANCES_3	WORK_ZONE_RELATED_FLAG	CRASH_IN_WORK_ZONE	TYPE_OF_WORK_ZONE	WORKERS_PRESENT	LAW_ENFORCEMENT_PRESENT	INVESTIGATOR_RANK	INVESTIGATING_AGENCY_NAME
641	**82389003**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
642	**25458565**	0	None	0	0	N	0	0	0	0	PSA	St. Johns County Sheriff's Office
643	**24958011**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
644	**24318595**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
645	**82389005**	<Null>	Physical Obstruction(s)	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
646	**24970564**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
647	**25459025**	<Null>	None	<Null>	<Null>	Y	<Null>	<Null>	<Null>	<Null>	LE CPL	St. Johns County Sheriff's Office
648	**88683188**	0	None	0	0	N	0	0	0	0	LE CPL	St. Johns County Sheriff's Office
649	**24995292**	<Null>	Animal(s) in Roadway	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
650	**24762957**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
651	**24760867**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
652	**24935812**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
653	**24318911**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
654	**86636950**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
655	**88331744**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
656	**88680730**	0	None	0	0	N	0	0	0	0	PSA	St. Johns County Sheriff's Office
657	**25459371**	0	None	0	0	N	0	0	0	0	PSA	St. Johns County Sheriff's Office
658	**25459373**	0	None	0	0	N	0	0	0	0	PSA	St. Johns County Sheriff's Office
659	**24318596**	0	None	0	0	N	0	0	0	0	PSA	St. Johns County Sheriff's Office
660	**24995297**	0	None	0	0	N	0	0	0	0	TPR	Florida Highway Patrol
661	**25459375**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
662	**24761881**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
663	**24970572**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
664	**24995300**	<Null>	Glare	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
665	**25459984**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
666	**24761272**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
667	**88680733**	0	Glare	0	0	N	0	0	0	0	PSA	St. Johns County Sheriff's Office
668	**25458635**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
669	**24964910**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
670	**24918573**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
671	**82395634**	<Null>	Other	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
672	**25459377**	0	None	0	0	N	0	0	0	0	PSA	St. Johns County Sheriff's Office
673	**25459378**	0	None	0	0	N	0	0	0	0	PSA	St. Johns County Sheriff's Office
674	**25002999**	0	None	0	0	Y	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
675	**89070462**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
676	**25459459**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
677	**25459842**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
678	**25459601**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
679	**25459700**	<Null>	Unknown	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
680	**25040052**	0	None	0	0	N	0	0	0	0	TPR	Florida Highway Patrol
681	**24996929**	0	None	0	0	N	0	0	0	0	TPR	Florida Highway Patrol
682	**25035909**	0	None	0	0	Y	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
683	**25460242**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
684	**89068988**	0	None	0	0	N	0	0	0	0	LE CPL	St. Johns County Sheriff's Office
685	**24996931**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
686	**82385844**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
687	**87730015**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
688	**24763259**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
689	**24964917**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
690	**25458827**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
691	**89286730**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
692	**89285394**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
693	**89070464**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
694	**82395448**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE CPL	St. Johns County Sheriff's Office
695	**82385848**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	PSA	St. Johns County Sheriff's Office
696	**25026690**	<Null>	None	<Null>	<Null>	Y	Activity Area	Work on Shoulder or Median	N	N	TPR	Florida Highway Patrol
697	**24964921**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
698	**25459464**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
699	**25459490**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
700	**25459491**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
701	**25040068**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
702	**25458489**	0	None	0	0	N	0	0	0	0	LE DEPUTY	St. Johns County Sheriff's Office
703	**25460707**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
704	**25460710**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	ROAD_CIRCUMSTANCES_3	ENVIRONMENT_CIRCUMSTANCES_1	ENVIRONMENT_CIRCUMSTANCES_2	ENVIRONMENT_CIRCUMSTANCES_3	WORK_ZONE_RELATED_FLAG	CRASH_IN_WORK_ZONE	TYPE_OF_WORK_ZONE	WORKERS_PRESENT	LAW_ENFORCEMENT_PRESENT	INVESTIGATOR_RANK	INVESTIGATING_AGENCY_NAME
705	**88680906**	0	None	0	0	N	0	0	0	0	PSA	St. Johns County Sheriff's Office
706	**25024047**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol
707	**25459467**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	LE DEPUTY	St. Johns County Sheriff's Office
708	**24950791**	<Null>	None	<Null>	<Null>	N	<Null>	<Null>	<Null>	<Null>	TPR	Florida Highway Patrol

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	INVESTIGATING_AGENCY_TYPE	LOAD_DATE	CODEABLE	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	S4_IS_AGGRESSIVE_DRIVING	S4_IS_ALCOHOL_RELATED	S4_IS_CMV_INVOLVED	S4_IS_DISTRACTED	S4_IS_DRUG_RELATED	S4_IS_HIT_AND_RUN
1	**82384759**	Sheriff's Office (SO)	<Null>	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
2	**87346737**	Sheriff's Office (SO)	1/12/2018 14:47	Y	Left Entering	Left Turn	Injury	Possible Injury	DAY	N	N	N	N	N	N
3	**87346005**	Sheriff's Office (SO)	1/23/2018 3:34	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
4	**87347748**	Sheriff's Office (SO)	1/23/2018 3:34	N	Right Angle	Angle	No Injury	No Injury	DAY	N	N	N	N	N	N
5	**86811842**	Sheriff's Office (SO)	1/23/2018 3:34	Y	Left Entering	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
6	**87162792**	Florida Highway Patrol (FHP)	2/3/2018 14:15	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	Y	N	N	N
7	**87347284**	Sheriff's Office (SO)	1/26/2018 16:35	Y	Right/Through	Right Turn	Injury	Possible Injury	DAY	N	N	N	N	N	N
8	**87347193**	Sheriff's Office (SO)	1/28/2018 14:49	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	NIGHT	N	N	N	N	N	N
9	**87347421**	Sheriff's Office (SO)	2/4/2018 13:53	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
10	**85572552**	Florida Highway Patrol (FHP)	2/17/2018 14:22	Y	Left Entering	Left Turn	No Injury	No Injury	DAY	Y	N	N	Y	N	N
11	**85601493**	Florida Highway Patrol (FHP)	2/11/2018 13:55	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	Y
12	**87158872**	Florida Highway Patrol (FHP)	2/11/2018 13:55	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
13	**82397776**	Sheriff's Office (SO)	2/14/2018 14:40	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
14	**87346036**	Sheriff's Office (SO)	2/20/2018 14:12	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
15	**87345261**	Sheriff's Office (SO)	2/21/2018 14:41	Y	Rear End	Rear End	Injury	Possible Injury	NIGHT	N	N	N	N	N	N
16	**85606521**	Florida Highway Patrol (FHP)	3/7/2018 14:48	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
17	**85606523**	Florida Highway Patrol (FHP)	3/7/2018 14:48	Y	Left Rear	Left Turn	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
18	**87346872**	Sheriff's Office (SO)	2/20/2018 14:12	N	Off Road	Off Road	No Injury	No Injury	NIGHT	N	N	N	N	N	N
19	**87346873**	Sheriff's Office (SO)	2/21/2018 14:41	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
20	**85605990**	Florida Highway Patrol (FHP)	2/23/2018 14:29	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
21	**87162801**	Florida Highway Patrol (FHP)	3/7/2018 14:48	Y	Right Angle	Angle	No Injury	No Injury	NIGHT	N	N	N	N	N	N
22	**87346973**	Sheriff's Office (SO)	2/27/2018 14:23	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
23	**87346487**	Sheriff's Office (SO)	3/3/2018 14:16	N	Off Road	Off Road	No Injury	No Injury	DAY	N	N	N	N	N	N
24	**87348027**	Sheriff's Office (SO)	3/5/2018 14:26	Y	Left Entering	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
25	**87156492**	Florida Highway Patrol (FHP)	3/7/2018 14:48	Y	Right Angle	Angle	Injury	Non-Incapacitating Injury	DAY	N	N	N	Y	N	N
26	**86637466**	Sheriff's Office (SO)	3/8/2018 14:32	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
27	**87347927**	Sheriff's Office (SO)	3/9/2018 14:38	Y	Off Road	Off Road	Injury	Possible Injury	NIGHT	N	N	N	Y	N	N
28	**86812446**	Sheriff's Office (SO)	3/14/2018 15:15	N	Parked Vehicle	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
29	**87728415**	Sheriff's Office (SO)	3/12/2018 14:28	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
30	**87345941**	Sheriff's Office (SO)	3/14/2018 15:15	Y	Rear End	Rear End	**No Injury**	**No Injury**	DAY	N	N	N	Y	N	N
31	**87182231**	Florida Highway Patrol (FHP)	3/15/2018 14:24	Y	Animal	Animal	No Injury	No Injury	NIGHT	N	N	N	N	N	N
32	**87347650**	Sheriff's Office (SO)	3/17/2018 14:20	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
33	**87345961**	Sheriff's Office (SO)	4/7/2018 14:28	N	Opposing Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
34	**85501350**	Florida Highway Patrol (FHP)	3/24/2018 14:20	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
35	**85601509**	Florida Highway Patrol (FHP)	3/27/2018 14:36	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
36	**87345943**	Sheriff's Office (SO)	3/29/2018 14:28	Y	Left Leaving	Left Turn	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
37	**87346980**	Sheriff's Office (SO)	3/28/2018 14:35	N	Left Leaving	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
38	**87156508**	Florida Highway Patrol (FHP)	4/1/2018 14:03	N	Opposing Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
39	**87346981**	Sheriff's Office (SO)	4/25/2018 14:44	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
40	**87347100**	Sheriff's Office (SO)	4/12/2018 14:27	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
41	**85501360**	Florida Highway Patrol (FHP)	<Null>	Y	Left Entering	Left Turn	Fatality	Fatal (within 30 days)	NIGHT	N	N	N	N	Y	N
42	**87347459**	Sheriff's Office (SO)	4/21/2018 14:11	Y	Bicycle	Bicycle	Injury	Possible Injury	DAY	N	N	N	N	N	N
43	**86811277**	Sheriff's Office (SO)	4/19/2018 14:33	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	Y	N	N
44	**87165307**	Florida Highway Patrol (FHP)	5/5/2018 14:23	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	Y	Y	N	N
45	**87205315**	Florida Highway Patrol (FHP)	5/12/2018 14:25	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
46	**87347516**	Sheriff's Office (SO)	5/16/2018 14:34	Y	Left Entering	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
47	**86811069**	Sheriff's Office (SO)	5/10/2018 14:30	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
48	**87213539**	Florida Highway Patrol (FHP)	5/16/2018 14:35	Y	Right/Through	Right Turn	Injury	Possible Injury	DAY	N	N	N	N	N	N
49	**87347738**	Sheriff's Office (SO)	5/15/2018 14:41	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
50	**87347740**	Sheriff's Office (SO)	5/16/2018 14:34	Y	Left Leaving	Left Turn	Injury	Possible Injury	DAY	N	N	N	N	N	N
51	**87728747**	Sheriff's Office (SO)	5/23/2018 14:30	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
52	**87729845**	Sheriff's Office (SO)	5/18/2018 14:41	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
53	**87165320**	Florida Highway Patrol (FHP)	5/29/2018 14:06	Y	Single Vehicle	**Off Road**	No Injury	No Injury	DAY	N	N	N	Y	N	N
54	**87728846**	Sheriff's Office (SO)	5/19/2018 14:25	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
55	**87728498**	Sheriff's Office (SO)	5/30/2018 14:25	Y	Head On	Head On	No Injury	No Injury	DAY	N	N	N	N	N	N
56	**87729866**	Sheriff's Office (SO)	6/4/2018 13:57	Y	Other	Other	No Injury	No Injury	DAY	N	N	Y	N	N	N
57	**87728794**	Sheriff's Office (SO)	6/15/2018 15:16	Y	Rear End	Rear End	Injury	Possible Injury	NIGHT	N	N	N	Y	N	N
58	**87728795**	Sheriff's Office (SO)	7/26/2018 14:13	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
59	**86811075**	Sheriff's Office (SO)	6/5/2018 14:23	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	Y
60	**87162852**	Florida Highway Patrol (FHP)	6/12/2018 14:19	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
61	**87213554**	Florida Highway Patrol (FHP)	6/20/2018 15:36	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
62	**87347183**	Sheriff's Office (SO)	6/16/2018 14:06	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
63	**87346346**	Sheriff's Office (SO)	6/15/2018 15:17	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
64	**86811079**	Sheriff's Office (SO)	6/15/2018 15:17	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	INVESTIGATING_AGENCY_TYPE	LOAD_DATE	CODEABLE	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	S4_IS_AGGRESSIVE_DRIVING	S4_IS_ALCOHOL_RELATED	S4_IS_CMV_INVOLVED	S4_IS_DISTRACTED	S4_IS_DRUG_RELATED	S4_IS_HIT_AND_RUN
65	**87347116**	Sheriff's Office (SO)	7/2/2018 13:49	N	Off Road	Off Road	No Injury	No Injury	NIGHT	N	N	N	N	N	N
66	**87346347**	Sheriff's Office (SO)	6/23/2018 14:15	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
67	**87730310**	Sheriff's Office (SO)	6/27/2018 14:23	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
68	**87165340**	Florida Highway Patrol (FHP)	7/10/2018 14:23	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
69	**87728828**	Sheriff's Office (SO)	7/9/2018 13:44	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
70	**87213569**	Florida Highway Patrol (FHP)	7/17/2018 14:16	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
71	**87728500**	Sheriff's Office (SO)	7/17/2018 14:16	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
72	**87730315**	Sheriff's Office (SO)	7/24/2018 14:18	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
73	**86389030**	Sheriff's Office (SO)	7/24/2018 14:18	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
74	**87347692**	Sheriff's Office (SO)	7/25/2018 14:24	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
75	**87348008**	Sheriff's Office (SO)	8/1/2018 14:23	Y	Left Leaving	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
76	**87346537**	Sheriff's Office (SO)	8/5/2018 13:52	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
77	**87728541**	Sheriff's Office (SO)	8/12/2018 13:52	Y	Single Vehicle	**Other Non-Collision**	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
78	**87210554**	Florida Highway Patrol (FHP)	8/15/2018 14:00	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	N
79	**87347561**	Sheriff's Office (SO)	<Null>	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
80	**87348011**	Sheriff's Office (SO)	8/17/2018 13:58	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
81	**87729521**	Sheriff's Office (SO)	8/25/2018 15:07	Y	Left Rear	Left Turn	Injury	Possible Injury	NIGHT	N	N	N	N	N	N
82	**87347940**	Sheriff's Office (SO)	8/20/2018 13:46	Y	Bicycle	Bicycle	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	N	N	Y
83	**86812125**	Sheriff's Office (SO)	<Null>	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
84	**87233337**	Florida Highway Patrol (FHP)	9/1/2018 14:28	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	Y	N	N
85	**87729637**	Sheriff's Office (SO)	9/3/2018 13:53	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
86	**87730329**	Sheriff's Office (SO)	9/2/2018 13:51	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
87	**87230323**	Florida Highway Patrol (FHP)	9/3/2018 13:53	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
88	**87729902**	Sheriff's Office (SO)	9/5/2018 14:33	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
89	**86635881**	Sheriff's Office (SO)	9/6/2018 14:40	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
90	**87729221**	Sheriff's Office (SO)	9/10/2018 13:48	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
91	**87210561**	Florida Highway Patrol (FHP)	9/12/2018 14:29	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
92	**87728437**	Sheriff's Office (SO)	9/17/2018 18:02	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
93	**87212330**	Florida Highway Patrol (FHP)	10/4/2018 14:35	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
94	**87729618**	Sheriff's Office (SO)	9/24/2018 14:00	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
95	**88680315**	Sheriff's Office (SO)	9/26/2018 14:49	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
96	**87730793**	Sheriff's Office (SO)	9/28/2018 14:35	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
97	**87730831**	Sheriff's Office (SO)	9/30/2018 14:04	N	Right/Through	Right Turn	No Injury	No Injury	DAY	N	N	N	Y	N	N
98	**87729916**	Sheriff's Office (SO)	10/7/2018 14:03	Y	Other	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
99	**87272283**	Florida Highway Patrol (FHP)	10/5/2018 14:40	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
100	**87729922**	Sheriff's Office (SO)	10/3/2018 14:50	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
101	**87728615**	Sheriff's Office (SO)	10/13/2018 14:21	N	Other	Other	No Injury	No Injury	NIGHT	N	N	N	N	N	N
102	**88680253**	Sheriff's Office (SO)	10/19/2018 14:26	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
103	**87729574**	Sheriff's Office (SO)	10/14/2018 13:50	Y	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	Y	N	N
104	**87729190**	Sheriff's Office (SO)	10/18/2018 17:21	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
105	**87729576**	Sheriff's Office (SO)	10/19/2018 14:26	Y	Off Road	Off Road	No Injury	No Injury	DAY	N	N	N	Y	N	N
106	**88680893**	Sheriff's Office (SO)	10/23/2018 14:09	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	N
107	**88680857**	Sheriff's Office (SO)	10/25/2018 14:41	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	Y	N	N	N	Y
108	**87347815**	Sheriff's Office (SO)	10/21/2018 14:22	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
109	**82399563**	Sheriff's Office (SO)	10/29/2018 13:42	Y	Left Leaving	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	N
110	**87729798**	Sheriff's Office (SO)	2/13/2019 14:47	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
111	**88032950**	Florida Highway Patrol (FHP)	1/22/2019 14:22	Y	Rear End	Rear End	Injury	Non-Incapacitating Injury	DAY	N	N	N	Y	N	N
112	**88032951**	Florida Highway Patrol (FHP)	1/22/2019 14:22	Y	Right/Through	Right Turn	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
113	**87731100**	Sheriff's Office (SO)	11/7/2018 14:28	Y	Head On	Head On	No Injury	No Injury	NIGHT	N	N	N	N	N	N
114	**87731045**	Sheriff's Office (SO)	1/17/2019 14:20	Y	Left Entering	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
115	**88020468**	Florida Highway Patrol (FHP)	11/8/2018 14:21	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	NIGHT	N	N	N	N	N	N
116	**88680318**	Sheriff's Office (SO)	11/15/2018 14:44	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
117	**88032954**	Florida Highway Patrol (FHP)	11/14/2018 14:35	N	Left Entering	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	N
118	**88032956**	Florida Highway Patrol (FHP)	11/18/2018 16:55	N	Right/Left	Right Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
119	**87346789**	Sheriff's Office (SO)	11/18/2018 16:55	N	Left Entering	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	N
120	**87729225**	Sheriff's Office (SO)	11/19/2018 13:55	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
121	**88031310**	Florida Highway Patrol (FHP)	11/24/2018 14:00	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
122	**87729639**	Sheriff's Office (SO)	11/21/2018 14:54	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	Y
123	**87346065**	Sheriff's Office (SO)	12/8/2018 14:30	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	N
124	**88681618**	Sheriff's Office (SO)	11/24/2018 14:00	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
125	**87730074**	Sheriff's Office (SO)	11/30/2018 14:26	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
126	**86389036**	Sheriff's Office (SO)	11/27/2018 14:02	N	Left Entering	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
127	**88681619**	Sheriff's Office (SO)	11/25/2018 13:50	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
128	**87347661**	Sheriff's Office (SO)	12/5/2018 14:38	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	Y

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	INVESTIGATING_AGENCY_TYPE	LOAD_DATE	CODEABLE	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	S4_IS_AGGRESSIVE_DRIVING	S4_IS_ALCOHOL_RELATED	S4_IS_CMV_INVOLVED	S4_IS_DISTRACTED	S4_IS_DRUG_RELATED	S4_IS_HIT_AND_RUN
129	**87347662**	Sheriff's Office (SO)	11/30/2018 14:26	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
130	**87730497**	Sheriff's Office (SO)	<Null>	Y	Off Road	Off Road	Injury	Possible Injury	DAY	N	N	N	N	N	N
131	**88019811**	Florida Highway Patrol (FHP)	12/12/2018 14:41	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
132	**88015942**	Florida Highway Patrol (FHP)	12/15/2018 14:30	Y	Single Vehicle	**Other Non-Collision**	Injury	Possible Injury	DAY	N	N	N	N	N	N
133	**88680868**	Sheriff's Office (SO)	12/8/2018 14:30	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
134	**88680870**	Sheriff's Office (SO)	12/11/2018 14:39	Y	Off Road	Off Road	Injury	Possible Injury	DAY	N	N	N	N	N	N
135	**88680679**	Sheriff's Office (SO)	12/13/2018 14:22	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
136	**88681345**	Sheriff's Office (SO)	12/13/2018 14:22	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
137	**87730122**	Sheriff's Office (SO)	12/15/2018 14:30	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
138	**88032976**	Florida Highway Patrol (FHP)	12/19/2018 15:19	Y	Left Rear	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	Y
139	**88681730**	Sheriff's Office (SO)	12/20/2018 14:43	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
140	**87285901**	Florida Highway Patrol (FHP)	1/4/2019 14:37	N	Other	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
141	**87272326**	Florida Highway Patrol (FHP)	1/8/2019 14:16	Y	Right/U-Turn	Right Turn	No Injury	No Injury	DAY	N	N	N	N	N	Y
142	**87272328**	Florida Highway Patrol (FHP)	1/8/2019 14:16	N	Left Rear	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
143	**87729581**	Sheriff's Office (SO)	1/5/2019 14:17	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
144	**88020496**	Florida Highway Patrol (FHP)	1/15/2019 15:41	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
145	**88680462**	Sheriff's Office (SO)	1/23/2019 14:43	Y	Left Entering	Left Turn	No Injury	No Injury	DAY	N	Y	N	N	N	N
146	**88682020**	Sheriff's Office (SO)	1/20/2019 13:57	N	Other	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
147	**88680873**	Sheriff's Office (SO)	1/23/2019 14:43	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
148	**88016666**	Florida Highway Patrol (FHP)	2/11/2019 13:56	Y	Left Entering	Left Turn	Injury	Possible Injury	DAY	N	N	Y	N	N	N
149	**88020498**	Florida Highway Patrol (FHP)	1/27/2019 13:59	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
150	**87348017**	Sheriff's Office (SO)	2/2/2019 14:14	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
151	**88682155**	Sheriff's Office (SO)	2/2/2019 14:14	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
152	**88016670**	Florida Highway Patrol (FHP)	2/14/2019 14:40	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
153	**87729123**	Sheriff's Office (SO)	2/14/2019 14:39	N	Off Road	Off Road	No Injury	No Injury	NIGHT	N	N	N	N	N	N
154	**87731261**	Sheriff's Office (SO)	2/14/2019 14:39	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	NIGHT	N	N	N	N	N	N
155	**88680327**	Sheriff's Office (SO)	2/14/2019 14:39	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	NIGHT	N	N	N	N	N	N
156	**88019837**	Florida Highway Patrol (FHP)	2/22/2019 14:36	Y	Left Entering	Left Turn	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
157	**88680641**	Sheriff's Office (SO)	2/21/2019 14:40	Y	Rear End	Rear End	Injury	Possible Injury	DAY	Y	N	N	N	N	N
158	**88683041**	Sheriff's Office (SO)	2/27/2019 14:37	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	NIGHT	N	N	N	N	N	N
159	**88681867**	Sheriff's Office (SO)	3/3/2019 14:03	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
160	**88682835**	Sheriff's Office (SO)	3/3/2019 14:03	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	Y	N	N	N
161	**87730818**	Sheriff's Office (SO)	3/3/2019 14:03	Y	Other	Other	No Injury	No Injury	NIGHT	N	N	N	N	N	N
162	**88681160**	Sheriff's Office (SO)	3/11/2019 13:58	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
163	**88681159**	Sheriff's Office (SO)	3/11/2019 13:58	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	Y	N	N
164	**88681324**	Sheriff's Office (SO)	3/14/2019 14:35	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
165	**87730819**	Sheriff's Office (SO)	3/16/2019 14:29	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	Y
166	**88054761**	Florida Highway Patrol (FHP)	3/20/2019 15:10	Y	Right Angle	Angle	No Injury	No Injury	NIGHT	N	N	N	N	N	N
167	**87728891**	Sheriff's Office (SO)	3/21/2019 14:31	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
168	**89067660**	Sheriff's Office (SO)	3/22/2019 14:29	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
169	**88075599**	Florida Highway Patrol (FHP)	3/24/2019 13:56	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
170	**88682508**	Sheriff's Office (SO)	3/30/2019 14:02	Y	Opposing Sideswipe	Sideswipe	Injury	Possible Injury	DAY	N	N	N	Y	N	N
171	**88072035**	Florida Highway Patrol (FHP)	4/8/2019 13:42	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
172	**89067799**	Sheriff's Office (SO)	4/9/2019 14:38	Y	Left Leaving	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
173	**89067801**	Sheriff's Office (SO)	4/10/2019 14:34	Y	Right/Through	Right Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
174	**82400055**	Sheriff's Office (SO)	4/23/2019 14:27	Y	Left Leaving	Left Turn	Injury	Possible Injury	DAY	N	N	N	N	N	N
175	**89067893**	Sheriff's Office (SO)	4/21/2019 13:54	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
176	**88682447**	Sheriff's Office (SO)	4/28/2019 14:00	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
177	**87347573**	Sheriff's Office (SO)	5/2/2019 14:28	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
178	**88110960**	Florida Highway Patrol (FHP)	5/14/2019 14:41	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
179	**88054778**	Florida Highway Patrol (FHP)	<Null>	Y	**Same Direction Sideswipe**	**Sideswipe**	Injury	Possible Injury	NIGHT	N	N	N	N	N	N
180	**88133178**	Florida Highway Patrol (FHP)	5/9/2019 14:33	Y	Right/Through	Right Turn	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
181	**88133179**	Florida Highway Patrol (FHP)	5/9/2019 14:33	N	Left Entering	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	N
182	**88054779**	Florida Highway Patrol (FHP)	5/14/2019 14:40	Y	Other	Other	Injury	Possible Injury	DAY	N	Y	N	N	N	Y
183	**89067905**	Sheriff's Office (SO)	5/12/2019 13:51	N	Single Vehicle	**Other Non-Fixed Object**	No Injury	No Injury	DAY	N	N	N	N	N	N
184	**88062322**	Florida Highway Patrol (FHP)	5/21/2019 14:21	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
185	**87730821**	Sheriff's Office (SO)	5/12/2019 13:51	Y	Left Leaving	Left Turn	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
186	**88054782**	Florida Highway Patrol (FHP)	5/18/2019 14:21	Y	Right Angle	Angle	No Injury	No Injury	NIGHT	N	N	N	N	N	N
187	**88072651**	Florida Highway Patrol (FHP)	5/24/2019 14:35	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
188	**88054784**	Florida Highway Patrol (FHP)	5/18/2019 14:21	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
189	**88134546**	Florida Highway Patrol (FHP)	5/21/2019 14:22	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
190	**89067812**	Sheriff's Office (SO)	5/28/2019 13:54	Y	Right/Through	Right Turn	No Injury	No Injury	DAY	N	N	Y	N	N	N
191	**88680332**	Sheriff's Office (SO)	5/27/2019 13:54	N	Right Angle	Angle	No Injury	No Injury	DAY	N	N	N	N	N	N
192	**87729326**	Sheriff's Office (SO)	5/31/2019 14:26	Y	Other	Other	No Injury	No Injury	DAY	N	N	N	N	N	Y

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ID Number	REPORT_NUMBER	INVESTIGATING_AGENCY_TYPE	LOAD_DATE	CODEABLE	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	S4_IS_AGGRESSIVE_DRIVING	S4_IS_ALCOHOL_RELATED	S4_IS_CMV_INVOLVED	S4_IS_DISTRACTED	S4_IS_DRUG_RELATED	S4_IS_HIT_AND_RUN
193	**88016700**	Florida Highway Patrol (FHP)	6/5/2019 15:15	Y	Left Leaving	Left Turn	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
194	**86388888**	Sheriff's Office (SO)	5/28/2019 13:54	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
195	**88133190**	Florida Highway Patrol (FHP)	6/22/2019 14:20	Y	Off Road	Off Road	Injury	Non-Incapacitating Injury	NIGHT	N	Y	N	N	N	N
196	**88062327**	Florida Highway Patrol (FHP)	6/19/2019 14:36	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	N
197	**88681432**	Sheriff's Office (SO)	6/14/2019 14:35	Y	Off Road	Off Road	No Injury	No Injury	NIGHT	N	N	N	N	N	N
198	**88682032**	Sheriff's Office (SO)	6/26/2019 14:28	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
199	**88054792**	Florida Highway Patrol (FHP)	7/5/2019 13:59	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
200	**89069221**	Sheriff's Office (SO)	8/2/2019 14:18	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
201	**88134555**	Florida Highway Patrol (FHP)	7/10/2019 14:35	Y	Off Road	Off Road	No Injury	No Injury	DAY	N	N	Y	N	N	N
202	**89068301**	Sheriff's Office (SO)	7/17/2019 14:36	Y	Left Entering	Left Turn	No Injury	No Injury	DAY	N	N	Y	N	N	N
203	**89069224**	Sheriff's Office (SO)	10/27/2019 13:51	Y	Left Rear	Left Turn	No Injury	No Injury	DAY	Y	N	N	N	N	N
204	**88133208**	Florida Highway Patrol (FHP)	7/28/2019 13:52	Y	Rear End	Rear End	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	N	N	N
205	**86388890**	Sheriff's Office (SO)	7/28/2019 13:52	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
206	**89068537**	Sheriff's Office (SO)	7/28/2019 13:52	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
207	**89067669**	Sheriff's Office (SO)	8/2/2019 14:18	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
208	**89069230**	Sheriff's Office (SO)	8/3/2019 14:09	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
209	**88683051**	Sheriff's Office (SO)	8/5/2019 14:00	N	Left Rear	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
210	**89068048**	Sheriff's Office (SO)	8/6/2019 14:33	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
211	**88122387**	Florida Highway Patrol (FHP)	8/11/2019 13:56	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
212	**89069329**	Sheriff's Office (SO)	8/7/2019 14:35	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
213	**89068781**	Sheriff's Office (SO)	8/18/2019 13:51	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
214	**89069151**	Sheriff's Office (SO)	8/15/2019 14:35	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
215	**88192828**	Florida Highway Patrol (FHP)	<Null>	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	Y	N
216	**89069526**	Sheriff's Office (SO)	8/25/2019 13:52	Y	Left Entering	Left Turn	Injury	Possible Injury	DAY	N	N	N	Y	N	N
217	**88195015**	Florida Highway Patrol (FHP)	9/1/2019 13:59	N	Opposing Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
218	**89068909**	Sheriff's Office (SO)	8/30/2019 14:24	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
219	**86388947**	Sheriff's Office (SO)	9/3/2019 14:16	N	Animal	Animal	No Injury	No Injury	NIGHT	N	N	N	N	N	N
220	**88680336**	Sheriff's Office (SO)	9/7/2019 14:00	Y	Right Angle	Angle	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
221	**88195019**	Florida Highway Patrol (FHP)	9/10/2019 14:30	N	Animal	Animal	No Injury	No Injury	DAY	N	N	N	N	N	N
222	**88060982**	Florida Highway Patrol (FHP)	10/5/2019 14:12	Y	**Left turn**	**Left Turn**	Serious Injury	Incapacitating Injury	DAY	N	N	N	N	N	N
223	**89067870**	Sheriff's Office (SO)	9/18/2019 14:49	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
224	**87731271**	Sheriff's Office (SO)	9/19/2019 14:34	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	NIGHT	N	N	N	N	N	N
225	**88134570**	Florida Highway Patrol (FHP)	9/24/2019 14:27	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
226	**88165173**	Florida Highway Patrol (FHP)	10/2/2019 14:29	Y	Rollover	Rollover	Injury	Non-Incapacitating Injury	DAY	N	N	N	Y	N	N
227	**87345660**	Sheriff's Office (SO)	9/28/2019 14:31	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
228	**89070501**	Sheriff's Office (SO)	10/12/2019 14:18	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
229	**88192843**	Florida Highway Patrol (FHP)	10/9/2019 14:44	Y	Rear End	Rear End	Injury	Possible Injury	NIGHT	N	N	N	N	N	N
230	**89070168**	Sheriff's Office (SO)	10/12/2019 14:18	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
231	**88207728**	Florida Highway Patrol (FHP)	10/28/2019 14:09	Y	Rear End	Rear End	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	N	N	N
232	**89068687**	Sheriff's Office (SO)	10/22/2019 14:38	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
233	**88134585**	Florida Highway Patrol (FHP)	11/9/2019 14:12	Y	Bicycle	Bicycle	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
234	**88683054**	Sheriff's Office (SO)	10/27/2019 13:51	Y	Left Entering	Left Turn	Injury	Possible Injury	NIGHT	N	N	N	N	N	N
235	**88682924**	Sheriff's Office (SO)	10/28/2019 14:09	Y	Other	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
236	**89070510**	Sheriff's Office (SO)	10/29/2019 14:34	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
237	**89067680**	Sheriff's Office (SO)	10/30/2019 14:32	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	Y	N	N	N
238	**88195035**	Florida Highway Patrol (FHP)	11/7/2019 14:32	N	Head On	Head On	No Injury	No Injury	DAY	N	N	N	N	N	N
239	**88099268**	Florida Highway Patrol (FHP)	11/2/2019 14:12	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	Y	N	N	N
240	**88143176**	Florida Highway Patrol (FHP)	11/7/2019 14:32	Y	Opposing Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	Y
241	**89069919**	Sheriff's Office (SO)	<Null>	Y	Rear End	Rear End	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
242	**88192853**	Florida Highway Patrol (FHP)	11/8/2019 14:28	Y	Single Vehicle	**Other Non-Collision**	No Injury	No Injury	NIGHT	N	N	N	N	N	N
243	**88126488**	Florida Highway Patrol (FHP)	11/19/2019 14:33	Y	Other	Other	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
244	**88143180**	Florida Highway Patrol (FHP)	11/12/2019 14:10	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
245	**88681235**	Sheriff's Office (SO)	11/11/2019 14:10	Y	Left Entering	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	Y
246	**87731272**	Sheriff's Office (SO)	11/11/2019 14:10	N	Other	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
247	**89068588**	Sheriff's Office (SO)	11/26/2019 14:47	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
248	**89068841**	Sheriff's Office (SO)	11/20/2019 14:44	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	N
249	**89067871**	Sheriff's Office (SO)	11/23/2019 14:21	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
250	**89285890**	Sheriff's Office (SO)	11/23/2019 14:21	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	Y	Y	N	N
251	**89068921**	Sheriff's Office (SO)	11/23/2019 14:21	N	Head On	Head On	No Injury	No Injury	DAY	N	N	N	N	N	N
252	**88207746**	Florida Highway Patrol (FHP)	12/4/2019 14:41	Y	Off Road	Off Road	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
253	**88143185**	Florida Highway Patrol (FHP)	12/4/2019 14:41	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
254	**89070536**	Sheriff's Office (SO)	12/3/2019 14:30	Y	Unknown	Unknown	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
255	**89070331**	Sheriff's Office (SO)	12/6/2019 14:21	N	Left Leaving	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
256	**89285863**	Sheriff's Office (SO)	12/6/2019 14:21	Y	Left Entering	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	INVESTIGATING_AGENCY_TYPE	LOAD_DATE	CODEABLE	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	S4_IS_AGGRESSIVE_DRIVING	S4_IS_ALCOHOL_RELATED	S4_IS_CMV_INVOLVED	S4_IS_DISTRACTED	S4_IS_DRUG_RELATED	S4_IS_HIT_AND_RUN
257	**88246523**	Florida Highway Patrol (FHP)	12/9/2019 14:54	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	N
258	**89070177**	Sheriff's Office (SO)	12/11/2019 14:51	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
259	**88207761**	Florida Highway Patrol (FHP)	12/21/2019 14:17	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
260	**87345664**	Sheriff's Office (SO)	12/18/2019 17:47	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
261	**89067841**	Sheriff's Office (SO)	12/21/2019 14:17	N	Backed Into	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
262	**88134602**	Florida Highway Patrol (FHP)	12/22/2019 14:03	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
263	**82386980**	Sheriff's Office (SO)	1/9/2020 14:37	Y	Rear End	Rear End	No Injury	No Injury	DAY	Y	N	N	N	N	N
264	**82384549**	Sheriff's Office (SO)	12/31/2019 14:25	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
265	**88143195**	Florida Highway Patrol (FHP)	1/6/2020 14:08	Y	Opposing Sideswipe	Sideswipe	Injury	Possible Injury	DAY	N	N	N	Y	N	N
266	**88143196**	Florida Highway Patrol (FHP)	1/6/2020 14:08	N	Right/Through	Right Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
267	**89285151**	Sheriff's Office (SO)	1/3/2020 14:25	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
268	**88165884**	Florida Highway Patrol (FHP)	1/14/2020 14:25	Y	Left Entering	Left Turn	Serious Injury	Incapacitating Injury	DAY	N	N	N	Y	N	N
269	**82386616**	Sheriff's Office (SO)	1/13/2020 14:03	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
270	**89069060**	Sheriff's Office (SO)	1/21/2020 14:17	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
271	**82383459**	Sheriff's Office (SO)	1/20/2020 14:04	Y	Rear End	Rear End	Injury	Possible Injury	NIGHT	N	N	N	N	N	Y
272	**88285586**	Florida Highway Patrol (FHP)	1/22/2020 14:34	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
273	**88195060**	Florida Highway Patrol (FHP)	1/28/2020 14:31	Y	Single Vehicle	**Off Road**	No Injury	No Injury	DAY	N	N	N	N	N	Y
274	**82203870**	Sheriff's Office (SO)	1/25/2020 14:30	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
275	**81996496**	Florida Highway Patrol (FHP)	2/6/2020 14:52	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
276	**88212357**	Florida Highway Patrol (FHP)	2/22/2020 14:10	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
277	**88172354**	Florida Highway Patrol (FHP)	2/22/2020 14:10	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
278	**82391182**	Sheriff's Office (SO)	2/15/2020 14:10	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
279	**88300063**	Florida Highway Patrol (FHP)	3/1/2020 13:45	Y	**Angle**	**Angle**	No Injury	No Injury	NIGHT	N	N	N	N	N	Y
280	**88230643**	Florida Highway Patrol (FHP)	2/23/2020 13:44	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
281	**88230644**	Florida Highway Patrol (FHP)	2/26/2020 14:37	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	Y	N	N
282	**88300064**	Florida Highway Patrol (FHP)	3/1/2020 13:45	Y	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
283	**82387921**	Sheriff's Office (SO)	2/26/2020 14:36	Y	Left Entering	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
284	**88172362**	Florida Highway Patrol (FHP)	3/26/2020 14:04	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
285	**89068063**	Sheriff's Office (SO)	3/5/2020 14:41	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
286	**88172363**	Florida Highway Patrol (FHP)	3/20/2020 14:15	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
287	**88117240**	Florida Highway Patrol (FHP)	3/7/2020 14:11	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	NIGHT	N	N	N	N	N	N
288	**88210567**	Florida Highway Patrol (FHP)	3/26/2020 14:04	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
289	**89285673**	Sheriff's Office (SO)	3/15/2020 13:48	Y	Left Rear	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
290	**88143144**	Florida Highway Patrol (FHP)	3/16/2020 14:03	Y	Left Entering	Left Turn	Injury	Possible Injury	NIGHT	N	N	N	N	N	N
291	**88300074**	Florida Highway Patrol (FHP)	3/20/2020 14:15	Y	Left Entering	Left Turn	Fatality	Fatal (within 30 days)	NIGHT	Y	N	N	Y	Y	N
292	**89070608**	Sheriff's Office (SO)	3/16/2020 14:03	Y	Left Rear	Left Turn	Injury	Possible Injury	DAY	N	N	N	N	N	N
293	**88143146**	Florida Highway Patrol (FHP)	3/16/2020 14:03	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	N
294	**88300086**	Florida Highway Patrol (FHP)	5/20/2020 14:02	Y	Rear End	Rear End	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
295	**88210582**	Florida Highway Patrol (FHP)	5/13/2020 14:02	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
296	**87728511**	Sheriff's Office (SO)	5/7/2020 14:00	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	Y	N	N	N	N
297	**88230667**	Florida Highway Patrol (FHP)	5/13/2020 14:02	N	Left Leaving	Left Turn	No Injury	No Injury	DAY	N	N	N	Y	N	N
298	**87728862**	Sheriff's Office (SO)	5/13/2020 14:02	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
299	**89069530**	Sheriff's Office (SO)	5/14/2020 14:00	N	Other	Other	No Injury	No Injury	DAY	N	N	N	Y	N	N
300	**88331857**	Florida Highway Patrol (FHP)	5/18/2020 13:50	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	Y	N	N	N
301	**87731241**	Sheriff's Office (SO)	5/17/2020 13:39	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
302	**86388750**	Sheriff's Office (SO)	5/28/2020 14:11	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
303	**88682114**	Sheriff's Office (SO)	5/30/2020 13:55	Y	Single Vehicle	**Other Non-Collision**	No Injury	No Injury	DAY	N	Y	N	N	N	N
304	**88328425**	Florida Highway Patrol (FHP)	6/4/2020 14:17	Y	Right/Through	Right Turn	Injury	Possible Injury	NIGHT	N	N	N	N	N	N
305	**88331865**	Florida Highway Patrol (FHP)	6/8/2020 13:53	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
306	**89285674**	Sheriff's Office (SO)	6/3/2020 14:10	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
307	**85347707**	Florida Highway Patrol (FHP)	6/7/2020 13:45	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
308	**86810705**	Sheriff's Office (SO)	6/17/2020 14:17	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	Y
309	**88328427**	Florida Highway Patrol (FHP)	6/9/2020 14:03	N	Animal	Animal	No Injury	No Injury	DAY	N	N	N	N	N	N
310	**87347275**	Sheriff's Office (SO)	6/26/2020 14:08	Y	Rollover	Rollover	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
311	**87729389**	Sheriff's Office (SO)	6/18/2020 14:05	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
312	**89286688**	Sheriff's Office (SO)	6/22/2020 13:48	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
313	**82391754**	Sheriff's Office (SO)	6/26/2020 14:08	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
314	**87729746**	Sheriff's Office (SO)	7/25/2020 13:58	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
315	**89286165**	Sheriff's Office (SO)	6/27/2020 14:01	Y	Off Road	Off Road	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
316	**88296650**	Florida Highway Patrol (FHP)	7/7/2020 14:20	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
317	**89070339**	Sheriff's Office (SO)	7/17/2020 14:13	Y	Off Road	Off Road	Injury	Possible Injury	DAY	N	N	N	N	N	N
318	**89069659**	Sheriff's Office (SO)	7/3/2020 14:10	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
319	**88333187**	Florida Highway Patrol (FHP)	7/7/2020 14:20	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
320	**87730560**	Sheriff's Office (SO)	7/6/2020 13:51	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N

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ID Number	REPORT_NUMBER	INVESTIGATING_AGENCY_TYPE	LOAD_DATE	CODEABLE	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	S4_IS_AGGRESSIVE_DRIVING	S4_IS_ALCOHOL_RELATED	S4_IS_CMV_INVOLVED	S4_IS_DISTRACTED	S4_IS_DRUG_RELATED	S4_IS_HIT_AND_RUN
321	**88333188**	Florida Highway Patrol (FHP)	7/10/2020 14:01	Y	Left Rear	Left Turn	Injury	Non-Incapacitating Injury	DAY	N	N	N	Y	Y	Y
322	**89070375**	Sheriff's Office (SO)	7/6/2020 13:51	Y	Other	Other	No Injury	No Injury	DAY	N	N	Y	N	N	N
323	**88285633**	Florida Highway Patrol (FHP)	7/12/2020 13:41	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
324	**82386778**	Sheriff's Office (SO)	7/24/2020 14:06	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
325	**89285677**	Sheriff's Office (SO)	7/18/2020 13:52	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
326	**88296659**	Florida Highway Patrol (FHP)	7/22/2020 14:13	Y	Right/Through	Right Turn	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
327	**88258820**	Florida Highway Patrol (FHP)	7/30/2020 14:10	N	Single Vehicle	**Other Non-Collision**	No Injury	No Injury	DAY	N	N	N	N	N	N
328	**88331884**	Florida Highway Patrol (FHP)	7/27/2020 13:55	Y	Unknown	Unknown	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
329	**88333222**	Florida Highway Patrol (FHP)	8/5/2020 14:14	Y	Right/Through	Right Turn	No Injury	No Injury	DAY	Y	N	N	N	N	N
330	**88328454**	Florida Highway Patrol (FHP)	8/8/2020 14:03	Y	Left Leaving	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	N
331	**88329205**	Florida Highway Patrol (FHP)	8/9/2020 13:46	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
332	**24079780**	Sheriff's Office (SO)	8/8/2020 14:03	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	Y	N	N
333	**88680569**	Sheriff's Office (SO)	8/18/2020 14:22	N	Left Entering	Left Turn	No Injury	No Injury	DAY	N	N	N	Y	N	N
334	**88328933**	Florida Highway Patrol (FHP)	8/21/2020 14:21	Y	Rear End	Rear End	Serious Injury	Incapacitating Injury	DAY	N	N	N	Y	N	N
335	**88285649**	Florida Highway Patrol (FHP)	8/24/2020 13:53	Y	Unknown	Unknown	No Injury	No Injury	NIGHT	N	N	N	N	N	Y
336	**87189846**	Florida Highway Patrol (FHP)	8/28/2020 14:06	Y	Rear End	Rear End	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
337	**88331898**	Florida Highway Patrol (FHP)	9/5/2020 14:03	Y	Left Entering	Left Turn	No Injury	No Injury	DAY	N	N	Y	N	N	N
338	**24079949**	Sheriff's Office (SO)	9/10/2020 14:20	Y	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	DAY	N	N	N	Y	N	N
339	**88395370**	Florida Highway Patrol (FHP)	9/25/2020 14:12	Y	Rollover	Rollover	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
340	**88285657**	Florida Highway Patrol (FHP)	9/17/2020 14:17	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
341	**88332426**	Florida Highway Patrol (FHP)	9/24/2020 14:14	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
342	**89286750**	Sheriff's Office (SO)	9/29/2020 14:20	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
343	**87346195**	Sheriff's Office (SO)	9/30/2020 14:31	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
344	**89285598**	Sheriff's Office (SO)	10/2/2020 14:18	Y	Rear End	Rear End	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
345	**87345674**	Sheriff's Office (SO)	10/9/2020 14:16	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
346	**89286022**	Sheriff's Office (SO)	10/5/2020 13:55	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	N
347	**88404248**	Florida Highway Patrol (FHP)	10/20/2020 14:24	Y	Left Leaving	Left Turn	Fatality	Fatal (within 30 days)	NIGHT	N	Y	N	N	Y	N
348	**82383333**	Sheriff's Office (SO)	10/20/2020 14:24	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	Y	N	N	N	N
349	**89286023**	Sheriff's Office (SO)	10/13/2020 14:32	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
350	**24079873**	Sheriff's Office (SO)	10/14/2020 14:23	Y	Rear End	Rear End	Serious Injury	Incapacitating Injury	DAY	N	N	N	N	N	N
351	**24080104**	Sheriff's Office (SO)	10/27/2020 14:28	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
352	**24080647**	Sheriff's Office (SO)	10/28/2020 14:20	Y	Rear End	Rear End	Injury	Non-Incapacitating Injury	DAY	N	N	N	Y	N	N
353	**87346198**	Sheriff's Office (SO)	10/31/2020 14:37	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
354	**89285686**	Sheriff's Office (SO)	11/4/2020 15:36	Y	Rear End	Rear End	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
355	**88402690**	Florida Highway Patrol (FHP)	11/9/2020 19:08	Y	**Angle**	**Angle**	Injury	Possible Injury	DAY	N	N	N	Y	N	N
356	**24080719**	Sheriff's Office (SO)	11/16/2020 15:59	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	Y
357	**89286552**	Sheriff's Office (SO)	11/25/2020 14:49	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
358	**88395403**	Florida Highway Patrol (FHP)	11/23/2020 14:29	N	Other	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
359	**24080500**	Sheriff's Office (SO)	11/19/2020 14:48	N	Other	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
360	**89286758**	Sheriff's Office (SO)	11/22/2020 14:17	N	Left Leaving	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
361	**88682251**	Sheriff's Office (SO)	11/23/2020 14:29	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
362	**24080012**	Sheriff's Office (SO)	11/27/2020 14:24	Y	Left Leaving	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
363	**88329241**	Florida Highway Patrol (FHP)	12/10/2020 14:28	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
364	**24080225**	Sheriff's Office (SO)	12/2/2020 14:53	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	Y	N	N	N
365	**89285688**	Sheriff's Office (SO)	12/6/2020 13:56	N	Right/Through	Right Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
366	**24079633**	Sheriff's Office (SO)	12/7/2020 13:59	Y	Off Road	Off Road	No Injury	No Injury	DAY	N	N	N	N	N	N
367	**88426813**	Florida Highway Patrol (FHP)	12/21/2020 13:59	Y	Left Entering	Left Turn	Injury	Possible Injury	DAY	N	N	N	N	N	N
368	**88395414**	Florida Highway Patrol (FHP)	12/21/2020 13:59	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	Y
369	**89285020**	Sheriff's Office (SO)	12/14/2020 14:02	N	Animal	Animal	No Injury	No Injury	NIGHT	N	N	N	N	N	N
370	**87346200**	Sheriff's Office (SO)	12/18/2020 18:43	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	Y	N	N
371	**89287326**	Sheriff's Office (SO)	12/18/2020 18:44	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
372	**89287203**	Sheriff's Office (SO)	12/23/2020 14:32	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
373	**88395420**	Florida Highway Patrol (FHP)	12/25/2020 14:07	Y	Head On	Head On	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
374	**88395426**	Florida Highway Patrol (FHP)	12/29/2020 14:29	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	NIGHT	N	N	N	N	N	Y
375	**88405397**	Florida Highway Patrol (FHP)	12/31/2020 14:13	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
376	**89285599**	Sheriff's Office (SO)	12/31/2020 14:13	Y	Left Rear	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
377	**24079635**	Sheriff's Office (SO)	1/5/2021 14:36	N	Animal	Animal	No Injury	No Injury	DAY	N	N	N	N	N	N
378	**88385312**	Florida Highway Patrol (FHP)	1/12/2021 14:24	Y	Rear End	Rear End	Injury	Possible Injury	NIGHT	N	N	N	N	N	N
379	**88365189**	Florida Highway Patrol (FHP)	1/10/2021 13:47	N	Right/Left	Right Turn	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
380	**24081529**	Sheriff's Office (SO)	1/21/2021 14:18	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	NIGHT	N	N	N	N	N	N
381	**82400503**	Sheriff's Office (SO)	1/16/2021 14:10	N	Off Road	Off Road	No Injury	No Injury	DAY	N	N	N	Y	N	N
382	**88426825**	Florida Highway Patrol (FHP)	2/18/2021 14:28	Y	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
383	**82383341**	Sheriff's Office (SO)	1/21/2021 14:18	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
384	**88365197**	Florida Highway Patrol (FHP)	1/20/2021 14:20	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	Y	N	Y	N	N

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ID Number	REPORT_NUMBER	INVESTIGATING_AGENCY_TYPE	LOAD_DATE	CODEABLE	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	S4_IS_AGGRESSIVE_DRIVING	S4_IS_ALCOHOL_RELATED	S4_IS_CMV_INVOLVED	S4_IS_DISTRACTED	S4_IS_DRUG_RELATED	S4_IS_HIT_AND_RUN
385	**88443245**	Florida Highway Patrol (FHP)	1/29/2021 14:17	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	Y	Y	N	N
386	**24081632**	Sheriff's Office (SO)	1/26/2021 14:26	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
387	**88426829**	Florida Highway Patrol (FHP)	1/26/2021 14:26	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
388	**88420450**	Florida Highway Patrol (FHP)	2/1/2021 13:55	Y	Off Road	Off Road	Injury	Non-Incapacitating Injury	DAY	N	Y	N	N	N	N
389	**89286052**	Sheriff's Office (SO)	2/4/2021 14:18	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	N
390	**88683177**	Sheriff's Office (SO)	2/7/2021 14:01	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
391	**88385324**	Florida Highway Patrol (FHP)	2/10/2021 14:21	Y	Left Entering	Left Turn	Injury	Possible Injury	DAY	N	N	N	N	N	N
392	**88380541**	Florida Highway Patrol (FHP)	2/7/2021 14:01	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
393	**88407480**	Florida Highway Patrol (FHP)	2/18/2021 14:28	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
394	**24081977**	Sheriff's Office (SO)	2/18/2021 14:28	N	Off Road	Off Road	No Injury	No Injury	DAY	N	N	N	N	N	N
395	**24081099**	Sheriff's Office (SO)	2/17/2021 14:26	N	Single Vehicle	**Other Non-Collision**	No Injury	No Injury	DAY	N	N	N	N	N	N
396	**89070038**	Sheriff's Office (SO)	2/26/2021 14:18	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	Y	N	N	N
397	**24081638**	Sheriff's Office (SO)	2/25/2021 14:22	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
398	**24082059**	Sheriff's Office (SO)	2/26/2021 14:18	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
399	**24082174**	Sheriff's Office (SO)	2/26/2021 14:18	N	Left Entering	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
400	**89068272**	Sheriff's Office (SO)	2/26/2021 14:18	Y	Left Rear	Left Turn	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	N	N	N
401	**88402772**	Florida Highway Patrol (FHP)	3/4/2021 14:26	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
402	**24081155**	Sheriff's Office (SO)	3/1/2021 13:57	Y	Right Angle	Angle	No Injury	No Injury	DAY	N	N	N	Y	N	N
403	**24081784**	Sheriff's Office (SO)	3/1/2021 13:57	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
404	**89286770**	Sheriff's Office (SO)	3/5/2021 14:34	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
405	**24082180**	Sheriff's Office (SO)	3/22/2021 13:50	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
406	**24081021**	Sheriff's Office (SO)	3/27/2021 14:07	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	N
407	**88402776**	Florida Highway Patrol (FHP)	3/22/2021 13:50	N	Right Angle	Angle	No Injury	No Injury	DAY	N	N	N	N	N	N
408	**24082447**	Sheriff's Office (SO)	3/30/2021 14:24	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
409	**88429379**	Florida Highway Patrol (FHP)	4/2/2021 15:26	N	Left Entering	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	N
410	**24081125**	Sheriff's Office (SO)	3/30/2021 14:24	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
411	**24081126**	Sheriff's Office (SO)	4/6/2021 14:28	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	Y	N	N	N
412	**88405407**	Florida Highway Patrol (FHP)	4/3/2021 14:09	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
413	**88420713**	Florida Highway Patrol (FHP)	4/4/2021 13:52	Y	Left Rear	Left Turn	No Injury	No Injury	DAY	N	N	Y	Y	N	N
414	**87347629**	Sheriff's Office (SO)	4/6/2021 14:28	Y	Left Rear	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	Y
415	**24082569**	Sheriff's Office (SO)	4/4/2021 13:52	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
416	**24082427**	Sheriff's Office (SO)	4/9/2021 14:22	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	Y
417	**89286058**	Sheriff's Office (SO)	4/16/2021 14:19	Y	Left Leaving	Left Turn	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
418	**24082351**	Sheriff's Office (SO)	4/20/2021 14:28	N	Right Angle	Angle	No Injury	No Injury	DAY	N	N	N	N	N	N
419	**24082043**	Sheriff's Office (SO)	4/22/2021 14:24	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
420	**88401521**	Florida Highway Patrol (FHP)	4/19/2021 14:09	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	Y
421	**88417355**	Florida Highway Patrol (FHP)	4/27/2021 14:24	Y	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
422	**88426851**	Florida Highway Patrol (FHP)	5/12/2021 14:34	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
423	**82388688**	Sheriff's Office (SO)	4/25/2021 13:51	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
424	**24318048**	Sheriff's Office (SO)	4/27/2021 14:24	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
425	**88502198**	Florida Highway Patrol (FHP)	5/6/2021 14:22	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
426	**88443276**	Florida Highway Patrol (FHP)	5/7/2021 14:21	Y	Rear End	Rear End	No Injury	No Injury	DAY	Y	N	N	Y	N	N
427	**24318023**	Sheriff's Office (SO)	6/2/2021 14:34	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
428	**88452766**	Florida Highway Patrol (FHP)	5/10/2021 14:04	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
429	**88452767**	Florida Highway Patrol (FHP)	5/10/2021 14:04	Y	Animal	Animal	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
430	**24318363**	Sheriff's Office (SO)	5/11/2021 14:35	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
431	**24318051**	Sheriff's Office (SO)	5/21/2021 14:31	N	Other	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
432	**24318450**	Sheriff's Office (SO)	5/18/2021 14:39	Y	Right/Through	Right Turn	No Injury	No Injury	DAY	N	N	N	Y	N	N
433	**24317875**	Sheriff's Office (SO)	5/22/2021 14:20	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
434	**88448163**	Florida Highway Patrol (FHP)	5/30/2021 13:57	Y	Left Entering	Left Turn	No Injury	No Injury	DAY	N	N	N	Y	N	N
435	**24081492**	Sheriff's Office (SO)	5/22/2021 14:20	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
436	**88426862**	Florida Highway Patrol (FHP)	6/18/2021 14:23	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
437	**88501723**	Florida Highway Patrol (FHP)	5/26/2021 14:40	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
438	**24317876**	Sheriff's Office (SO)	5/28/2021 15:03	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
439	**88448166**	Florida Highway Patrol (FHP)	6/8/2021 14:35	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	Y	N	N
440	**88405432**	Florida Highway Patrol (FHP)	6/2/2021 14:34	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
441	**89285603**	Sheriff's Office (SO)	5/30/2021 13:57	Y	Off Road	Off Road	No Injury	No Injury	DAY	N	N	N	N	N	N
442	**88334866**	Florida Highway Patrol (FHP)	6/4/2021 14:40	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
443	**88426866**	Florida Highway Patrol (FHP)	6/7/2021 13:56	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
444	**24318335**	Sheriff's Office (SO)	6/7/2021 13:56	Y	**Same Direction Sideswipe**	**Sideswipe**	No Injury	No Injury	DAY	N	N	N	N	N	Y
445	**88401532**	Florida Highway Patrol (FHP)	6/9/2021 14:31	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
446	**88506498**	Florida Highway Patrol (FHP)	6/20/2021 13:55	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	Y
447	**24081048**	Sheriff's Office (SO)	6/17/2021 14:30	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
448	**24082049**	Sheriff's Office (SO)	6/18/2021 14:23	Y	**Same Direction Sideswipe**	**Sideswipe**	No Injury	No Injury	DAY	N	N	N	N	N	Y

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	INVESTIGATING_AGENCY_TYPE	LOAD_DATE	CODEABLE	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	S4_IS_AGGRESSIVE_DRIVING	S4_IS_ALCOHOL_RELATED	S4_IS_CMV_INVOLVED	S4_IS_DISTRACTED	S4_IS_DRUG_RELATED	S4_IS_HIT_AND_RUN
449	**88502213**	Florida Highway Patrol (FHP)	6/22/2021 14:37	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	N
450	**24318917**	Sheriff's Office (SO)	6/18/2021 14:23	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
451	**88481712**	Florida Highway Patrol (FHP)	6/20/2021 13:55	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
452	**24318467**	Sheriff's Office (SO)	6/19/2021 14:15	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
453	**88513661**	Florida Highway Patrol (FHP)	6/20/2021 13:55	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
454	**24317877**	Sheriff's Office (SO)	6/20/2021 13:55	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
455	**24318468**	Sheriff's Office (SO)	6/21/2021 14:01	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	NIGHT	N	N	N	N	N	N
456	**24081108**	Sheriff's Office (SO)	6/26/2021 13:35	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
457	**24082434**	Sheriff's Office (SO)	6/27/2021 13:27	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
458	**24082053**	Sheriff's Office (SO)	6/27/2021 13:27	Y	Single Vehicle	**Other Non-Collision**	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	N	N	N
459	**24082471**	Sheriff's Office (SO)	6/30/2021 13:46	Y	Right/Through	Right Turn	No Injury	No Injury	DAY	N	N	N	N	N	Y
460	**24081950**	Sheriff's Office (SO)	7/14/2021 13:45	Y	Left Leaving	Left Turn	Injury	Possible Injury	DAY	N	N	N	Y	N	N
461	**24081326**	Sheriff's Office (SO)	7/14/2021 13:45	Y	Head On	Head On	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	Y	N	N
462	**24080626**	Sheriff's Office (SO)	7/15/2021 13:42	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
463	**88527343**	Florida Highway Patrol (FHP)	7/23/2021 13:41	Y	**Same Direction Sideswipe**	**Sideswipe**	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	N	N	N
464	**24080868**	Sheriff's Office (SO)	7/17/2021 13:37	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	NIGHT	N	N	N	N	N	N
465	**24318993**	Sheriff's Office (SO)	7/19/2021 13:29	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
466	**24081112**	Sheriff's Office (SO)	7/19/2021 13:29	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
467	**88501741**	Florida Highway Patrol (FHP)	7/20/2021 13:41	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
468	**24318470**	Sheriff's Office (SO)	7/24/2021 13:40	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
469	**24318995**	Sheriff's Office (SO)	7/28/2021 14:09	N	Other	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
470	**24318678**	Sheriff's Office (SO)	7/29/2021 13:42	Y	Off Road	Off Road	Injury	Possible Injury	DAY	N	N	N	N	N	N
471	**24082247**	Sheriff's Office (SO)	8/19/2021 13:43	Y	Same Direction Sideswipe	Sideswipe	Serious Injury	Incapacitating Injury	DAY	N	N	N	N	N	N
472	**88682613**	Sheriff's Office (SO)	7/28/2021 14:09	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
473	**24319628**	Sheriff's Office (SO)	7/30/2021 13:41	N	Backed Into	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
474	**24082525**	Sheriff's Office (SO)	8/5/2021 13:45	Y	Parked Vehicle	Other	Injury	Possible Injury	DAY	N	N	N	Y	N	N
475	**89285604**	Sheriff's Office (SO)	7/30/2021 13:41	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
476	**24319866**	Sheriff's Office (SO)	8/6/2021 13:42	Y	Other	Other	No Injury	No Injury	NIGHT	N	N	N	N	N	N
477	**82382194**	Sheriff's Office (SO)	8/4/2021 13:45	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
478	**24319261**	Sheriff's Office (SO)	8/24/2021 13:44	Y	Rear End	Rear End	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
479	**82385168**	Sheriff's Office (SO)	9/1/2021 13:44	Y	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	N	N	N
480	**88527350**	Florida Highway Patrol (FHP)	8/18/2021 13:40	Y	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	N	N	N
481	**88396057**	Florida Highway Patrol (FHP)	9/8/2021 13:49	Y	Left Entering	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	N
482	**24319001**	Sheriff's Office (SO)	8/14/2021 13:38	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
483	**24318472**	Sheriff's Office (SO)	8/14/2021 13:38	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
484	**88482936**	Florida Highway Patrol (FHP)	8/16/2021 13:31	Y	Bicycle	Bicycle	Injury	Non-Incapacitating Injury	DAY	N	N	N	Y	N	N
485	**24318473**	Sheriff's Office (SO)	8/15/2021 13:31	N	Other	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
486	**89068967**	Sheriff's Office (SO)	8/16/2021 13:31	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
487	**24082533**	Sheriff's Office (SO)	8/26/2021 13:46	Y	Parked Vehicle	Other	Injury	Possible Injury	DAY	N	N	N	N	N	N
488	**24319758**	Sheriff's Office (SO)	8/26/2021 13:46	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
489	**89069285**	Sheriff's Office (SO)	8/28/2021 13:35	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
490	**87346572**	Sheriff's Office (SO)	9/4/2021 13:36	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
491	**88502239**	Florida Highway Patrol (FHP)	9/10/2021 13:40	Y	Off Road	Off Road	Injury	Possible Injury	NIGHT	N	Y	N	N	Y	N
492	**88564463**	Florida Highway Patrol (FHP)	9/12/2021 13:30	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
493	**88506538**	Florida Highway Patrol (FHP)	9/12/2021 13:30	N	Left Rear	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	N
494	**24320138**	Sheriff's Office (SO)	9/10/2021 13:40	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	Y
495	**24319148**	Sheriff's Office (SO)	9/10/2021 13:40	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	Y	N	N	N	N
496	**88564468**	Florida Highway Patrol (FHP)	9/12/2021 13:30	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
497	**24319857**	Sheriff's Office (SO)	9/13/2021 13:34	Y	Left Rear	Left Turn	No Injury	No Injury	NIGHT	N	Y	N	N	N	N
498	**24082444**	Sheriff's Office (SO)	9/15/2021 13:41	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
499	**88401569**	Florida Highway Patrol (FHP)	9/15/2021 13:41	Y	Parked Vehicle	Other	No Injury	No Injury	NIGHT	N	N	Y	N	N	N
500	**24318974**	Sheriff's Office (SO)	9/22/2021 13:46	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
501	**88502243**	Florida Highway Patrol (FHP)	9/23/2021 13:43	Y	Left Entering	Left Turn	Injury	Possible Injury	DAY	N	N	N	N	N	N
502	**88501764**	Florida Highway Patrol (FHP)	9/21/2021 13:44	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
503	**24319641**	Sheriff's Office (SO)	9/22/2021 13:46	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
504	**88564473**	Florida Highway Patrol (FHP)	9/25/2021 13:38	Y	Left Entering	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
505	**24082054**	Sheriff's Office (SO)	9/23/2021 13:43	N	Single Vehicle	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
506	**88401572**	Florida Highway Patrol (FHP)	9/24/2021 13:40	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
507	**24319858**	Sheriff's Office (SO)	9/27/2021 13:29	Y	Other	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
508	**24319644**	Sheriff's Office (SO)	9/29/2021 13:48	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
509	**88401577**	Florida Highway Patrol (FHP)	10/7/2021 13:44	Y	Left Entering	Left Turn	Injury	Possible Injury	DAY	N	N	N	N	N	N
510	**88489712**	Florida Highway Patrol (FHP)	10/5/2021 13:40	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
511	**24317881**	Sheriff's Office (SO)	10/7/2021 13:44	Y	Rollover	Rollover	Serious Injury	Incapacitating Injury	NIGHT	N	N	N	N	N	N
512	**88489716**	Florida Highway Patrol (FHP)	10/14/2021 13:42	Y	Rear End	Rear End	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	Y	N	N

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	INVESTIGATING_AGENCY_TYPE	LOAD_DATE	CODEABLE	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	S4_IS_AGGRESSIVE_DRIVING	S4_IS_ALCOHOL_RELATED	S4_IS_CMV_INVOLVED	S4_IS_DISTRACTED	S4_IS_DRUG_RELATED	S4_IS_HIT_AND_RUN
513	**82390821**	Sheriff's Office (SO)	10/11/2021 13:33	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
514	**24319989**	Sheriff's Office (SO)	10/21/2021 13:41	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
515	**24320093**	Sheriff's Office (SO)	10/23/2021 13:38	N	Right/Through	Right Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
516	**88564481**	Florida Highway Patrol (FHP)	10/25/2021 13:35	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
517	**24319117**	Sheriff's Office (SO)	11/3/2021 13:44	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
518	**24081499**	Sheriff's Office (SO)	11/1/2021 13:31	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
519	**88486532**	Florida Highway Patrol (FHP)	11/5/2021 13:42	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	Y	Y	N	N
520	**24081683**	Sheriff's Office (SO)	11/2/2021 13:39	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
521	**88532738**	Florida Highway Patrol (FHP)	11/6/2021 13:38	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
522	**88506558**	Florida Highway Patrol (FHP)	11/10/2021 13:46	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
523	**88564372**	Florida Highway Patrol (FHP)	11/9/2021 13:43	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	Y	N	N	N	N
524	**88681913**	Sheriff's Office (SO)	11/13/2021 13:35	N	Other	Other	No Injury	No Injury	DAY	N	N	N	Y	N	N
525	**24080989**	Sheriff's Office (SO)	11/17/2021 13:43	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
526	**24317802**	Sheriff's Office (SO)	11/16/2021 13:43	Y	Rear End	Rear End	Injury	Non-Incapacitating Injury	DAY	N	N	N	Y	N	N
527	**24320286**	Sheriff's Office (SO)	11/17/2021 13:43	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
528	**88409490**	Florida Highway Patrol (FHP)	12/6/2021 13:34	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
529	**88495938**	Florida Highway Patrol (FHP)	12/23/2021 13:39	Y	Right/Through	Right Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	N
530	**24320287**	Sheriff's Office (SO)	11/29/2021 13:30	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
531	**88495941**	Florida Highway Patrol (FHP)	12/25/2021 13:30	Y	Left Entering	Left Turn	Injury	Possible Injury	DAY	N	N	N	N	N	N
532	**24318082**	Sheriff's Office (SO)	12/3/2021 13:38	Y	Right/Through	Right Turn	Injury	Possible Injury	DAY	N	N	N	N	N	N
533	**24318084**	Sheriff's Office (SO)	12/7/2021 13:46	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	N
534	**89069904**	Sheriff's Office (SO)	12/10/2021 13:43	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	Y	N	N	N
535	**24320028**	Sheriff's Office (SO)	12/11/2021 13:34	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	Y	N	N	N
536	**88501788**	Florida Highway Patrol (FHP)	12/13/2021 13:33	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
537	**82383910**	Sheriff's Office (SO)	12/14/2021 13:53	N	Backed Into	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
538	**88527387**	Florida Highway Patrol (FHP)	12/17/2021 13:42	Y	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
539	**24760789**	Sheriff's Office (SO)	12/13/2021 13:33	N	Other	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
540	**24318554**	Sheriff's Office (SO)	12/15/2021 13:42	Y	**Rear End**	**Rear End**	No Injury	No Injury	DAY	N	N	N	N	N	Y
541	**88113985**	Florida Highway Patrol (FHP)	12/23/2021 13:39	Y	Right Angle	Angle	Serious Injury	Incapacitating Injury	NIGHT	Y	N	N	Y	N	N
542	**88531762**	Florida Highway Patrol (FHP)	12/20/2021 13:33	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	Y	N	N	N
543	**88502265**	Florida Highway Patrol (FHP)	12/25/2021 13:30	Y	Rollover	Rollover	No Injury	No Injury	DAY	N	N	N	N	N	N
544	**24319174**	Sheriff's Office (SO)	12/20/2021 13:33	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
545	**88582523**	Florida Highway Patrol (FHP)	12/25/2021 13:30	Y	Left Entering	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	N
546	**88564504**	Florida Highway Patrol (FHP)	12/26/2021 13:24	Y	Rear End	Rear End	Injury	Possible Injury	NIGHT	N	N	N	Y	N	N
547	**24082173**	Sheriff's Office (SO)	1/1/2022 13:33	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
548	**89287565**	Sheriff's Office (SO)	1/5/2022 13:43	N	Backed Into	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
549	**88564560**	Florida Highway Patrol (FHP)	1/7/2022 13:37	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
550	**89286886**	Sheriff's Office (SO)	1/11/2022 13:43	Y	Head On	Head On	Injury	Possible Injury	DAY	N	N	N	Y	N	N
551	**89565468**	Florida Highway Patrol (FHP)	1/17/2022 13:28	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	N
552	**24760906**	Sheriff's Office (SO)	1/13/2022 13:40	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
553	**24760975**	Sheriff's Office (SO)	1/21/2022 13:37	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
554	**88527398**	Florida Highway Patrol (FHP)	1/23/2022 13:30	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
555	**88564516**	Florida Highway Patrol (FHP)	1/25/2022 13:43	Y	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	Y	N	N
556	**89595402**	Florida Highway Patrol (FHP)	1/23/2022 13:30	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
557	**88495954**	Florida Highway Patrol (FHP)	2/3/2022 13:44	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
558	**24320159**	Sheriff's Office (SO)	2/3/2022 13:44	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
559	**88582537**	Florida Highway Patrol (FHP)	2/10/2022 13:42	Y	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
560	**24320160**	Sheriff's Office (SO)	2/11/2022 13:46	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
561	**24902685**	Florida Highway Patrol (FHP)	2/15/2022 13:43	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
562	**89572195**	Florida Highway Patrol (FHP)	2/14/2022 13:31	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	Y	N	N
563	**24760974**	Sheriff's Office (SO)	2/18/2022 13:38	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
564	**24319862**	Sheriff's Office (SO)	2/22/2022 13:37	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	N
565	**24761337**	Sheriff's Office (SO)	3/31/2022 13:37	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
566	**88520018**	Florida Highway Patrol (FHP)	3/11/2022 13:42	Y	Left Entering	Left Turn	Injury	Possible Injury	NIGHT	N	N	N	N	N	N
567	**24761742**	Sheriff's Office (SO)	2/24/2022 13:43	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
568	**24760976**	Sheriff's Office (SO)	2/28/2022 13:30	N	Off Road	Off Road	No Injury	No Injury	NIGHT	N	N	N	N	N	N
569	**89287637**	Sheriff's Office (SO)	3/7/2022 13:31	Y	Off Road	Off Road	Injury	Possible Injury	NIGHT	Y	Y	N	N	Y	Y
570	**24884909**	Florida Highway Patrol (FHP)	3/14/2022 13:30	Y	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	N	N	N
571	**82399490**	Sheriff's Office (SO)	3/10/2022 13:44	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
572	**24320085**	Sheriff's Office (SO)	3/12/2022 13:37	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	Y	N	N
573	**24760863**	Sheriff's Office (SO)	3/23/2022 13:43	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
574	**82401500**	Sheriff's Office (SO)	3/21/2022 13:33	Y	Off Road	Off Road	No Injury	No Injury	DAY	Y	N	N	N	N	N
575	**24762613**	Sheriff's Office (SO)	3/31/2022 13:37	Y	Rear End	Rear End	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	N	N	N
576	**24761772**	Sheriff's Office (SO)	3/26/2022 13:33	Y	Left Leaving	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	Y

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	INVESTIGATING_AGENCY_TYPE	LOAD_DATE	CODEABLE	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	S4_IS_AGGRESSIVE_DRIVING	S4_IS_ALCOHOL_RELATED	S4_IS_CMV_INVOLVED	S4_IS_DISTRACTED	S4_IS_DRUG_RELATED	S4_IS_HIT_AND_RUN
577	**89595425**	Florida Highway Patrol (FHP)	4/3/2022 13:27	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	Y	N	N	N
578	**89287640**	Sheriff's Office (SO)	4/7/2022 13:34	Y	Off Road	Off Road	No Injury	No Injury	NIGHT	N	N	N	N	N	N
579	**24760918**	Sheriff's Office (SO)	4/8/2022 13:36	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
580	**24320454**	Sheriff's Office (SO)	5/12/2022 13:37	Y	Left Rear	Left Turn	No Injury	No Injury	NIGHT	N	Y	N	N	N	N
581	**88582552**	Florida Highway Patrol (FHP)	4/22/2022 14:01	Y	Same Direction Sideswipe	Sideswipe	Injury	Possible Injury	DAY	N	N	N	N	N	N
582	**24762132**	Sheriff's Office (SO)	5/12/2022 13:37	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	N
583	**24763092**	Sheriff's Office (SO)	5/12/2022 13:37	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
584	**24762931**	Sheriff's Office (SO)	5/12/2022 13:37	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	Y	N	N
585	**24898358**	Florida Highway Patrol (FHP)	5/3/2022 13:45	N	Right/U-Turn	Right Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
586	**89285859**	Sheriff's Office (SO)	5/12/2022 13:37	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
587	**24761942**	Sheriff's Office (SO)	5/12/2022 13:37	Y	Rear End	Rear End	Injury	Possible Injury	DAY	Y	N	N	Y	N	N
588	**24919958**	Florida Highway Patrol (FHP)	5/17/2022 13:43	Y	Rear End	Rear End	Injury	Possible Injury	NIGHT	N	N	N	N	N	N
589	**24938472**	Florida Highway Patrol (FHP)	5/13/2022 13:36	N	Right/Through	Right Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
590	**24760920**	Sheriff's Office (SO)	5/12/2022 13:37	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	Y
591	**24761493**	Sheriff's Office (SO)	5/14/2022 13:36	Y	Left Rear	Left Turn	Injury	Possible Injury	NIGHT	N	N	N	N	N	N
592	**24762937**	Sheriff's Office (SO)	5/17/2022 13:43	N	Unknown	Unknown	No Injury	No Injury	DAY	N	N	N	Y	N	N
593	**89287642**	Sheriff's Office (SO)	5/15/2022 13:26	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
594	**89562814**	Florida Highway Patrol (FHP)	5/16/2022 13:32	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
595	**89562815**	Florida Highway Patrol (FHP)	5/19/2022 13:42	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
596	**82395563**	Sheriff's Office (SO)	5/16/2022 13:32	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
597	**24760577**	Sheriff's Office (SO)	6/14/2022 13:45	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
598	**82400438**	Sheriff's Office (SO)	6/3/2022 13:37	N	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
599	**24762518**	Sheriff's Office (SO)	5/25/2022 13:39	Y	Right Angle	Angle	Serious Injury	Incapacitating Injury	NIGHT	N	N	N	N	N	N
600	**24902726**	Florida Highway Patrol (FHP)	5/29/2022 13:28	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
601	**24950367**	Florida Highway Patrol (FHP)	6/15/2022 13:40	Y	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	DAY	N	N	Y	N	N	N
602	**85473995**	Florida Highway Patrol (FHP)	6/12/2022 13:25	N	Left Rear	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	N
603	**24763218**	Sheriff's Office (SO)	6/12/2022 13:25	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
604	**89567502**	Florida Highway Patrol (FHP)	6/19/2022 13:28	Y	Other	Other	No Injury	No Injury	DAY	N	N	N	N	N	Y
605	**86387773**	Sheriff's Office (SO)	6/12/2022 13:25	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
606	**82395398**	Sheriff's Office (SO)	6/13/2022 13:32	Y	Head On	Head On	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
607	**24318906**	Sheriff's Office (SO)	7/13/2022 13:42	Y	Left Entering	Left Turn	No Injury	No Injury	DAY	N	N	N	Y	N	N
608	**89287645**	Sheriff's Office (SO)	6/22/2022 13:41	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
609	**86387774**	Sheriff's Office (SO)	6/21/2022 13:39	Y	Left Rear	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	N
610	**86387775**	Sheriff's Office (SO)	6/22/2022 13:41	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
611	**24938474**	Florida Highway Patrol (FHP)	6/23/2022 13:45	Y	Left Entering	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	N
612	**24761498**	Sheriff's Office (SO)	7/2/2022 15:11	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
613	**24762869**	Sheriff's Office (SO)	6/30/2022 13:37	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
614	**24763247**	Sheriff's Office (SO)	7/2/2022 15:11	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
615	**24320638**	Sheriff's Office (SO)	7/6/2022 13:39	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
616	**24320639**	Sheriff's Office (SO)	7/6/2022 13:39	Y	Single Vehicle	**Other Non-Collision**	Serious Injury	Incapacitating Injury	NIGHT	N	N	N	N	N	N
617	**24762752**	Sheriff's Office (SO)	7/9/2022 13:34	Y	Parked Vehicle	Other	No Injury	No Injury	DAY	N	N	Y	N	N	N
618	**87347385**	Sheriff's Office (SO)	7/19/2022 13:40	Y	Other	Other	No Injury	No Injury	NIGHT	N	N	N	N	N	N
619	**89595458**	Florida Highway Patrol (FHP)	8/2/2022 13:41	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
620	**24902744**	Florida Highway Patrol (FHP)	8/2/2022 13:41	Y	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
621	**24917177**	Florida Highway Patrol (FHP)	7/28/2022 13:35	N	Right/Through	Right Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
622	**24763165**	Sheriff's Office (SO)	7/27/2022 13:41	Y	Other	Other	No Injury	No Injury	DAY	N	N	N	Y	Y	N
623	**24958001**	Florida Highway Patrol (FHP)	8/2/2022 13:41	Y	Left Leaving	Left Turn	No Injury	No Injury	DAY	N	N	N	Y	N	N
624	**24319885**	Sheriff's Office (SO)	8/1/2022 13:30	N	Unknown	Unknown	No Injury	No Injury	NIGHT	N	N	N	N	N	N
625	**24763110**	Sheriff's Office (SO)	8/31/2022 13:44	N	Right Angle	Angle	No Injury	No Injury	DAY	N	N	N	Y	N	N
626	**24760954**	Sheriff's Office (SO)	8/23/2022 13:50	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
627	**89285337**	Sheriff's Office (SO)	8/9/2022 13:38	N	Parked Vehicle	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
628	**24958005**	Florida Highway Patrol (FHP)	8/12/2022 13:38	N	Right/Through	Right Turn	No Injury	No Injury	NIGHT	N	N	N	Y	N	N
629	**88334886**	Florida Highway Patrol (FHP)	8/31/2022 13:44	Y	Animal	Animal	No Injury	No Injury	NIGHT	N	N	N	N	N	N
630	**24319617**	Sheriff's Office (SO)	8/24/2022 13:41	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
631	**24970558**	Florida Highway Patrol (FHP)	9/2/2022 13:43	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
632	**25458687**	Sheriff's Office (SO)	8/31/2022 13:44	Y	Rear End	Rear End	Injury	Possible Injury	DAY	Y	N	N	Y	N	N
633	**88680946**	Sheriff's Office (SO)	8/27/2022 13:37	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
634	**89287648**	Sheriff's Office (SO)	8/26/2022 13:44	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
635	**24902753**	Florida Highway Patrol (FHP)	8/28/2022 13:29	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
636	**24964901**	Florida Highway Patrol (FHP)	9/10/2022 13:35	Y	Other	Other	Injury	Possible Injury	DAY	N	N	N	N	N	N
637	**24761531**	Sheriff's Office (SO)	10/4/2022 13:39	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
638	**24958009**	Florida Highway Patrol (FHP)	9/16/2022 13:41	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	Y
639	**24935804**	Florida Highway Patrol (FHP)	9/11/2022 13:32	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
640	**89068352**	Sheriff's Office (SO)	9/7/2022 13:44	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N

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ID Number	REPORT_NUMBER	INVESTIGATING_AGENCY_TYPE	LOAD_DATE	CODEABLE	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	S4_IS_AGGRESSIVE_DRIVING	S4_IS_ALCOHOL_RELATED	S4_IS_CMV_INVOLVED	S4_IS_DISTRACTED	S4_IS_DRUG_RELATED	S4_IS_HIT_AND_RUN
641	**82389003**	Sheriff's Office (SO)	9/9/2022 13:41	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
642	**25458565**	Sheriff's Office (SO)	9/8/2022 13:42	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
643	**24958011**	Florida Highway Patrol (FHP)	9/15/2022 13:42	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
644	**24318595**	Sheriff's Office (SO)	9/10/2022 13:35	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	Y	Y	N	N
645	**82389005**	Sheriff's Office (SO)	9/14/2022 13:42	Y	**Left turn**	**Left Turn**	Injury	Possible Injury	DAY	N	N	N	N	N	N
646	**24970564**	Florida Highway Patrol (FHP)	9/30/2022 13:31	Y	Off Road	Off Road	No Injury	No Injury	DAY	N	N	Y	N	N	N
647	**25459025**	Sheriff's Office (SO)	9/27/2022 13:36	Y	Rear End	Rear End	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
648	**88683188**	Sheriff's Office (SO)	9/22/2022 13:43	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
649	**24995292**	Florida Highway Patrol (FHP)	9/22/2022 13:43	N	Animal	Animal	No Injury	No Injury	NIGHT	N	N	N	N	N	N
650	**24762957**	Sheriff's Office (SO)	9/24/2022 13:37	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
651	**24760867**	Sheriff's Office (SO)	9/24/2022 13:37	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
652	**24935812**	Florida Highway Patrol (FHP)	9/30/2022 13:31	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
653	**24318911**	Sheriff's Office (SO)	10/4/2022 13:39	N	Left Rear	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	N
654	**86636950**	Sheriff's Office (SO)	9/27/2022 13:36	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
655	**88331744**	Florida Highway Patrol (FHP)	10/5/2022 13:37	Y	Rear End	Rear End	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
656	**88680730**	Sheriff's Office (SO)	10/5/2022 13:37	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	Y	N	N	N
657	**25459371**	Sheriff's Office (SO)	10/5/2022 13:37	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
658	**25459373**	Sheriff's Office (SO)	10/7/2022 13:37	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
659	**24318596**	Sheriff's Office (SO)	10/11/2022 14:29	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	Y	N	N
660	**24995297**	Florida Highway Patrol (FHP)	10/17/2022 13:30	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
661	**25459375**	Sheriff's Office (SO)	10/12/2022 13:43	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
662	**24761881**	Sheriff's Office (SO)	10/14/2022 13:48	Y	Left Leaving	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
663	**24970572**	Florida Highway Patrol (FHP)	10/26/2022 16:36	Y	Bicycle	Bicycle	Injury	Possible Injury	DAY	N	N	N	Y	N	N
664	**24995300**	Florida Highway Patrol (FHP)	10/28/2022 15:47	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	Y	N	N
665	**25459984**	Sheriff's Office (SO)	10/26/2022 16:39	N	Other	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
666	**24761272**	Sheriff's Office (SO)	10/26/2022 16:37	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
667	**88680733**	Sheriff's Office (SO)	10/26/2022 16:37	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
668	**25458635**	Sheriff's Office (SO)	11/4/2022 14:56	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
669	**24964910**	Florida Highway Patrol (FHP)	11/5/2022 14:53	Y	Left Entering	Left Turn	Injury	Possible Injury	DAY	N	N	N	N	N	N
670	**24918573**	Florida Highway Patrol (FHP)	11/3/2022 14:58	N	Right/Through	Right Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	N
671	**82395634**	Sheriff's Office (SO)	10/30/2022 14:42	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
672	**25459377**	Sheriff's Office (SO)	11/1/2022 14:59	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
673	**25459378**	Sheriff's Office (SO)	11/1/2022 14:59	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
674	**25002999**	Florida Highway Patrol (FHP)	11/5/2022 14:53	Y	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	NIGHT	N	N	N	N	N	N
675	**89070462**	Sheriff's Office (SO)	2/5/2023 14:57	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	Y
676	**25459459**	Sheriff's Office (SO)	11/30/2022 15:14	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
677	**25459842**	Sheriff's Office (SO)	11/6/2022 14:45	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
678	**25459601**	Sheriff's Office (SO)	11/30/2022 15:14	Y	Parked Vehicle	Other	No Injury	No Injury	NIGHT	N	N	N	N	N	Y
679	**25459700**	Sheriff's Office (SO)	11/6/2022 14:45	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	Y
680	**25040052**	Florida Highway Patrol (FHP)	11/17/2022 15:09	N	Left Entering	Left Turn	No Injury	No Injury	DAY	N	N	N	Y	N	N
681	**24996929**	Florida Highway Patrol (FHP)	11/21/2022 14:51	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
682	**25035909**	Florida Highway Patrol (FHP)	12/1/2022 14:54	Y	Rear End	Rear End	No Injury	No Injury	NIGHT	N	N	N	N	N	Y
683	**25460242**	Sheriff's Office (SO)	11/25/2022 14:47	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
684	**89068988**	Sheriff's Office (SO)	11/30/2022 15:14	Y	Left Rear	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
685	**24996931**	Florida Highway Patrol (FHP)	11/29/2022 14:51	N	Unknown	Unknown	No Injury	No Injury	DAY	N	N	N	N	N	N
686	**82385844**	Sheriff's Office (SO)	11/26/2022 14:42	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
687	**87730015**	Sheriff's Office (SO)	11/27/2022 14:41	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
688	**24763259**	Sheriff's Office (SO)	11/28/2022 14:45	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
689	**24964917**	Florida Highway Patrol (FHP)	12/5/2022 14:45	Y	Off Road	Off Road	No Injury	No Injury	DAY	N	N	Y	N	N	N
690	**25458827**	Sheriff's Office (SO)	12/7/2022 14:59	Y	Left Rear	Left Turn	Injury	Possible Injury	NIGHT	N	N	N	N	N	N
691	**89286730**	Sheriff's Office (SO)	12/3/2022 14:50	N	Backed Into	Other	No Injury	No Injury	DAY	N	N	N	N	N	N
692	**89285394**	Sheriff's Office (SO)	12/15/2022 14:56	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	N	N	N
693	**89070464**	Sheriff's Office (SO)	1/3/2023 14:47	Y	Off Road	Off Road	No Injury	No Injury	DAY	Y	N	N	Y	N	N
694	**82395448**	Sheriff's Office (SO)	12/9/2022 14:52	Y	Animal	Animal	No Injury	No Injury	NIGHT	N	N	N	N	N	N
695	**82385848**	Sheriff's Office (SO)	12/8/2022 14:54	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
696	**25026690**	Florida Highway Patrol (FHP)	12/20/2022 15:08	Y	Same Direction Sideswipe	Sideswipe	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N
697	**24964921**	Florida Highway Patrol (FHP)	12/13/2022 15:01	N	Left Rear	Left Turn	No Injury	No Injury	NIGHT	N	N	N	N	N	N
698	**25459464**	Sheriff's Office (SO)	1/10/2023 14:58	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
699	**25459490**	Sheriff's Office (SO)	12/12/2022 14:48	N	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
700	**25459491**	Sheriff's Office (SO)	12/15/2022 14:56	N	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	Y	N	N
701	**25040068**	Florida Highway Patrol (FHP)	12/28/2022 14:55	Y	Left Leaving	Left Turn	No Injury	No Injury	DAY	N	N	N	Y	N	N
702	**25458489**	Sheriff's Office (SO)	12/22/2022 14:56	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	N
703	**25460707**	Sheriff's Office (SO)	12/20/2022 15:08	Y	Rear End	Rear End	Injury	Possible Injury	DAY	N	N	N	Y	N	N
704	**25460710**	Sheriff's Office (SO)	12/20/2022 15:08	Y	Other	Other	Injury	Non-Incapacitating Injury	DAY	N	N	N	N	N	N

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	INVESTIGATING_AGENCY_TYPE	LOAD_DATE	CODEABLE	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	S4_IS_AGGRESSIVE_DRIVING	S4_IS_ALCOHOL_RELATED	S4_IS_CMV_INVOLVED	S4_IS_DISTRACTED	S4_IS_DRUG_RELATED	S4_IS_HIT_AND_RUN
705	**88680906**	Sheriff's Office (SO)	12/21/2022 14:56	N	Left Entering	Left Turn	No Injury	No Injury	DAY	N	N	N	N	N	N
706	**25024047**	Florida Highway Patrol (FHP)	12/31/2022 14:49	Y	Rear End	Rear End	Serious Injury	Incapacitating Injury	DAY	N	N	N	Y	N	N
707	**25459467**	Sheriff's Office (SO)	12/21/2022 14:56	Y	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	N	N	N	N	N	N
708	**24950791**	Florida Highway Patrol (FHP)	1/3/2023 14:47	Y	Rear End	Rear End	No Injury	No Injury	DAY	N	N	N	N	N	Y

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ID Number	REPORT_NUMBER	S4_IS_INTERSECTION_RELATED	S4_IS_LANE_DEPARTURE_RELATED	S4_IS_SPEEDING_RELATED	S4_NONE_INJURY_COUNT	S4_INJURY_COUNT	S4_POSSIBLE_INJURY_COUNT	S4_NON_INCAPACITATING_INJURY_COUNT	S4_INCAPACITATING_INJURY_COUNT	S4_FATALITY_COUNT	S4_FATALITY_WITHIN_30_DAYS_COUNT	S4_NON_TRAFFIC_FATALITY_COUNT	S4_TRAILER_COUNT	S4_MOTORCYCLE_COUNT	S4_MOPED_COUNT
1	**82384759**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
2	**87346737**	Y	N	N	1	1	1	0	0	0	0	0	0	0	0
3	**87346005**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
4	**87347748**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
5	**86811842**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
6	**87162792**	N	N	N	2	0	0	0	0	0	0	0	1	0	0
7	**87347284**	Y	N	N	4	1	1	0	0	0	0	0	1	0	0
8	**87347193**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
9	**87347421**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
10	**85572552**	Y	N	N	2	0	0	0	0	0	0	0	0	1	0
11	**85601493**	Y	N	N	1	0	0	0	0	0	0	0	0	0	0
12	**87158872**	N	N	N	2	1	1	0	0	0	0	0	0	0	0
13	**82397776**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
14	**87346036**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
15	**87345261**	Y	N	N	3	1	1	0	0	0	0	0	0	0	0
16	**85606521**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
17	**85606523**	N	Y	N	0	3	1	2	0	0	0	0	0	0	0
18	**87346872**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
19	**87346873**	N	N	N	6	0	0	0	0	0	0	0	0	0	0
20	**85605990**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
21	**87162801**	N	Y	N	4	0	0	0	0	0	0	0	0	0	0
22	**87346973**	N	N	N	5	1	1	0	0	0	0	0	0	0	0
23	**87346487**	N	Y	N	1	0	0	0	0	0	0	0	0	0	0
24	**87348027**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
25	**87156492**	Y	N	N	0	2	0	2	0	0	0	0	0	0	0
26	**86637466**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
27	**87347927**	N	Y	N	0	1	1	0	0	0	0	0	0	0	0
28	**86812446**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
29	**87728415**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
30	**87345941**	N	N	N	2	**0**	**2**	0	0	**0**	**0**	0	0	0	0
31	**87182231**	N	N	N	1	0	0	0	0	0	0	0	0	0	0
32	**87347650**	N	N	N	5	0	0	0	0	0	0	0	0	0	0
33	**87345961**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
34	**85501350**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
35	**85601509**	N	N	N	9	0	0	0	0	0	0	0	0	0	0
36	**87345943**	Y	N	N	0	2	0	2	0	0	0	0	0	0	0
37	**87346980**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
38	**87156508**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
39	**87346981**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
40	**87347100**	N	N	N	2	1	1	0	0	0	0	0	0	0	0
41	**85501360**	Y	N	N	0	2	1	0	1	1	1	0	0	0	0
42	**87347459**	Y	N	N	1	1	1	0	0	0	0	0	0	0	0
43	**86811277**	N	N	N	1	1	1	0	0	0	0	0	0	0	0
44	**87165307**	Y	N	N	6	0	0	0	0	0	0	0	0	0	0
45	**87205315**	N	N	N	1	1	1	0	0	0	0	0	0	0	0
46	**87347516**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
47	**86811069**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
48	**87213539**	Y	N	N	0	2	2	0	0	0	0	0	0	0	0
49	**87347738**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
50	**87347740**	Y	N	N	0	2	2	0	0	0	0	0	0	0	0
51	**87728747**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
52	**87729845**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
53	**87165320**	N	Y	N	1	0	0	0	0	0	0	0	0	0	0
54	**87728846**	Y	N	N	6	0	0	0	0	0	0	0	1	0	0
55	**87728498**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
56	**87729866**	N	N	N	2	0	0	0	0	0	0	0	1	0	0
57	**87728794**	N	N	N	2	1	1	0	0	0	0	0	0	0	0
58	**87728795**	N	N	N	7	0	0	0	0	0	0	0	0	0	0
59	**86811075**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
60	**87162852**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
61	**87213554**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
62	**87347183**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
63	**87346346**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
64	**86811079**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0

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65	**87347116**	N	Y	N	1	0	0	0	0	0	0	0	0	0	0
66	**87346347**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
67	**87730310**	Y	N	N	2	0	0	0	0	0	0	0	1	0	0
68	**87165340**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
69	**87728828**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
70	**87213569**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
71	**87728500**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
72	**87730315**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
73	**86389030**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
74	**87347692**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
75	**87348008**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
76	**87346537**	N	N	N	7	0	0	0	0	0	0	0	1	0	0
77	**87728541**	Y	N	N	0	1	0	1	0	0	0	0	0	1	0
78	**87210554**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
79	**87347561**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
80	**87348011**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
81	**87729521**	Y	N	N	4	1	1	0	0	0	0	0	0	0	0
82	**87347940**	N	N	N	0	1	0	1	0	0	0	0	0	0	0
83	**86812125**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
84	**87233337**	N	N	N	1	1	1	0	0	0	0	0	0	0	0
85	**87729637**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
86	**87730329**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
87	**87230323**	Y	N	N	1	1	1	0	0	0	0	0	0	0	0
88	**87729902**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
89	**86635881**	Y	N	N	2	0	0	0	0	0	0	0	0	1	0
90	**87729221**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
91	**87210561**	Y	N	N	6	0	0	0	0	0	0	0	0	0	0
92	**87728437**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
93	**87212330**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
94	**87729618**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
95	**88680315**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
96	**87730793**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
97	**87730831**	Y	N	N	6	0	0	0	0	0	0	0	0	0	0
98	**87729916**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
99	**87272283**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
100	**87729922**	N	N	N	1	1	1	0	0	0	0	0	0	0	0
101	**87728615**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
102	**88680253**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
103	**87729574**	Y	N	N	2	1	0	1	0	0	0	0	0	0	0
104	**87729190**	N	Y	N	1	1	1	0	0	0	0	0	0	0	0
105	**87729576**	N	Y	N	1	0	0	0	0	0	0	0	0	1	0
106	**88680893**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
107	**88680857**	N	Y	N	4	0	0	0	0	0	0	0	1	0	0
108	**87347815**	Y	N	N	6	0	0	0	0	0	0	0	0	0	0
109	**82399563**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
110	**87729798**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
111	**88032950**	N	N	N	6	1	0	1	0	0	0	0	0	0	0
112	**88032951**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
113	**87731100**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
114	**87731045**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
115	**88020468**	N	Y	N	4	0	0	0	0	0	0	0	0	0	0
116	**88680318**	N	N	N	5	0	0	0	0	0	0	0	0	0	0
117	**88032954**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
118	**88032956**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
119	**87346789**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
120	**87729225**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
121	**88031310**	N	N	N	0	5	5	0	0	0	0	0	0	0	0
122	**87729639**	Y	N	N	1	0	0	0	0	0	0	0	0	0	0
123	**87346065**	Y	N	N	7	0	0	0	0	0	0	0	0	0	0
124	**88681618**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
125	**87730074**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
126	**86389036**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
127	**88681619**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
128	**87347661**	N	N	N	1	1	1	0	0	0	0	0	0	0	0

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129	**87347662**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
130	**87730497**	Y	N	N	1	1	1	0	0	0	0	0	0	0	0
131	**88019811**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
132	**88015942**	N	Y	N	1	1	1	0	0	0	0	0	0	0	0
133	**88680868**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
134	**88680870**	N	Y	N	0	1	1	0	0	0	0	0	0	0	0
135	**88680679**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
136	**88681345**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
137	**87730122**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
138	**88032976**	Y	N	N	1	0	0	0	0	0	0	0	0	0	0
139	**88681730**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
140	**87285901**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
141	**87272326**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
142	**87272328**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
143	**87729581**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
144	**88020496**	Y	N	N	1	0	0	0	0	0	0	0	0	0	0
145	**88680462**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
146	**88682020**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
147	**88680873**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
148	**88016666**	Y	N	N	1	1	1	0	0	0	0	0	1	0	0
149	**88020498**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
150	**87348017**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
151	**88682155**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
152	**88016670**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
153	**87729123**	Y	N	N	0	0	0	0	0	0	0	0	0	0	0
154	**87731261**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
155	**88680327**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
156	**88019837**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
157	**88680641**	N	N	Y	5	1	1	0	0	0	0	0	0	0	0
158	**88683041**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
159	**88681867**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
160	**88682835**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
161	**87730818**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
162	**88681160**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
163	**88681159**	N	N	N	1	1	1	0	0	0	0	0	0	0	0
164	**88681324**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
165	**87730819**	Y	N	N	1	0	0	0	0	0	0	0	0	0	0
166	**88054761**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
167	**87728891**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
168	**89067660**	N	N	N	6	1	1	0	0	0	0	0	0	0	0
169	**88075599**	N	N	N	2	1	1	0	0	0	0	0	0	0	0
170	**88682508**	Y	N	N	1	1	1	0	0	0	0	0	0	0	0
171	**88072035**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
172	**89067799**	Y	N	N	2	0	0	0	0	0	0	0	1	0	0
173	**89067801**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
174	**82400055**	Y	N	N	0	2	2	0	0	0	0	0	0	0	0
175	**89067893**	Y	N	N	1	2	2	0	0	0	0	0	0	0	0
176	**88682447**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
177	**87347573**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
178	**88110960**	N	N	N	5	2	2	0	0	0	0	0	0	0	0
179	**88054778**	Y	N	N	0	3	3	0	0	0	0	0	0	0	0
180	**88133178**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
181	**88133179**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
182	**88054779**	Y	N	N	2	2	2	0	0	0	0	0	0	0	0
183	**89067905**	N	N	N	1	0	0	0	0	0	0	0	0	0	0
184	**88062322**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
185	**87730821**	Y	N	N	1	2	1	1	0	0	0	0	0	0	0
186	**88054782**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
187	**88072651**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
188	**88054784**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
189	**88134546**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
190	**89067812**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
191	**88680332**	Y	N	N	4	0	0	0	0	0	0	0	0	1	0
192	**87729326**	N	N	N	1	0	0	0	0	0	0	0	0	0	0

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193	**88016700**	N	N	N	0	2	0	2	0	0	0	0	0	0	0
194	**86388888**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
195	**88133190**	N	Y	N	1	1	0	1	0	0	0	0	0	0	0
196	**88062327**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
197	**88681432**	N	Y	N	1	0	0	0	0	0	0	0	0	0	0
198	**88682032**	Y	N	N	6	0	0	0	0	0	0	0	0	0	0
199	**88054792**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
200	**89069221**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
201	**88134555**	N	N	N	2	0	0	0	0	0	0	0	1	0	0
202	**89068301**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
203	**89069224**	N	N	Y	2	0	0	0	0	0	0	0	0	0	0
204	**88133208**	N	N	N	4	1	0	1	0	0	0	0	0	0	0
205	**86388890**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
206	**89068537**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
207	**89067669**	N	N	N	1	1	1	0	0	0	0	0	0	0	0
208	**89069230**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
209	**88683051**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
210	**89068048**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
211	**88122387**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
212	**89069329**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
213	**89068781**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
214	**89069151**	Y	N	N	2	0	0	0	0	0	0	0	1	0	0
215	**88192828**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
216	**89069526**	Y	N	N	1	1	1	0	0	0	0	0	0	0	0
217	**88195015**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
218	**89068909**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
219	**86388947**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
220	**88680336**	N	Y	N	4	2	0	2	0	0	0	0	0	0	0
221	**88195019**	N	N	N	1	0	0	0	0	0	0	0	0	0	0
222	**88060982**	Y	N	N	1	1	0	0	1	0	0	0	0	1	0
223	**89067870**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
224	**87731271**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
225	**88134570**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
226	**88165173**	N	Y	N	0	1	0	1	0	0	0	0	0	0	0
227	**87345660**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
228	**89070501**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
229	**88192843**	Y	N	N	1	1	1	0	0	0	0	0	0	0	0
230	**89070168**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
231	**88207728**	N	Y	N	2	2	0	2	0	0	0	0	0	0	0
232	**89068687**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
233	**88134585**	N	N	N	1	1	0	1	0	0	0	0	0	0	0
234	**88683054**	Y	N	N	2	1	1	0	0	0	0	0	0	0	0
235	**88682924**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
236	**89070510**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
237	**89067680**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
238	**88195035**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
239	**88099268**	Y	N	N	2	0	0	0	0	0	0	0	1	0	0
240	**88143176**	N	Y	N	1	0	0	0	0	0	0	0	0	0	0
241	**89069919**	N	N	N	1	1	0	1	0	0	0	0	0	0	0
242	**88192853**	N	Y	N	1	0	0	0	0	0	0	0	0	0	0
243	**88126488**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
244	**88143180**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
245	**88681235**	Y	N	N	1	0	0	0	0	0	0	0	0	0	0
246	**87731272**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
247	**89068588**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
248	**89068841**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
249	**89067871**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
250	**89285890**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
251	**89068921**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
252	**88207746**	N	Y	N	0	1	0	1	0	0	0	0	0	1	0
253	**88143185**	Y	N	N	1	2	2	0	0	0	0	0	0	0	0
254	**89070536**	Y	N	N	1	2	0	2	0	0	0	0	0	0	0
255	**89070331**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
256	**89285863**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0

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257	**88246523**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
258	**89070177**	Y	N	N	6	0	0	0	0	0	0	0	1	0	0
259	**88207761**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
260	**87345664**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
261	**89067841**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
262	**88134602**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
263	**82386980**	N	N	Y	2	0	0	0	0	0	0	0	0	0	0
264	**82384549**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
265	**88143195**	N	Y	N	5	1	1	0	0	0	0	0	0	0	0
266	**88143196**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
267	**89285151**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
268	**88165884**	Y	N	N	6	1	0	0	1	0	0	0	0	0	0
269	**82386616**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
270	**89069060**	N	N	N	2	1	1	0	0	0	0	0	0	0	0
271	**82383459**	Y	N	N	3	2	2	0	0	0	0	0	0	0	0
272	**88285586**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
273	**88195060**	N	Y	N	0	0	0	0	0	0	0	0	0	0	0
274	**82203870**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
275	**81996496**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
276	**88212357**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
277	**88172354**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
278	**82391182**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
279	**88300063**	N	N	N	5	0	0	0	0	0	0	0	0	0	0
280	**88230643**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
281	**88230644**	N	Y	N	2	1	1	0	0	0	0	0	1	0	0
282	**88300064**	Y	N	N	0	5	1	4	0	0	0	0	0	0	0
283	**82387921**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
284	**88172362**	N	N	N	1	1	1	0	0	0	0	0	0	0	0
285	**89068063**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
286	**88172363**	N	N	N	5	0	0	0	0	0	0	0	0	0	0
287	**88117240**	N	Y	N	3	0	0	0	0	0	0	0	1	0	0
288	**88210567**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
289	**89285673**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
290	**88143144**	Y	N	N	2	1	1	0	0	0	0	0	0	0	0
291	**88300074**	Y	N	N	0	2	1	0	1	1	1	0	0	1	0
292	**89070608**	Y	N	N	5	1	1	0	0	0	0	0	0	0	0
293	**88143146**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
294	**88300086**	Y	N	N	5	2	0	2	0	0	0	0	0	0	0
295	**88210582**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
296	**87728511**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
297	**88230667**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
298	**87728862**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
299	**89069530**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
300	**88331857**	N	Y	N	3	0	0	0	0	0	0	0	1	0	0
301	**87731241**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
302	**86388750**	Y	N	N	8	0	0	0	0	0	0	0	0	0	0
303	**88682114**	N	Y	N	1	0	0	0	0	0	0	0	0	0	0
304	**88328425**	N	Y	N	1	1	1	0	0	0	0	0	0	0	0
305	**88331865**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
306	**89285674**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
307	**85347707**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
308	**86810705**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
309	**88328427**	N	N	N	1	0	0	0	0	0	0	0	0	0	0
310	**87347275**	N	Y	N	0	2	0	2	0	0	0	0	0	0	0
311	**87729389**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
312	**89286688**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
313	**82391754**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
314	**87729746**	Y	N	N	3	0	0	0	0	0	0	0	1	0	0
315	**89286165**	Y	N	N	1	0	0	0	0	0	0	0	0	0	0
316	**88296650**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
317	**89070339**	N	Y	N	0	1	1	0	0	0	0	0	0	0	0
318	**89069659**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
319	**88333187**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
320	**87730560**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0

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321	**88333188**	Y	N	N	1	1	0	1	0	0	0	0	0	0	0
322	**89070375**	Y	N	N	1	0	0	0	0	0	0	0	0	0	0
323	**88285633**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
324	**82386778**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
325	**89285677**	N	N	N	6	0	0	0	0	0	0	0	0	0	0
326	**88296659**	N	N	N	0	2	1	1	0	0	0	0	0	0	0
327	**88258820**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
328	**88331884**	N	Y	N	1	1	0	1	0	0	0	0	1	0	0
329	**88333222**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
330	**88328454**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
331	**88329205**	N	N	N	1	1	1	0	0	0	0	0	0	0	0
332	**24079780**	N	N	N	1	1	1	0	0	0	0	0	1	0	0
333	**88680569**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
334	**88328933**	N	N	N	3	1	0	0	1	0	0	0	0	0	0
335	**88285649**	Y	N	N	1	0	0	0	0	0	0	0	0	0	0
336	**87189846**	N	Y	N	1	3	2	1	0	0	0	0	0	0	0
337	**88331898**	Y	N	N	2	0	0	0	0	0	0	0	1	0	0
338	**24079949**	Y	N	N	1	1	0	1	0	0	0	0	0	0	0
339	**88395370**	N	Y	N	0	1	0	1	0	0	0	0	0	0	0
340	**88285657**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
341	**88332426**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
342	**89286750**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
343	**87346195**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
344	**89285598**	N	N	N	3	2	1	1	0	0	0	0	0	0	0
345	**87345674**	Y	N	N	7	0	0	0	0	0	0	0	0	0	0
346	**89286022**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
347	**88404248**	Y	N	N	1	0	0	0	0	2	2	0	0	0	0
348	**82383333**	N	N	N	6	0	0	0	0	0	0	0	0	0	0
349	**89286023**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
350	**24079873**	N	N	N	1	1	0	0	1	0	0	0	0	0	0
351	**24080104**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
352	**24080647**	Y	N	N	1	2	1	1	0	0	0	0	0	0	0
353	**87346198**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
354	**89285686**	N	N	N	1	1	0	1	0	0	0	0	1	0	0
355	**88402690**	Y	N	N	1	2	2	0	0	0	0	0	0	0	0
356	**24080719**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
357	**89286552**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
358	**88395403**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
359	**24080500**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
360	**89286758**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
361	**88682251**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
362	**24080012**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
363	**88329241**	N	N	N	6	0	0	0	0	0	0	0	0	0	0
364	**24080225**	N	Y	N	3	0	0	0	0	0	0	0	1	0	0
365	**89285688**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
366	**24079633**	Y	N	N	1	0	0	0	0	0	0	0	0	0	0
367	**88426813**	Y	N	N	2	1	1	0	0	0	0	0	0	0	0
368	**88395414**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
369	**89285020**	N	N	N	1	0	0	0	0	0	0	0	0	0	0
370	**87346200**	Y	N	N	1	1	1	0	0	0	0	0	0	0	0
371	**89287326**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
372	**89287203**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
373	**88395420**	N	Y	N	2	1	0	1	0	0	0	0	0	0	0
374	**88395426**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
375	**88405397**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
376	**89285599**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
377	**24079635**	N	N	N	1	0	0	0	0	0	0	0	0	0	0
378	**88385312**	Y	N	N	1	1	1	0	0	0	0	0	0	0	0
379	**88365189**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
380	**24081529**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
381	**82400503**	N	Y	N	1	0	0	0	0	0	0	0	0	0	0
382	**88426825**	N	Y	N	1	2	1	1	0	0	0	0	0	0	0
383	**82383341**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
384	**88365197**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0

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385	**88443245**	N	Y	N	2	0	0	0	0	0	0	0	2	0	0
386	**24081632**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
387	**88426829**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
388	**88420450**	N	Y	N	0	1	0	1	0	0	0	0	0	0	0
389	**89286052**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
390	**88683177**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
391	**88385324**	Y	N	N	1	1	1	0	0	0	0	0	0	0	0
392	**88380541**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
393	**88407480**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
394	**24081977**	N	Y	N	1	0	0	0	0	0	0	0	0	0	0
395	**24081099**	N	Y	N	1	0	0	0	0	0	0	0	0	0	0
396	**89070038**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
397	**24081638**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
398	**24082059**	N	Y	N	8	0	0	0	0	0	0	0	0	0	0
399	**24082174**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
400	**89068272**	Y	N	N	1	4	2	2	0	0	0	0	0	0	0
401	**88402772**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
402	**24081155**	N	Y	N	5	0	0	0	0	0	0	0	0	0	0
403	**24081784**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
404	**89286770**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
405	**24082180**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
406	**24081021**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
407	**88402776**	N	N	N	3	0	0	0	0	0	0	0	1	0	0
408	**24082447**	N	N	N	8	0	0	0	0	0	0	0	0	0	0
409	**88429379**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
410	**24081125**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
411	**24081126**	Y	N	N	1	1	1	0	0	0	0	0	1	0	0
412	**88405407**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
413	**88420713**	Y	N	N	3	0	0	0	0	0	0	0	1	0	0
414	**87347629**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
415	**24082569**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
416	**24082427**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
417	**89286058**	Y	N	N	2	3	0	3	0	0	0	0	0	0	0
418	**24082351**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
419	**24082043**	N	N	N	1	1	1	0	0	0	0	0	0	0	0
420	**88401521**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
421	**88417355**	Y	N	N	1	1	0	1	0	0	0	0	0	0	0
422	**88426851**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
423	**82388688**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
424	**24318048**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
425	**88502198**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
426	**88443276**	Y	N	N	10	0	0	0	0	0	0	0	0	0	0
427	**24318023**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
428	**88452766**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
429	**88452767**	N	N	N	0	2	0	2	0	0	0	0	0	1	0
430	**24318363**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
431	**24318051**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
432	**24318450**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
433	**24317875**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
434	**88448163**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
435	**24081492**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
436	**88426862**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
437	**88501723**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
438	**24317876**	Y	N	N	7	0	0	0	0	0	0	0	0	0	0
439	**88448166**	Y	N	N	5	1	1	0	0	0	0	0	0	0	0
440	**88405432**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
441	**89285603**	N	Y	N	1	0	0	0	0	0	0	0	0	0	0
442	**88334866**	N	N	N	5	0	0	0	0	0	0	0	0	0	0
443	**88426866**	N	N	N	1	1	1	0	0	0	0	0	0	0	0
444	**24318335**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
445	**88401532**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
446	**88506498**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
447	**24081048**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
448	**24082049**	N	N	N	2	0	0	0	0	0	0	0	0	0	0

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449	**88502213**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
450	**24318917**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
451	**88481712**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
452	**24318467**	N	N	N	4	1	1	0	0	0	0	0	0	0	0
453	**88513661**	N	N	N	2	1	1	0	0	0	0	0	0	0	0
454	**24317877**	N	Y	N	6	0	0	0	0	0	0	0	0	0	0
455	**24318468**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
456	**24081108**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
457	**24082434**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
458	**24082053**	N	N	N	0	1	0	1	0	0	0	0	0	1	0
459	**24082471**	Y	N	N	1	0	0	0	0	0	0	0	0	0	0
460	**24081950**	N	N	N	3	1	1	0	0	0	0	0	0	0	0
461	**24081326**	N	Y	N	1	1	0	1	0	0	0	0	0	0	0
462	**24080626**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
463	**88527343**	N	Y	N	4	1	0	1	0	0	0	0	0	0	0
464	**24080868**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
465	**24318993**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
466	**24081112**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
467	**88501741**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
468	**24318470**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
469	**24318995**	N	N	N	7	0	0	0	0	0	0	0	0	0	0
470	**24318678**	N	Y	N	0	1	1	0	0	0	0	0	0	0	0
471	**24082247**	Y	N	N	1	1	0	0	1	0	0	0	0	1	0
472	**88682613**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
473	**24319628**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
474	**24082525**	Y	N	N	1	2	2	0	0	0	0	0	0	0	0
475	**89285604**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
476	**24319866**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
477	**82382194**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
478	**24319261**	Y	N	N	2	1	0	1	0	0	0	0	0	0	0
479	**82385168**	Y	N	N	1	3	1	2	0	0	0	0	0	0	0
480	**88527350**	Y	N	N	1	1	0	1	0	0	0	0	0	0	0
481	**88396057**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
482	**24319001**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
483	**24318472**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
484	**88482936**	Y	N	N	2	1	0	1	0	0	0	0	0	0	0
485	**24318473**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
486	**89068967**	N	N	N	6	0	0	0	0	0	0	0	0	0	0
487	**24082533**	Y	N	N	1	2	2	0	0	0	0	0	0	0	0
488	**24319758**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
489	**89069285**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
490	**87346572**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
491	**88502239**	N	Y	N	0	1	1	0	0	0	0	0	0	0	0
492	**88564463**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
493	**88506538**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
494	**24320138**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
495	**24319148**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
496	**88564468**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
497	**24319857**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
498	**24082444**	N	N	N	2	1	1	0	0	0	0	0	0	0	0
499	**88401569**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
500	**24318974**	N	Y	N	4	0	0	0	0	0	0	0	0	0	0
501	**88502243**	N	Y	N	0	3	3	0	0	0	0	0	0	0	0
502	**88501764**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
503	**24319641**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
504	**88564473**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
505	**24082054**	N	N	N	1	0	0	0	0	0	0	0	0	0	0
506	**88401572**	N	N	N	0	2	2	0	0	0	0	0	0	0	0
507	**24319858**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
508	**24319644**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
509	**88401577**	Y	N	N	0	2	2	0	0	0	0	0	0	0	0
510	**88489712**	N	N	N	8	0	0	0	0	0	0	0	0	0	0
511	**24317881**	N	Y	N	0	1	0	0	1	0	0	0	0	1	0
512	**88489716**	Y	N	N	1	2	0	2	0	0	0	0	0	0	0

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513	**82390821**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
514	**24319989**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
515	**24320093**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
516	**88564481**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
517	**24319117**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
518	**24081499**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
519	**88486532**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
520	**24081683**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
521	**88532738**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
522	**88506558**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
523	**88564372**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
524	**88681913**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
525	**24080989**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
526	**24317802**	N	N	N	2	1	0	1	0	0	0	0	0	0	0
527	**24320286**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
528	**88409490**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
529	**88495938**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
530	**24320287**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
531	**88495941**	N	Y	N	5	1	1	0	0	0	0	0	0	0	0
532	**24318082**	Y	N	N	2	1	1	0	0	0	0	0	0	0	0
533	**24318084**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
534	**89069904**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
535	**24320028**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
536	**88501788**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
537	**82383910**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
538	**88527387**	Y	N	N	3	1	0	1	0	0	0	0	0	0	0
539	**24760789**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
540	**24318554**	N	N	N	1	0	0	0	0	0	0	0	0	0	0
541	**88113985**	Y	N	N	0	2	0	1	1	0	0	0	0	0	0
542	**88531762**	Y	N	N	2	0	0	0	0	0	0	0	2	0	0
543	**88502265**	N	Y	N	1	0	0	0	0	0	0	0	0	0	0
544	**24319174**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
545	**88582523**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
546	**88564504**	N	N	N	5	1	1	0	0	0	0	0	0	0	0
547	**24082173**	N	N	N	5	0	0	0	0	0	0	0	0	0	0
548	**89287565**	N	N	N	5	0	0	0	0	0	0	0	0	0	0
549	**88564560**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
550	**89286886**	Y	N	N	1	1	1	0	0	0	0	0	0	0	0
551	**89565468**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
552	**24760906**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
553	**24760975**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
554	**88527398**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
555	**88564516**	Y	N	N	1	1	0	1	0	0	0	0	0	0	0
556	**89595402**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
557	**88495954**	N	N	N	3	1	1	0	0	0	0	0	0	0	0
558	**24320159**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
559	**88582537**	Y	N	N	1	2	0	2	0	0	0	0	0	0	0
560	**24320160**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
561	**24902685**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
562	**89572195**	N	N	N	3	2	2	0	0	0	0	0	0	0	0
563	**24760974**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
564	**24319862**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
565	**24761337**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
566	**88520018**	Y	N	N	4	1	1	0	0	0	0	0	0	0	0
567	**24761742**	N	N	N	5	0	0	0	0	0	0	0	0	0	0
568	**24760976**	Y	N	N	1	0	0	0	0	0	0	0	0	0	0
569	**89287637**	N	Y	Y	0	1	1	0	0	0	0	0	0	0	0
570	**24884909**	Y	N	N	0	2	0	2	0	0	0	0	0	0	0
571	**82399490**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
572	**24320085**	N	N	N	1	1	1	0	0	0	0	0	0	0	0
573	**24760863**	Y	N	N	5	0	0	0	0	0	0	0	1	0	0
574	**82401500**	N	Y	Y	1	0	0	0	0	0	0	0	0	0	0
575	**24762613**	N	N	N	1	1	0	1	0	0	0	0	0	0	0
576	**24761772**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0

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577	**89595425**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
578	**89287640**	N	Y	N	1	0	0	0	0	0	0	0	0	0	0
579	**24760918**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
580	**24320454**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
581	**88582552**	N	Y	N	2	1	1	0	0	0	0	0	0	0	0
582	**24762132**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
583	**24763092**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
584	**24762931**	Y	N	N	1	1	1	0	0	0	0	0	0	0	0
585	**24898358**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
586	**89285859**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
587	**24761942**	N	N	Y	0	3	3	0	0	0	0	0	0	0	0
588	**24919958**	N	N	N	0	2	2	0	0	0	0	0	0	0	0
589	**24938472**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
590	**24760920**	Y	N	N	1	0	0	0	0	0	0	0	0	0	0
591	**24761493**	Y	N	N	1	1	1	0	0	0	0	0	0	0	0
592	**24762937**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
593	**89287642**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
594	**89562814**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
595	**89562815**	Y	N	N	2	2	2	0	0	0	0	0	0	0	0
596	**82395563**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
597	**24760577**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
598	**82400438**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
599	**24762518**	Y	N	N	0	3	0	2	1	0	0	0	0	0	0
600	**24902726**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
601	**24950367**	Y	N	N	1	1	0	1	0	0	0	0	0	0	0
602	**85473995**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
603	**24763218**	N	Y	N	5	0	0	0	0	0	0	0	0	0	0
604	**89567502**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
605	**86387773**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
606	**82395398**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
607	**24318906**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
608	**89287645**	Y	N	N	6	0	0	0	0	0	0	0	0	0	0
609	**86387774**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
610	**86387775**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
611	**24938474**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
612	**24761498**	N	N	N	1	1	1	0	0	0	0	0	0	0	0
613	**24762869**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
614	**24763247**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
615	**24320638**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
616	**24320639**	N	N	N	0	1	0	0	1	0	0	0	0	1	0
617	**24762752**	Y	N	N	2	0	0	0	0	0	0	0	1	0	0
618	**87347385**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
619	**89595458**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
620	**24902744**	N	Y	N	1	3	0	3	0	0	0	0	0	3	0
621	**24917177**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
622	**24763165**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
623	**24958001**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
624	**24319885**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
625	**24763110**	Y	N	N	9	0	0	0	0	0	0	0	0	0	0
626	**24760954**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
627	**89285337**	N	Y	N	1	0	0	0	0	0	0	0	0	0	0
628	**24958005**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
629	**88334886**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
630	**24319617**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
631	**24970558**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
632	**25458687**	N	N	Y	1	1	1	0	0	0	0	0	0	0	0
633	**88680946**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
634	**89287648**	N	N	N	9	1	1	0	0	0	0	0	0	0	0
635	**24902753**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
636	**24964901**	N	N	N	2	1	1	0	0	0	0	0	1	0	0
637	**24761531**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
638	**24958009**	N	N	N	1	0	0	0	0	0	0	0	0	0	0
639	**24935804**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
640	**89068352**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0

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ID Number	REPORT_NUMBER	S4_IS_INTERSECTION_RELATED	S4_IS_LANE_DEPARTURE_RELATED	S4_IS_SPEEDING_RELATED	S4_NONE_INJURY_COUNT	S4_INJURY_COUNT	S4_POSSIBLE_INJURY_COUNT	S4_NON_INCAPACITATING_INJURY_COUNT	S4_INCAPACITATING_INJURY_COUNT	S4_FATALITY_COUNT	S4_FATALITY_WITHIN_30_DAYS_COUNT	S4_NON_TRAFFIC_FATALITY_COUNT	S4_TRAILER_COUNT	S4_MOTORCYCLE_COUNT	S4_MOPED_COUNT
641	**82389003**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
642	**25458565**	Y	N	N	2	1	1	0	0	0	0	0	0	0	0
643	**24958011**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
644	**24318595**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
645	**82389005**	Y	N	N	1	1	1	0	0	0	0	0	0	0	0
646	**24970564**	N	Y	N	3	0	0	0	0	0	0	0	1	0	0
647	**25459025**	N	Y	N	2	3	2	1	0	0	0	0	0	0	0
648	**88683188**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
649	**24995292**	N	N	N	1	0	0	0	0	0	0	0	0	0	0
650	**24762957**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
651	**24760867**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
652	**24935812**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
653	**24318911**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
654	**86636950**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
655	**88331744**	N	N	N	1	1	0	1	0	0	0	0	0	0	0
656	**88680730**	Y	N	N	1	1	1	0	0	0	0	0	1	0	0
657	**25459371**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
658	**25459373**	Y	N	N	6	0	0	0	0	0	0	0	0	0	0
659	**24318596**	N	Y	N	2	0	0	0	0	0	0	0	0	0	0
660	**24995297**	N	N	N	8	0	0	0	0	0	0	0	0	0	0
661	**25459375**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
662	**24761881**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
663	**24970572**	Y	N	N	1	1	1	0	0	0	0	0	0	0	0
664	**24995300**	Y	N	N	1	1	1	0	0	0	0	0	0	0	0
665	**25459984**	Y	N	N	4	0	0	0	0	0	0	0	0	0	0
666	**24761272**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
667	**88680733**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
668	**25458635**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
669	**24964910**	N	Y	N	1	1	1	0	0	0	0	0	0	0	0
670	**24918573**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
671	**82395634**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
672	**25459377**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
673	**25459378**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
674	**25002999**	Y	N	N	0	3	1	2	0	0	0	0	0	0	0
675	**89070462**	Y	N	N	1	0	0	0	0	0	0	0	0	0	0
676	**25459459**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
677	**25459842**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
678	**25459601**	N	Y	N	0	0	0	0	0	0	0	0	0	0	0
679	**25459700**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
680	**25040052**	Y	N	N	5	0	0	0	0	0	0	0	0	0	0
681	**24996929**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
682	**25035909**	Y	N	N	1	0	0	0	0	0	0	0	0	0	0
683	**25460242**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
684	**89068988**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
685	**24996931**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
686	**82385844**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
687	**87730015**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
688	**24763259**	N	N	N	4	0	0	0	0	0	0	0	0	0	0
689	**24964917**	N	Y	N	1	0	0	0	0	0	0	0	0	0	0
690	**25458827**	Y	N	N	3	1	1	0	0	0	0	0	0	0	0
691	**89286730**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
692	**89285394**	N	N	N	2	1	1	0	0	0	0	0	0	0	0
693	**89070464**	Y	N	Y	1	0	0	0	0	0	0	0	0	0	0
694	**82395448**	N	N	N	1	0	0	0	0	0	0	0	0	0	0
695	**82385848**	Y	N	N	3	0	0	0	0	0	0	0	0	0	0
696	**25026690**	N	N	N	6	1	0	1	0	0	0	0	0	0	0
697	**24964921**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
698	**25459464**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
699	**25459490**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
700	**25459491**	N	N	N	2	0	0	0	0	0	0	0	0	0	0
701	**25040068**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
702	**25458489**	Y	N	N	2	0	0	0	0	0	0	0	0	0	0
703	**25460707**	N	N	N	1	1	1	0	0	0	0	0	0	0	0
704	**25460710**	Y	N	N	2	2	0	2	0	0	0	0	0	0	0

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	S4_IS_INTERSECTION_RELATED	S4_IS_LANE_DEPARTURE_RELATED	S4_IS_SPEEDING_RELATED	S4_NONE_INJURY_COUNT	S4_INJURY_COUNT	S4_POSSIBLE_INJURY_COUNT	S4_NON_INCAPACITATING_INJURY_COUNT	S4_INCAPACITATING_INJURY_COUNT	S4_FATALITY_COUNT	S4_FATALITY_WITHIN_30_DAYS_COUNT	S4_NON_TRAFFIC_FATALITY_COUNT	S4_TRAILER_COUNT	S4_MOTORCYCLE_COUNT	S4_MOPED_COUNT
705	**88680906**	N	N	N	3	0	0	0	0	0	0	0	0	0	0
706	**25024047**	Y	N	N	4	1	0	0	1	0	0	0	1	0	0
707	**25459467**	N	Y	N	3	0	0	0	0	0	0	0	0	0	0
708	**24950791**	N	N	N	2	0	0	0	0	0	0	0	0	0	0

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	S4_NON_MOTORIST_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_DRIVER_COUNT	S4_AGING_DRIVER_COUNT	S4_TEENAGER_DRIVER_COUNT	S4_PASSENGER_COUNT	S4_UNRESTRAINED_COUNT	S4_UNRESTRAINED_INJURY_COUNT	S4_UNRESTRAINED_INCAPACITATING_INJURY_COUNT	S4_UNRESTRAINED_FATALITY_COUNT	S4_MOTORCYCLIST_COUNT	S4_MOTORCYCLIST_INCAPACITATING_INJURY_COUNT
1	**82384759**	0	0	0	2	1	0	0	0	0	0	0	0	0
2	**87346737**	0	0	0	2	1	1	0	0	0	0	0	0	0
3	**87346005**	0	0	0	2	1	0	1	0	0	0	0	0	0
4	**87347748**	0	0	0	2	0	1	0	0	0	0	0	0	0
5	**86811842**	0	0	0	2	0	1	1	0	0	0	0	0	0
6	**87162792**	0	0	0	2	0	0	0	0	0	0	0	0	0
7	**87347284**	0	0	0	3	2	0	2	0	0	0	0	0	0
8	**87347193**	0	0	0	2	0	0	1	0	0	0	0	0	0
9	**87347421**	0	0	0	2	0	0	0	0	0	0	0	0	0
10	**85572552**	0	0	0	2	2	0	0	0	0	0	0	1	0
11	**85601493**	0	0	0	1	0	0	0	0	0	0	0	0	0
12	**87158872**	0	0	0	3	0	0	0	0	0	0	0	0	0
13	**82397776**	0	0	0	2	2	0	3	0	0	0	0	0	0
14	**87346036**	0	0	0	2	0	0	0	0	0	0	0	0	0
15	**87345261**	0	0	0	2	0	1	2	1	1	0	0	0	0
16	**85606521**	0	0	0	2	0	0	0	0	0	0	0	0	0
17	**85606523**	0	0	0	2	0	1	1	0	0	0	0	0	0
18	**87346872**	0	0	0	1	0	1	1	0	0	0	0	0	0
19	**87346873**	0	0	0	2	0	1	4	0	0	0	0	0	0
20	**85605990**	0	0	0	2	1	0	0	0	0	0	0	0	0
21	**87162801**	0	0	0	2	1	0	2	0	0	0	0	0	0
22	**87346973**	0	0	0	2	0	0	4	0	0	0	0	0	0
23	**87346487**	0	0	0	1	0	0	0	0	0	0	0	0	0
24	**87348027**	0	0	0	2	0	0	0	0	0	0	0	0	0
25	**87156492**	0	0	0	2	1	0	0	0	0	0	0	0	0
26	**86637466**	0	0	0	2	0	1	0	0	0	0	0	0	0
27	**87347927**	0	0	0	1	0	0	0	0	0	0	0	0	0
28	**86812446**	0	0	0	2	0	0	0	0	0	0	0	0	0
29	**87728415**	0	0	0	2	0	0	0	0	0	0	0	0	0
30	**87345941**	0	0	0	2	1	0	2	0	0	0	0	0	0
31	**87182231**	0	0	0	1	0	0	0	0	0	0	0	0	0
32	**87347650**	0	0	0	2	0	0	3	0	0	0	0	0	0
33	**87345961**	0	0	0	2	1	0	1	0	0	0	0	0	0
34	**85501350**	0	0	0	2	1	0	0	0	0	0	0	0	0
35	**85601509**	0	0	0	4	1	0	5	0	0	0	0	0	0
36	**87345943**	0	0	0	2	0	0	0	0	0	0	0	0	0
37	**87346980**	0	0	0	2	0	0	1	0	0	0	0	0	0
38	**87156508**	0	0	0	2	0	0	0	0	0	0	0	0	0
39	**87346981**	0	0	0	2	0	0	1	0	0	0	0	0	0
40	**87347100**	0	0	0	3	0	1	0	0	0	0	0	0	0
41	**85501360**	0	0	0	2	0	1	1	1	1	0	0	0	0
42	**87347459**	1	1	0	1	0	0	0	0	0	0	0	<Null>	<Null>
43	**86811277**	0	0	0	2	0	0	0	0	0	0	0	0	0
44	**87165307**	0	0	0	2	0	0	4	0	0	0	0	0	0
45	**87205315**	0	0	0	2	0	0	0	0	0	0	0	0	0
46	**87347516**	0	0	0	2	1	0	0	0	0	0	0	0	0
47	**86811069**	0	0	0	2	0	0	0	0	0	0	0	0	0
48	**87213539**	0	0	0	2	1	1	0	0	0	0	0	0	0
49	**87347738**	0	0	0	2	0	1	0	0	0	0	0	0	0
50	**87347740**	0	0	0	2	0	1	0	0	0	0	0	0	0
51	**87728747**	0	0	0	3	0	0	0	0	0	0	0	0	0
52	**87729845**	0	0	0	2	0	0	0	0	0	0	0	0	0
53	**87165320**	0	0	0	1	0	1	0	0	0	0	0	0	0
54	**87728846**	0	0	0	2	0	1	4	0	0	0	0	0	0
55	**87728498**	0	0	0	2	0	0	0	0	0	0	0	0	0
56	**87729866**	0	0	0	2	0	0	0	0	0	0	0	0	0
57	**87728794**	0	0	0	2	0	0	1	0	0	0	0	0	0
58	**87728795**	0	0	0	2	0	0	5	0	0	0	0	0	0
59	**86811075**	0	0	0	1	0	1	1	0	0	0	0	0	0
60	**87162852**	0	0	0	2	0	0	1	0	0	0	0	0	0
61	**87213554**	0	0	0	2	0	1	2	0	0	0	0	0	0
62	**87347183**	0	0	0	2	0	0	0	0	0	0	0	0	0
63	**87346346**	0	0	0	2	0	0	3	0	0	0	0	0	0
64	**86811079**	0	0	0	2	0	1	1	0	0	0	0	0	0

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ID Number	REPORT_NUMBER	S4_NON_MOTORIST_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_DRIVER_COUNT	S4_AGING_DRIVER_COUNT	S4_TEENAGER_DRIVER_COUNT	S4_PASSENGER_COUNT	S4_UNRESTRAINED_COUNT	S4_UNRESTRAINED_INJURY_COUNT	S4_UNRESTRAINED_INCAPACITATING_INJURY_COUNT	S4_UNRESTRAINED_FATALITY_COUNT	S4_MOTORCYCLIST_COUNT	S4_MOTORCYCLIST_INCAPACITATING_INJURY_COUNT
65	**87347116**	0	0	0	1	0	0	0	0	0	0	0	0	0
66	**87346347**	0	0	0	2	0	0	0	0	0	0	0	0	0
67	**87730310**	0	0	0	2	1	0	0	0	0	0	0	0	0
68	**87165340**	0	0	0	2	0	0	1	0	0	0	0	0	0
69	**87728828**	0	0	0	2	1	0	2	0	0	0	0	0	0
70	**87213569**	0	0	0	2	0	0	0	0	0	0	0	0	0
71	**87728500**	0	0	0	2	0	0	3	0	0	0	0	0	0
72	**87730315**	0	0	0	2	1	0	1	0	0	0	0	0	0
73	**86389030**	0	0	0	2	0	0	2	0	0	0	0	0	0
74	**87347692**	0	0	0	2	0	0	0	0	0	0	0	0	0
75	**87348008**	0	0	0	2	1	0	0	0	0	0	0	0	0
76	**87346537**	0	0	0	2	0	0	5	0	0	0	0	0	0
77	**87728541**	0	0	0	1	0	0	0	0	0	0	0	1	0
78	**87210554**	0	0	0	2	0	0	3	0	0	0	0	0	0
79	**87347561**	0	0	0	2	0	1	0	0	0	0	0	0	0
80	**87348011**	0	0	0	2	0	0	0	0	0	0	0	0	0
81	**87729521**	0	0	0	2	0	0	3	0	0	0	0	0	0
82	**87347940**	1	1	0	0	0	0	0	0	0	0	0	<Null>	<Null>
83	**86812125**	0	0	0	2	0	0	2	0	0	0	0	0	0
84	**87233337**	0	0	0	2	0	0	0	0	0	0	0	0	0
85	**87729637**	0	0	0	2	0	1	0	0	0	0	0	0	0
86	**87730329**	0	0	0	2	1	0	1	0	0	0	0	0	0
87	**87230323**	0	0	0	2	0	1	0	0	0	0	0	0	0
88	**87729902**	0	0	0	2	0	1	0	0	0	0	0	0	0
89	**86635881**	0	0	0	2	0	1	0	0	0	0	0	1	0
90	**87729221**	0	0	0	2	0	0	1	0	0	0	0	0	0
91	**87210561**	0	0	0	3	0	1	3	0	0	0	0	0	0
92	**87728437**	0	0	0	2	1	0	1	0	0	0	0	0	0
93	**87212330**	0	0	0	2	1	0	1	0	0	0	0	0	0
94	**87729618**	0	0	0	2	0	0	0	0	0	0	0	0	0
95	**88680315**	0	0	0	2	0	0	0	0	0	0	0	0	0
96	**87730793**	0	0	0	2	1	0	0	0	0	0	0	0	0
97	**87730831**	0	0	0	2	0	0	4	0	0	0	0	0	0
98	**87729916**	0	0	0	2	0	0	1	0	0	0	0	0	0
99	**87272283**	0	0	0	2	0	1	0	0	0	0	0	0	0
100	**87729922**	0	0	0	2	0	1	0	0	0	0	0	0	0
101	**87728615**	0	0	0	2	0	0	1	0	0	0	0	0	0
102	**88680253**	0	0	0	2	1	0	0	0	0	0	0	0	0
103	**87729574**	0	0	0	2	0	0	1	0	0	0	0	0	0
104	**87729190**	0	0	0	2	0	1	0	0	0	0	0	0	0
105	**87729576**	0	0	0	1	0	0	0	0	0	0	0	1	0
106	**88680893**	0	0	0	2	0	0	0	0	0	0	0	0	0
107	**88680857**	0	0	0	3	0	0	1	0	0	0	0	0	0
108	**87347815**	0	0	0	3	2	0	3	0	0	0	0	0	0
109	**82399563**	0	0	0	2	0	0	2	0	0	0	0	0	0
110	**87729798**	0	0	0	3	0	0	0	0	0	0	0	0	0
111	**88032950**	0	0	0	3	1	0	4	0	0	0	0	0	0
112	**88032951**	0	0	0	3	1	0	1	0	0	0	0	0	0
113	**87731100**	0	0	0	2	0	1	0	0	0	0	0	0	0
114	**87731045**	0	0	0	2	1	0	1	0	0	0	0	0	0
115	**88020468**	0	0	0	2	0	2	2	0	0	0	0	0	0
116	**88680318**	0	0	0	2	0	0	3	0	0	0	0	0	0
117	**88032954**	0	0	0	2	0	0	3	0	0	0	0	0	0
118	**88032956**	0	0	0	2	0	1	1	0	0	0	0	0	0
119	**87346789**	0	0	0	2	0	0	0	0	0	0	0	0	0
120	**87729225**	0	0	0	2	0	0	0	0	0	0	0	0	0
121	**88031310**	0	0	0	2	0	0	3	0	0	0	0	0	0
122	**87729639**	0	0	0	1	1	0	0	0	0	0	0	0	0
123	**87346065**	0	0	0	2	0	1	5	0	0	0	0	0	0
124	**88681618**	0	0	0	2	0	0	1	0	0	0	0	0	0
125	**87730074**	0	0	0	2	0	0	2	0	0	0	0	0	0
126	**86389036**	0	0	0	2	0	0	1	0	0	0	0	0	0
127	**88681619**	0	0	0	2	0	0	1	0	0	0	0	0	0
128	**87347661**	0	0	0	1	0	0	1	0	0	0	0	0	0

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ID Number	REPORT_NUMBER	S4_NON_MOTORIST_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_DRIVER_COUNT	S4_AGING_DRIVER_COUNT	S4_TEENAGER_DRIVER_COUNT	S4_PASSENGER_COUNT	S4_UNRESTRAINED_COUNT	S4_UNRESTRAINED_INJURY_COUNT	S4_UNRESTRAINED_INCAPACITATING_INJURY_COUNT	S4_UNRESTRAINED_FATALITY_COUNT	S4_MOTORCYCLIST_COUNT	S4_MOTORCYCLIST_INCAPACITATING_INJURY_COUNT
129	**87347662**	0	0	0	2	0	2	0	0	0	0	0	0	0
130	**87730497**	0	0	0	2	1	0	0	0	0	0	0	0	0
131	**88019811**	0	0	0	2	0	0	0	0	0	0	0	0	0
132	**88015942**	0	0	0	1	1	0	1	0	0	0	0	0	0
133	**88680868**	0	0	0	2	1	1	1	0	0	0	0	0	0
134	**88680870**	0	0	0	1	1	0	0	0	0	0	0	0	0
135	**88680679**	0	0	0	2	1	0	0	0	0	0	0	0	0
136	**88681345**	0	0	0	2	0	0	1	0	0	0	0	0	0
137	**87730122**	0	0	0	2	1	0	0	0	0	0	0	0	0
138	**88032976**	0	0	0	1	0	0	0	0	0	0	0	0	0
139	**88681730**	0	0	0	2	0	0	0	0	0	0	0	0	0
140	**87285901**	0	0	0	2	0	1	0	0	0	0	0	0	0
141	**87272326**	0	0	0	2	0	0	1	0	0	0	0	0	0
142	**87272328**	0	0	0	2	0	0	0	0	0	0	0	0	0
143	**87729581**	0	0	0	2	0	0	0	0	0	0	0	0	0
144	**88020496**	0	0	0	1	0	0	0	0	0	0	0	0	0
145	**88680462**	0	0	0	2	1	0	2	0	0	0	0	0	0
146	**88682020**	0	0	0	2	1	0	1	0	0	0	0	0	0
147	**88680873**	0	0	0	2	0	0	0	0	0	0	0	0	0
148	**88016666**	0	0	0	2	0	0	0	0	0	0	0	0	0
149	**88020498**	0	0	0	3	1	1	1	0	0	0	0	0	0
150	**87348017**	0	0	0	2	0	1	0	0	0	0	0	0	0
151	**88682155**	0	0	0	2	0	0	1	0	0	0	0	0	0
152	**88016670**	0	0	0	2	0	1	0	0	0	0	0	0	0
153	**87729123**	0	0	0	0	0	0	0	0	0	0	0	0	0
154	**87731261**	0	0	0	2	0	0	0	0	0	0	0	0	0
155	**88680327**	0	0	0	2	1	0	0	0	0	0	0	0	0
156	**88019837**	0	0	0	2	0	0	0	0	0	0	0	0	0
157	**88680641**	0	0	0	4	0	1	2	0	0	0	0	0	0
158	**88683041**	0	0	0	2	1	0	0	0	0	0	0	0	0
159	**88681867**	0	0	0	2	0	1	0	0	0	0	0	0	0
160	**88682835**	0	0	0	2	0	0	1	0	0	0	0	0	0
161	**87730818**	0	0	0	2	0	0	1	0	0	0	0	0	0
162	**88681160**	0	0	0	2	0	0	1	0	0	0	0	0	0
163	**88681159**	0	0	0	2	1	1	0	0	0	0	0	0	0
164	**88681324**	0	0	0	2	0	1	0	0	0	0	0	0	0
165	**87730819**	0	0	0	1	0	0	0	0	0	0	0	0	0
166	**88054761**	0	0	0	2	0	0	1	0	0	0	0	0	0
167	**87728891**	0	0	0	2	2	0	1	0	0	0	0	0	0
168	**89067660**	0	0	0	2	0	0	5	0	0	0	0	0	0
169	**88075599**	0	0	0	2	0	0	1	0	0	0	0	0	0
170	**88682508**	0	0	0	2	0	0	0	0	0	0	0	0	0
171	**88072035**	0	0	0	2	0	0	0	0	0	0	0	0	0
172	**89067799**	0	0	0	2	1	0	0	0	0	0	0	0	0
173	**89067801**	0	0	0	2	0	2	0	0	0	0	0	0	0
174	**82400055**	0	0	0	2	0	0	0	0	0	0	0	0	0
175	**89067893**	0	0	0	2	1	0	1	0	0	0	0	0	0
176	**88682447**	0	0	0	2	0	0	0	0	0	0	0	0	0
177	**87347573**	0	0	0	2	0	0	0	0	0	0	0	0	0
178	**88110960**	0	0	0	4	2	0	3	0	0	0	0	0	0
179	**88054778**	0	0	0	2	0	0	1	0	0	0	0	0	0
180	**88133178**	0	0	0	2	0	0	0	0	0	0	0	0	0
181	**88133179**	0	0	0	2	0	0	0	0	0	0	0	0	0
182	**88054779**	0	0	0	3	0	0	1	0	0	0	0	0	0
183	**89067905**	0	0	0	1	1	0	0	0	0	0	0	0	0
184	**88062322**	0	0	0	2	1	0	2	0	0	0	0	<Null>	<Null>
185	**87730821**	0	0	0	2	1	0	1	0	0	0	0	0	0
186	**88054782**	0	0	0	2	0	2	2	0	0	0	0	0	0
187	**88072651**	0	0	0	2	0	0	0	0	0	0	0	0	0
188	**88054784**	0	0	0	2	0	0	0	0	0	0	0	0	0
189	**88134546**	0	0	0	2	0	0	0	0	0	0	0	0	0
190	**89067812**	0	0	0	2	0	0	3	0	0	0	0	0	0
191	**88680332**	0	0	0	2	1	0	2	0	0	0	0	2	0
192	**87729326**	0	0	0	1	0	0	0	0	0	0	0	0	0

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193	**88016700**	0	0	0	2	0	0	0	0	0	0	0	0	0
194	**86388888**	0	0	0	2	0	0	0	0	0	0	0	0	0
195	**88133190**	0	0	0	1	0	1	1	0	0	0	0	0	0
196	**88062327**	0	0	0	2	0	0	0	0	0	0	0	0	0
197	**88681432**	0	0	0	1	0	0	0	0	0	0	0	0	0
198	**88682032**	0	0	0	3	1	1	3	0	0	0	0	0	0
199	**88054792**	0	0	0	3	0	0	0	0	0	0	0	0	0
200	**89069221**	0	0	0	2	0	0	0	0	0	0	0	0	0
201	**88134555**	0	0	0	2	2	0	0	0	0	0	0	0	0
202	**89068301**	0	0	0	2	0	0	0	0	0	0	0	0	0
203	**89069224**	0	0	0	2	0	0	0	0	0	0	0	0	0
204	**88133208**	0	0	0	2	0	0	3	0	0	0	0	0	0
205	**86388890**	0	0	0	2	0	0	2	0	0	0	0	0	0
206	**89068537**	0	0	0	2	0	0	1	0	0	0	0	0	0
207	**89067669**	0	0	0	2	0	0	0	0	0	0	0	0	0
208	**89069230**	0	0	0	2	1	0	2	0	0	0	0	0	0
209	**88683051**	0	0	0	2	1	0	0	0	0	0	0	0	0
210	**89068048**	0	0	0	2	1	1	0	0	0	0	0	0	0
211	**88122387**	0	0	0	2	0	0	0	0	0	0	0	0	0
212	**89069329**	0	0	0	2	0	1	0	0	0	0	0	0	0
213	**89068781**	0	0	0	2	0	0	0	0	0	0	0	0	0
214	**89069151**	0	0	0	2	0	0	0	0	0	0	0	0	0
215	**88192828**	0	0	0	2	1	1	0	0	0	0	0	0	0
216	**89069526**	0	0	0	2	0	0	0	0	0	0	0	0	0
217	**88195015**	0	0	0	2	1	0	1	0	0	0	0	0	0
218	**89068909**	0	0	0	2	1	0	0	0	0	0	0	0	0
219	**86388947**	0	0	0	1	0	0	2	0	0	0	0	0	0
220	**88680336**	0	0	0	2	0	0	4	0	0	0	0	0	0
221	**88195019**	0	0	0	1	0	0	0	0	0	0	0	0	0
222	**88060982**	0	0	0	2	0	1	0	0	0	0	0	1	1
223	**89067870**	0	0	0	2	1	0	0	0	0	0	0	0	0
224	**87731271**	0	0	0	2	0	0	0	0	0	0	0	0	0
225	**88134570**	0	0	0	2	0	0	0	0	0	0	0	0	0
226	**88165173**	0	0	0	1	0	0	0	0	0	0	0	0	0
227	**87345660**	0	0	0	2	0	1	1	0	0	0	0	0	0
228	**89070501**	0	0	0	2	0	0	0	0	0	0	0	0	0
229	**88192843**	0	0	0	2	0	0	0	0	0	0	0	0	0
230	**89070168**	0	0	0	2	1	1	1	0	0	0	0	0	0
231	**88207728**	0	0	0	3	1	1	1	0	0	0	0	0	0
232	**89068687**	0	0	0	2	0	0	0	0	0	0	0	0	0
233	**88134585**	1	1	0	1	0	0	0	0	0	0	0	<Null>	<Null>
234	**88683054**	0	0	0	2	2	0	1	0	0	0	0	0	0
235	**88682924**	0	0	0	3	0	1	1	0	0	0	0	0	0
236	**89070510**	0	0	0	2	0	0	0	0	0	0	0	0	0
237	**89067680**	0	0	0	2	0	0	0	0	0	0	0	0	0
238	**88195035**	0	0	0	2	1	0	1	0	0	0	0	0	0
239	**88099268**	0	0	0	2	0	0	0	0	0	0	0	0	0
240	**88143176**	0	0	0	1	0	0	0	0	0	0	0	0	0
241	**89069919**	0	0	0	2	1	0	0	0	0	0	0	0	0
242	**88192853**	0	0	0	1	0	0	0	0	0	0	0	0	0
243	**88126488**	0	0	0	2	0	0	1	0	0	0	0	0	0
244	**88143180**	0	0	0	4	0	0	1	0	0	0	0	0	0
245	**88681235**	0	0	0	1	0	0	0	0	0	0	0	0	0
246	**87731272**	0	0	0	2	0	0	0	0	0	0	0	0	0
247	**89068588**	0	0	0	2	0	0	1	0	0	0	0	0	0
248	**89068841**	0	0	0	2	0	0	0	0	0	0	0	0	0
249	**89067871**	0	0	0	3	1	0	1	0	0	0	0	0	0
250	**89285890**	0	0	0	2	0	0	3	0	0	0	0	0	0
251	**89068921**	0	0	0	2	0	0	0	0	0	0	0	0	0
252	**88207746**	0	0	0	1	0	0	0	0	0	0	0	1	0
253	**88143185**	0	0	0	2	0	0	1	0	0	0	0	0	0
254	**89070536**	0	0	0	2	0	0	1	0	0	0	0	0	0
255	**89070331**	0	0	0	2	0	0	0	0	0	0	0	0	0
256	**89285863**	0	0	0	2	0	0	0	0	0	0	0	0	0

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257	**88246523**	0	0	0	2	0	0	0	0	0	0	0	0	0
258	**89070177**	0	0	0	3	0	0	3	0	0	0	0	0	0
259	**88207761**	0	0	0	3	0	0	0	0	0	0	0	0	0
260	**87345664**	0	0	0	2	0	0	0	0	0	0	0	0	0
261	**89067841**	0	0	0	2	0	0	0	0	0	0	0	0	0
262	**88134602**	0	0	0	2	0	0	0	0	0	0	0	0	0
263	**82386980**	0	0	0	2	0	0	0	0	0	0	0	0	0
264	**82384549**	0	0	0	2	2	0	1	0	0	0	0	0	0
265	**88143195**	0	0	0	2	0	0	4	0	0	0	0	0	0
266	**88143196**	0	0	0	2	1	0	2	0	0	0	0	0	0
267	**89285151**	0	0	0	2	0	0	1	0	0	0	0	0	0
268	**88165884**	0	0	0	2	0	1	5	0	0	0	0	0	0
269	**82386616**	0	0	0	2	0	0	0	0	0	0	0	0	0
270	**89069060**	0	0	0	3	0	0	0	0	0	0	0	0	0
271	**82383459**	0	0	0	2	0	0	3	2	2	0	0	0	0
272	**88285586**	0	0	0	2	0	0	0	0	0	0	0	0	0
273	**88195060**	0	0	0	0	0	0	0	0	0	0	0	0	0
274	**82203870**	0	0	0	2	0	2	0	0	0	0	0	0	0
275	**81996496**	0	0	0	2	0	0	0	0	0	0	0	0	0
276	**88212357**	0	0	0	2	0	0	0	0	0	0	0	0	0
277	**88172354**	0	0	0	2	1	1	1	0	0	0	0	0	0
278	**82391182**	0	0	0	2	0	1	1	0	0	0	0	0	0
279	**88300063**	0	0	0	2	0	0	3	0	0	0	0	0	0
280	**88230643**	0	0	0	2	0	0	0	0	0	0	0	0	0
281	**88230644**	0	0	0	3	0	0	0	0	0	0	0	0	0
282	**88300064**	0	0	0	2	2	0	3	0	0	0	0	0	0
283	**82387921**	0	0	0	2	0	0	1	0	0	0	0	0	0
284	**88172362**	0	0	0	2	0	0	0	0	0	0	0	0	0
285	**89068063**	0	0	0	2	0	0	1	0	0	0	0	0	0
286	**88172363**	0	0	0	2	0	0	3	0	0	0	0	0	0
287	**88117240**	0	0	0	2	0	0	1	0	0	0	0	0	0
288	**88210567**	0	0	0	2	0	0	0	0	0	0	0	0	0
289	**89285673**	0	0	0	2	1	0	0	0	0	0	0	0	0
290	**88143144**	0	0	0	2	0	0	1	0	0	0	0	0	0
291	**88300074**	0	0	0	2	0	0	1	0	0	0	0	2	1
292	**89070608**	0	0	0	2	0	0	4	0	0	0	0	0	0
293	**88143146**	0	0	0	2	0	0	1	0	0	0	0	0	0
294	**88300086**	0	0	0	3	1	0	4	0	0	0	0	0	0
295	**88210582**	0	0	0	2	0	0	1	0	0	0	0	0	0
296	**87728511**	0	0	0	2	0	0	0	0	0	0	0	0	0
297	**88230667**	0	0	0	2	1	0	0	0	0	0	0	0	0
298	**87728862**	0	0	0	2	0	0	3	0	0	0	0	0	0
299	**89069530**	0	0	0	2	0	0	0	0	0	0	0	0	0
300	**88331857**	0	0	0	2	1	0	1	0	0	0	0	0	0
301	**87731241**	0	0	0	2	0	0	0	0	0	0	0	0	0
302	**86388750**	0	0	0	2	1	0	6	0	0	0	0	0	0
303	**88682114**	0	0	0	1	0	0	0	0	0	0	0	0	0
304	**88328425**	0	0	0	2	0	0	0	0	0	0	0	0	0
305	**88331865**	0	0	0	2	1	0	0	0	0	0	0	0	0
306	**89285674**	0	0	0	2	0	0	0	0	0	0	0	0	0
307	**85347707**	0	0	0	3	1	1	1	0	0	0	0	0	0
308	**86810705**	0	0	0	2	0	0	1	0	0	0	0	0	0
309	**88328427**	0	0	0	1	0	0	0	0	0	0	0	0	0
310	**87347275**	0	0	0	1	0	0	1	0	0	0	0	0	0
311	**87729389**	0	0	0	2	0	1	0	0	0	0	0	0	0
312	**89286688**	0	0	0	2	0	0	1	0	0	0	0	0	0
313	**82391754**	0	0	0	2	0	0	0	0	0	0	0	0	0
314	**87729746**	0	0	0	3	0	0	0	0	0	0	0	0	0
315	**89286165**	0	0	0	1	0	0	0	0	0	0	0	0	0
316	**88296650**	0	0	0	2	0	0	1	0	0	0	0	0	0
317	**89070339**	0	0	0	1	0	0	0	0	0	0	0	0	0
318	**89069659**	0	0	0	2	0	0	1	0	0	0	0	0	0
319	**88333187**	0	0	0	2	0	0	1	0	0	0	0	0	0
320	**87730560**	0	0	0	2	0	0	1	0	0	0	0	0	0

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ID Number	REPORT_NUMBER	S4_NON_MOTORIST_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_DRIVER_COUNT	S4_AGING_DRIVER_COUNT	S4_TEENAGER_DRIVER_COUNT	S4_PASSENGER_COUNT	S4_UNRESTRAINED_COUNT	S4_UNRESTRAINED_INJURY_COUNT	S4_UNRESTRAINED_INCAPACITATING_INJURY_COUNT	S4_UNRESTRAINED_FATALITY_COUNT	S4_MOTORCYCLIST_COUNT	S4_MOTORCYCLIST_INCAPACITATING_INJURY_COUNT
321	**88333188**	0	0	0	2	0	0	0	1	1	0	0	0	0
322	**89070375**	0	0	0	1	0	0	0	0	0	0	0	0	0
323	**88285633**	0	0	0	2	1	0	0	0	0	0	0	0	0
324	**82386778**	0	0	0	2	1	1	0	0	0	0	0	0	0
325	**89285677**	0	0	0	4	0	1	2	0	0	0	0	0	0
326	**88296659**	0	0	0	2	1	1	0	0	0	0	0	0	0
327	**88258820**	0	0	0	1	0	0	1	0	0	0	0	0	0
328	**88331884**	0	0	0	2	0	1	0	0	0	0	0	0	0
329	**88333222**	0	0	0	3	2	0	1	0	0	0	0	0	0
330	**88328454**	0	0	0	2	1	0	0	0	0	0	0	0	0
331	**88329205**	0	0	0	2	0	1	0	1	1	0	0	0	0
332	**24079780**	0	0	0	2	0	1	0	0	0	0	0	0	0
333	**88680569**	0	0	0	2	1	0	0	0	0	0	0	0	0
334	**88328933**	0	0	0	2	0	0	2	1	0	0	0	0	0
335	**88285649**	0	0	0	1	0	0	0	0	0	0	0	0	0
336	**87189846**	0	0	0	2	0	0	2	0	0	0	0	0	0
337	**88331898**	0	0	0	2	1	0	0	0	0	0	0	0	0
338	**24079949**	0	0	0	2	0	0	0	0	0	0	0	0	0
339	**88395370**	0	0	0	1	0	1	0	0	0	0	0	0	0
340	**88285657**	0	0	0	2	0	1	0	0	0	0	0	0	0
341	**88332426**	0	0	0	2	0	0	1	0	0	0	0	0	0
342	**89286750**	0	0	0	2	0	0	1	0	0	0	0	0	0
343	**87346195**	0	0	0	2	0	0	1	0	0	0	0	0	0
344	**89285598**	0	0	0	2	0	0	3	0	0	0	0	0	0
345	**87345674**	0	0	0	4	0	3	3	0	0	0	0	0	0
346	**89286022**	0	0	0	2	0	2	0	0	0	0	0	0	0
347	**88404248**	0	0	0	2	0	1	1	0	0	0	0	0	0
348	**82383333**	0	0	0	3	1	0	3	0	0	0	0	0	0
349	**89286023**	0	0	0	2	1	1	0	0	0	0	0	0	0
350	**24079873**	0	0	0	2	0	0	0	0	0	0	0	0	0
351	**24080104**	0	0	0	2	1	0	1	0	0	0	0	0	0
352	**24080647**	0	0	0	3	0	0	0	0	0	0	0	0	0
353	**87346198**	0	0	0	2	0	0	0	0	0	0	0	0	0
354	**89285686**	0	0	0	2	0	0	0	0	0	0	0	0	0
355	**88402690**	0	0	0	2	0	0	1	0	0	0	0	0	0
356	**24080719**	0	0	0	2	0	1	0	0	0	0	0	0	0
357	**89286552**	0	0	0	2	0	2	2	0	0	0	0	0	0
358	**88395403**	0	0	0	2	1	1	0	0	0	0	0	0	0
359	**24080500**	0	0	0	2	1	0	0	0	0	0	0	0	0
360	**89286758**	0	0	0	2	0	0	1	0	0	0	0	0	0
361	**88682251**	0	0	0	2	0	1	0	0	0	0	0	0	0
362	**24080012**	0	0	0	2	0	0	0	0	0	0	0	0	0
363	**88329241**	0	0	0	2	0	0	4	0	0	0	0	0	0
364	**24080225**	0	0	0	2	0	0	1	0	0	0	0	0	0
365	**89285688**	0	0	0	2	0	0	0	0	0	0	0	0	0
366	**24079633**	0	0	0	1	1	0	0	0	0	0	0	0	0
367	**88426813**	0	0	0	2	0	1	1	1	0	0	0	0	0
368	**88395414**	0	0	0	1	0	0	1	0	0	0	0	0	0
369	**89285020**	0	0	0	1	0	0	0	0	0	0	0	0	0
370	**87346200**	0	0	0	2	0	0	0	0	0	0	0	0	0
371	**89287326**	0	0	0	2	1	0	0	0	0	0	0	0	0
372	**89287203**	0	0	0	2	1	0	0	0	0	0	0	0	0
373	**88395420**	0	0	0	2	0	1	1	0	0	0	0	0	0
374	**88395426**	0	0	0	1	1	0	1	0	0	0	0	0	0
375	**88405397**	0	0	0	3	0	0	0	0	0	0	0	0	0
376	**89285599**	0	0	0	2	0	0	1	0	0	0	0	0	0
377	**24079635**	0	0	0	1	0	0	0	0	0	0	0	0	0
378	**88385312**	0	0	0	2	0	0	0	0	0	0	0	0	0
379	**88365189**	0	0	0	2	1	1	0	0	0	0	0	0	0
380	**24081529**	0	0	0	2	0	0	1	0	0	0	0	0	0
381	**82400503**	0	0	0	1	0	0	0	0	0	0	0	0	0
382	**88426825**	0	0	0	2	1	0	1	0	0	0	0	0	0
383	**82383341**	0	0	0	2	0	1	1	0	0	0	0	0	0
384	**88365197**	0	0	0	2	0	0	1	0	0	0	0	0	0

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385	**88443245**	0	0	0	2	1	0	0	0	0	0	0	0	0
386	**24081632**	0	0	0	2	1	0	1	0	0	0	0	0	0
387	**88426829**	0	0	0	2	0	1	0	0	0	0	0	0	0
388	**88420450**	0	0	0	1	0	0	0	1	1	0	0	0	0
389	**89286052**	0	0	0	2	0	0	0	0	0	0	0	0	0
390	**88683177**	0	0	0	2	1	0	1	0	0	0	0	0	0
391	**88385324**	0	0	0	2	0	0	0	0	0	0	0	0	0
392	**88380541**	0	0	0	2	0	0	0	0	0	0	0	0	0
393	**88407480**	0	0	0	3	0	0	1	0	0	0	0	0	0
394	**24081977**	0	0	0	1	0	0	0	0	0	0	0	0	0
395	**24081099**	0	0	0	1	0	1	0	0	0	0	0	0	0
396	**89070038**	0	0	0	2	1	0	1	0	0	0	0	0	0
397	**24081638**	0	0	0	2	1	0	0	0	0	0	0	0	0
398	**24082059**	0	0	0	2	0	0	6	0	0	0	0	0	0
399	**24082174**	0	0	0	2	0	0	0	0	0	0	0	0	0
400	**89068272**	0	0	0	2	0	0	3	0	0	0	0	0	0
401	**88402772**	0	0	0	2	0	0	0	0	0	0	0	0	0
402	**24081155**	0	0	0	2	0	0	3	0	0	0	0	0	0
403	**24081784**	0	0	0	2	1	0	2	0	0	0	0	0	0
404	**89286770**	0	0	0	2	0	1	0	0	0	0	0	0	0
405	**24082180**	0	0	0	2	0	0	0	0	0	0	0	0	0
406	**24081021**	0	0	0	2	1	0	0	0	0	0	0	0	0
407	**88402776**	0	0	0	2	0	0	1	0	0	0	0	0	0
408	**24082447**	0	0	0	3	0	1	5	0	0	0	0	0	0
409	**88429379**	0	0	0	2	0	0	2	0	0	0	0	0	0
410	**24081125**	0	0	0	2	0	0	0	0	0	0	0	0	0
411	**24081126**	0	0	0	2	0	0	0	0	0	0	0	0	0
412	**88405407**	0	0	0	2	0	0	1	0	0	0	0	0	0
413	**88420713**	0	0	0	2	0	0	1	0	0	0	0	0	0
414	**87347629**	0	0	0	1	1	0	1	0	0	0	0	0	0
415	**24082569**	0	0	0	2	0	1	0	0	0	0	0	0	0
416	**24082427**	0	0	0	2	0	0	1	0	0	0	0	0	0
417	**89286058**	0	0	0	2	0	0	3	0	0	0	0	0	0
418	**24082351**	0	0	0	2	0	0	1	0	0	0	0	0	0
419	**24082043**	0	0	0	2	0	0	0	0	0	0	0	0	0
420	**88401521**	0	0	0	2	0	0	0	0	0	0	0	0	0
421	**88417355**	0	0	0	2	0	0	0	1	1	0	0	0	0
422	**88426851**	0	0	0	2	1	0	0	0	0	0	0	0	0
423	**82388688**	0	0	0	2	0	0	0	0	0	0	0	0	0
424	**24318048**	0	0	0	2	0	0	1	0	0	0	0	0	0
425	**88502198**	0	0	0	2	0	0	2	0	0	0	0	0	0
426	**88443276**	0	0	0	4	0	0	6	0	0	0	0	0	0
427	**24318023**	0	0	0	2	1	0	1	0	0	0	0	0	0
428	**88452766**	0	0	0	2	0	0	1	0	0	0	0	0	0
429	**88452767**	0	0	0	1	0	0	1	0	0	0	0	2	0
430	**24318363**	0	0	0	2	0	0	3	0	0	0	0	0	0
431	**24318051**	0	0	0	2	1	0	1	0	0	0	0	0	0
432	**24318450**	0	0	0	2	1	0	2	0	0	0	0	0	0
433	**24317875**	0	0	0	2	0	0	1	0	0	0	0	0	0
434	**88448163**	0	0	0	2	0	0	0	0	0	0	0	0	0
435	**24081492**	0	0	0	2	0	0	0	0	0	0	0	0	0
436	**88426862**	0	0	0	3	0	0	1	0	0	0	0	0	0
437	**88501723**	0	0	0	2	0	0	0	0	0	0	0	0	0
438	**24317876**	0	0	0	2	0	2	5	0	0	0	0	0	0
439	**88448166**	0	0	0	4	2	0	2	0	0	0	0	0	0
440	**88405432**	0	0	0	2	0	0	2	0	0	0	0	0	0
441	**89285603**	0	0	0	1	1	0	0	0	0	0	0	0	0
442	**88334866**	0	0	0	2	0	1	3	0	0	0	0	0	0
443	**88426866**	0	0	0	2	1	0	0	0	0	0	0	0	0
444	**24318335**	0	0	0	1	0	0	1	0	0	0	0	0	0
445	**88401532**	0	0	0	2	0	0	0	0	0	0	0	0	0
446	**88506498**	0	0	0	2	0	0	0	0	0	0	0	0	0
447	**24081048**	0	0	0	2	0	0	0	0	0	0	0	0	0
448	**24082049**	0	0	0	1	1	0	1	0	0	0	0	0	0

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449	**88502213**	0	0	0	2	0	0	1	0	0	0	0	0	0
450	**24318917**	0	0	0	2	0	0	0	0	0	0	0	0	0
451	**88481712**	0	0	0	2	0	0	0	0	0	0	0	0	0
452	**24318467**	0	0	0	2	0	1	3	0	0	0	0	0	0
453	**88513661**	0	0	0	2	0	0	1	1	0	0	0	0	0
454	**24317877**	0	0	0	2	0	1	4	0	0	0	0	0	0
455	**24318468**	0	0	0	2	0	0	1	0	0	0	0	0	0
456	**24081108**	0	0	0	2	0	1	0	0	0	0	0	0	0
457	**24082434**	0	0	0	2	0	1	0	0	0	0	0	0	0
458	**24082053**	0	0	0	1	0	1	0	0	0	0	0	1	0
459	**24082471**	0	0	0	1	0	1	0	0	0	0	0	0	0
460	**24081950**	0	0	0	2	0	0	2	0	0	0	0	0	0
461	**24081326**	0	0	0	2	0	0	0	0	0	0	0	0	0
462	**24080626**	0	0	0	2	0	0	0	0	0	0	0	0	0
463	**88527343**	0	0	0	2	0	0	3	0	0	0	0	0	0
464	**24080868**	0	0	0	2	0	0	0	0	0	0	0	0	0
465	**24318993**	0	0	0	2	0	0	0	0	0	0	0	0	0
466	**24081112**	0	0	0	2	0	0	1	0	0	0	0	0	0
467	**88501741**	0	0	0	2	0	0	0	0	0	0	0	0	0
468	**24318470**	0	0	0	2	0	1	0	0	0	0	0	0	0
469	**24318995**	0	0	0	2	0	0	5	0	0	0	0	0	0
470	**24318678**	0	0	0	1	1	0	0	0	0	0	0	0	0
471	**24082247**	0	0	0	2	1	0	0	0	0	0	0	1	1
472	**88682613**	0	0	0	2	0	0	0	0	0	0	0	0	0
473	**24319628**	0	0	0	2	0	0	0	0	0	0	0	0	0
474	**24082525**	0	0	0	2	0	0	1	0	0	0	0	0	0
475	**89285604**	0	0	0	2	1	0	1	0	0	0	0	0	0
476	**24319866**	0	0	0	2	1	1	0	0	0	0	0	0	0
477	**82382194**	0	0	0	2	0	0	1	0	0	0	0	0	0
478	**24319261**	0	0	0	2	0	0	1	0	0	0	0	0	0
479	**82385168**	0	0	0	3	0	0	1	0	0	0	0	0	0
480	**88527350**	0	0	0	2	0	0	0	0	0	0	0	0	0
481	**88396057**	0	0	0	2	0	1	0	0	0	0	0	0	0
482	**24319001**	0	0	0	2	0	0	1	0	0	0	0	0	0
483	**24318472**	0	0	0	2	0	0	2	0	0	0	0	0	0
484	**88482936**	1	1	0	1	0	1	1	0	0	0	0	0	0
485	**24318473**	0	0	0	2	1	0	0	0	0	0	0	0	0
486	**89068967**	0	0	0	2	0	0	4	0	0	0	0	0	0
487	**24082533**	0	0	0	2	1	0	1	0	0	0	0	0	0
488	**24319758**	0	0	0	2	0	0	0	0	0	0	0	0	0
489	**89069285**	0	0	0	2	0	1	0	0	0	0	0	0	0
490	**87346572**	0	0	0	2	0	0	2	1	0	0	0	0	0
491	**88502239**	0	0	0	1	0	0	0	0	0	0	0	0	0
492	**88564463**	0	0	0	2	0	0	1	0	0	0	0	0	0
493	**88506538**	0	0	0	2	0	0	1	0	0	0	0	0	0
494	**24320138**	0	0	0	2	0	0	0	0	0	0	0	0	0
495	**24319148**	0	0	0	2	0	0	0	0	0	0	0	0	0
496	**88564468**	0	0	0	2	1	1	0	0	0	0	0	0	0
497	**24319857**	0	0	0	2	0	1	0	0	0	0	0	0	0
498	**24082444**	0	0	0	3	1	1	0	0	0	0	0	0	0
499	**88401569**	0	0	0	2	0	1	0	0	0	0	0	0	0
500	**24318974**	0	0	0	3	0	1	1	1	0	0	0	0	0
501	**88502243**	0	0	0	2	0	0	1	0	0	0	0	0	0
502	**88501764**	0	0	0	2	1	0	0	0	0	0	0	0	0
503	**24319641**	0	0	0	2	0	0	0	0	0	0	0	0	0
504	**88564473**	0	0	0	3	0	0	0	0	0	0	0	0	0
505	**24082054**	0	0	0	1	0	0	0	0	0	0	0	0	0
506	**88401572**	0	0	0	2	0	0	0	0	0	0	0	0	0
507	**24319858**	0	0	0	2	1	0	1	0	0	0	0	0	0
508	**24319644**	0	0	0	2	0	0	0	0	0	0	0	0	0
509	**88401577**	0	0	0	2	0	0	0	0	0	0	0	0	0
510	**88489712**	0	0	0	2	0	0	6	0	0	0	0	0	0
511	**24317881**	0	0	0	1	0	0	0	0	0	0	0	1	1
512	**88489716**	0	0	0	2	0	0	1	0	0	0	0	0	0

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ID Number	REPORT_NUMBER	S4_NON_MOTORIST_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_DRIVER_COUNT	S4_AGING_DRIVER_COUNT	S4_TEENAGER_DRIVER_COUNT	S4_PASSENGER_COUNT	S4_UNRESTRAINED_COUNT	S4_UNRESTRAINED_INJURY_COUNT	S4_UNRESTRAINED_INCAPACITATING_INJURY_COUNT	S4_UNRESTRAINED_FATALITY_COUNT	S4_MOTORCYCLIST_COUNT	S4_MOTORCYCLIST_INCAPACITATING_INJURY_COUNT
513	**82390821**	0	0	0	2	0	0	0	0	0	0	0	0	0
514	**24319989**	0	0	0	2	0	0	0	0	0	0	0	0	0
515	**24320093**	0	0	0	2	0	0	1	0	0	0	0	0	0
516	**88564481**	0	0	0	2	0	0	2	0	0	0	0	0	0
517	**24319117**	0	0	0	3	0	1	2	0	0	0	0	0	0
518	**24081499**	0	0	0	2	0	0	0	0	0	0	0	0	0
519	**88486532**	0	0	0	2	0	0	0	0	0	0	0	0	0
520	**24081683**	0	0	0	2	0	0	0	0	0	0	0	0	0
521	**88532738**	0	0	0	2	1	0	0	0	0	0	0	0	0
522	**88506558**	0	0	0	2	0	0	0	0	0	0	0	0	0
523	**88564372**	0	0	0	2	0	0	0	0	0	0	0	0	0
524	**88681913**	0	0	0	2	0	1	0	0	0	0	0	0	0
525	**24080989**	0	0	0	2	0	0	0	0	0	0	0	0	0
526	**24317802**	0	0	0	2	0	0	1	0	0	0	0	0	0
527	**24320286**	0	0	0	2	0	0	1	0	0	0	0	0	0
528	**88409490**	0	0	0	2	0	0	0	0	0	0	0	0	0
529	**88495938**	0	0	0	2	0	0	1	0	0	0	0	0	0
530	**24320287**	0	0	0	2	0	0	1	0	0	0	0	0	0
531	**88495941**	0	0	0	3	0	0	3	0	0	0	0	0	0
532	**24318082**	0	0	0	2	0	0	1	0	0	0	0	0	0
533	**24318084**	0	0	0	2	0	1	0	0	0	0	0	0	0
534	**89069904**	0	0	0	2	1	0	0	0	0	0	0	0	0
535	**24320028**	0	0	0	2	1	0	1	0	0	0	0	0	0
536	**88501788**	0	0	0	2	0	1	1	0	0	0	0	0	0
537	**82383910**	0	0	0	2	0	0	0	0	0	0	0	0	0
538	**88527387**	0	0	0	2	0	0	2	0	0	0	0	0	0
539	**24760789**	0	0	0	2	0	0	0	0	0	0	0	0	0
540	**24318554**	0	0	0	1	0	0	0	0	0	0	0	0	0
541	**88113985**	0	0	0	2	0	0	0	1	1	0	0	0	0
542	**88531762**	0	0	0	2	0	0	0	0	0	0	0	0	0
543	**88502265**	0	0	0	1	0	0	0	0	0	0	0	0	0
544	**24319174**	0	0	0	2	0	1	0	0	0	0	0	0	0
545	**88582523**	0	0	0	2	0	0	0	0	0	0	0	0	0
546	**88564504**	0	0	0	2	0	0	4	0	0	0	0	0	0
547	**24082173**	0	0	0	2	0	0	3	0	0	0	0	0	0
548	**89287565**	0	0	0	2	0	0	3	0	0	0	0	0	0
549	**88564560**	0	0	0	2	0	0	1	0	0	0	0	0	0
550	**89286886**	0	0	0	2	0	0	0	0	0	0	0	0	0
551	**89565468**	0	0	0	2	0	1	1	0	0	0	0	0	0
552	**24760906**	0	0	0	2	0	0	0	0	0	0	0	0	0
553	**24760975**	0	0	0	2	0	0	0	0	0	0	0	0	0
554	**88527398**	0	0	0	2	1	0	0	0	0	0	0	0	0
555	**88564516**	0	0	0	2	0	0	0	0	0	0	0	0	0
556	**89595402**	0	0	0	2	0	0	0	0	0	0	0	0	0
557	**88495954**	0	0	0	2	0	0	2	0	0	0	0	0	0
558	**24320159**	0	0	0	2	0	1	0	0	0	0	0	0	0
559	**88582537**	0	0	0	2	0	0	1	0	0	0	0	0	0
560	**24320160**	0	0	0	2	0	1	2	0	0	0	0	0	0
561	**24902685**	0	0	0	2	0	0	1	0	0	0	0	0	0
562	**89572195**	0	0	0	3	0	0	2	0	0	0	0	0	0
563	**24760974**	0	0	0	2	0	0	0	0	0	0	0	0	0
564	**24319862**	0	0	0	2	1	0	0	0	0	0	0	0	0
565	**24761337**	0	0	0	2	0	0	1	0	0	0	0	0	0
566	**88520018**	0	0	0	2	0	1	3	0	0	0	0	0	0
567	**24761742**	0	0	0	2	0	0	3	0	0	0	0	0	0
568	**24760976**	0	0	0	1	0	1	0	0	0	0	0	0	0
569	**89287637**	0	0	0	1	0	0	0	0	0	0	0	0	0
570	**24884909**	0	0	0	2	0	0	0	0	0	0	0	0	0
571	**82399490**	0	0	0	2	0	0	0	0	0	0	0	0	0
572	**24320085**	0	0	0	2	0	0	0	0	0	0	0	0	0
573	**24760863**	0	0	0	2	0	0	3	0	0	0	0	0	0
574	**82401500**	0	0	0	1	0	0	0	0	0	0	0	0	0
575	**24762613**	0	0	0	2	0	0	0	0	0	0	0	0	0
576	**24761772**	0	0	0	2	1	0	1	0	0	0	0	0	0

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	S4_NON_MOTORIST_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_DRIVER_COUNT	S4_AGING_DRIVER_COUNT	S4_TEENAGER_DRIVER_COUNT	S4_PASSENGER_COUNT	S4_UNRESTRAINED_COUNT	S4_UNRESTRAINED_INJURY_COUNT	S4_UNRESTRAINED_INCAPACITATING_INJURY_COUNT	S4_UNRESTRAINED_FATALITY_COUNT	S4_MOTORCYCLIST_COUNT	S4_MOTORCYCLIST_INCAPACITATING_INJURY_COUNT
577	**89595425**	0	0	0	2	0	0	0	0	0	0	0	0	0
578	**89287640**	0	0	0	1	0	0	0	0	0	0	0	0	0
579	**24760918**	0	0	0	2	0	0	0	0	0	0	0	0	0
580	**24320454**	0	0	0	2	0	0	0	0	0	0	0	0	0
581	**88582552**	0	0	0	2	0	0	1	0	0	0	0	0	0
582	**24762132**	0	0	0	2	0	1	0	0	0	0	0	0	0
583	**24763092**	0	0	0	2	0	1	1	0	0	0	0	0	0
584	**24762931**	0	0	0	2	0	1	0	0	0	0	0	0	0
585	**24898358**	0	0	0	2	0	0	2	0	0	0	0	0	0
586	**89285859**	0	0	0	2	0	1	1	0	0	0	0	0	0
587	**24761942**	0	0	0	3	0	0	0	0	0	0	0	0	0
588	**24919958**	0	0	0	2	0	0	0	1	1	0	0	0	0
589	**24938472**	0	0	0	2	0	0	3	0	0	0	0	0	0
590	**24760920**	0	0	0	1	0	0	0	0	0	0	0	0	0
591	**24761493**	0	0	0	2	0	0	0	0	0	0	0	0	0
592	**24762937**	0	0	0	2	0	0	0	0	0	0	0	0	0
593	**89287642**	0	0	0	2	0	1	0	0	0	0	0	0	0
594	**89562814**	0	0	0	2	1	0	0	0	0	0	0	0	0
595	**89562815**	0	0	0	2	0	1	2	0	0	0	0	0	0
596	**82395563**	0	0	0	2	0	0	3	0	0	0	0	0	0
597	**24760577**	0	0	0	2	0	0	2	0	0	0	0	0	0
598	**82400438**	0	0	0	2	0	0	0	1	0	0	0	0	0
599	**24762518**	0	0	0	2	0	0	1	1	1	1	0	0	0
600	**24902726**	0	0	0	2	1	0	0	0	0	0	0	0	0
601	**24950367**	0	0	0	2	1	0	0	0	0	0	0	0	0
602	**85473995**	0	0	0	2	1	0	2	0	0	0	0	0	0
603	**24763218**	0	0	0	2	0	0	3	0	0	0	0	0	0
604	**89567502**	0	0	0	2	0	0	0	0	0	0	0	0	0
605	**86387773**	0	0	0	2	1	0	1	0	0	0	0	0	0
606	**82395398**	0	0	0	2	0	1	0	0	0	0	0	0	0
607	**24318906**	0	0	0	2	1	0	2	0	0	0	0	0	0
608	**89287645**	0	0	0	2	0	0	4	0	0	0	0	0	0
609	**86387774**	0	0	0	2	0	0	0	0	0	0	0	0	0
610	**86387775**	0	0	0	3	0	0	0	0	0	0	0	0	0
611	**24938474**	0	0	0	2	0	0	1	0	0	0	0	0	0
612	**24761498**	0	0	0	2	0	1	0	0	0	0	0	0	0
613	**24762869**	0	0	0	2	0	0	3	0	0	0	0	0	0
614	**24763247**	0	0	0	2	1	0	1	0	0	0	0	0	0
615	**24320638**	0	0	0	2	0	0	0	0	0	0	0	0	0
616	**24320639**	0	0	0	1	0	0	0	0	0	0	0	1	1
617	**24762752**	0	0	0	2	0	0	0	0	0	0	0	0	0
618	**87347385**	0	0	0	2	0	0	0	0	0	0	0	0	0
619	**89595458**	0	0	0	2	1	0	2	0	0	0	0	0	0
620	**24902744**	0	0	0	4	1	1	0	0	0	0	0	3	0
621	**24917177**	0	0	0	2	1	0	1	0	0	0	0	0	0
622	**24763165**	0	0	0	2	0	1	3	0	0	0	0	0	0
623	**24958001**	0	0	0	2	0	1	1	0	0	0	0	0	0
624	**24319885**	0	0	0	2	0	0	1	0	0	0	0	0	0
625	**24763110**	0	0	0	2	0	0	7	0	0	0	0	0	0
626	**24760954**	0	0	0	2	0	0	3	0	0	0	0	0	0
627	**89285337**	0	0	0	1	0	0	0	0	0	0	0	0	0
628	**24958005**	0	0	0	2	0	0	1	0	0	0	0	0	0
629	**88334886**	0	0	0	1	0	0	3	0	0	0	0	0	0
630	**24319617**	0	0	0	2	0	0	0	0	0	0	0	0	0
631	**24970558**	0	0	0	2	0	1	1	0	0	0	0	0	0
632	**25458687**	0	0	0	2	0	0	0	0	0	0	0	0	0
633	**88680946**	0	0	0	2	0	0	1	0	0	0	0	0	0
634	**89287648**	0	0	0	2	0	0	8	0	0	0	0	0	0
635	**24902753**	0	0	0	2	0	0	0	0	0	0	0	0	0
636	**24964901**	0	0	0	2	1	0	1	0	0	0	0	0	0
637	**24761531**	0	0	0	2	0	1	1	0	0	0	0	0	0
638	**24958009**	0	0	0	1	0	0	0	0	0	0	0	0	0
639	**24935804**	0	0	0	2	0	0	2	0	0	0	0	0	0
640	**89068352**	0	0	0	2	0	0	2	0	0	0	0	0	0

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	S4_NON_MOTORIST_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_DRIVER_COUNT	S4_AGING_DRIVER_COUNT	S4_TEENAGER_DRIVER_COUNT	S4_PASSENGER_COUNT	S4_UNRESTRAINED_COUNT	S4_UNRESTRAINED_INJURY_COUNT	S4_UNRESTRAINED_INCAPACITATING_INJURY_COUNT	S4_UNRESTRAINED_FATALITY_COUNT	S4_MOTORCYCLIST_COUNT	S4_MOTORCYCLIST_INCAPACITATING_INJURY_COUNT
641	**82389003**	0	0	0	2	0	1	0	0	0	0	0	0	0
642	**25458565**	0	0	0	2	1	0	1	0	0	0	0	0	0
643	**24958011**	0	0	0	2	0	1	1	0	0	0	0	0	0
644	**24318595**	0	0	0	2	1	0	0	0	0	0	0	0	0
645	**82389005**	0	0	0	2	0	0	0	0	0	0	0	0	0
646	**24970564**	0	0	0	3	0	0	0	0	0	0	0	0	0
647	**25459025**	0	0	0	3	1	0	2	0	0	0	0	0	0
648	**88683188**	0	0	0	2	0	0	1	0	0	0	0	0	0
649	**24995292**	0	0	0	1	0	0	0	0	0	0	0	0	0
650	**24762957**	0	0	0	2	0	0	0	0	0	0	0	0	0
651	**24760867**	0	0	0	2	0	1	0	0	0	0	0	0	0
652	**24935812**	0	0	0	3	0	0	0	0	0	0	0	0	0
653	**24318911**	0	0	0	2	0	0	1	0	0	0	0	0	0
654	**86636950**	0	0	0	3	0	0	0	0	0	0	0	0	0
655	**88331744**	0	0	0	2	1	0	0	0	0	0	0	0	0
656	**88680730**	0	0	0	2	0	0	0	0	0	0	0	0	0
657	**25459371**	0	0	0	2	0	2	2	0	0	0	0	0	0
658	**25459373**	0	0	0	2	0	0	4	0	0	0	0	0	0
659	**24318596**	0	0	0	2	1	0	0	0	0	0	0	0	0
660	**24995297**	0	0	0	2	0	0	6	0	0	0	0	0	0
661	**25459375**	0	0	0	2	0	0	1	0	0	0	0	0	0
662	**24761881**	0	0	0	2	0	0	1	0	0	0	0	0	0
663	**24970572**	1	1	0	1	0	0	0	0	0	0	0	0	0
664	**24995300**	0	0	0	2	1	0	0	0	0	0	0	0	0
665	**25459984**	0	0	0	2	0	0	2	0	0	0	0	0	0
666	**24761272**	0	0	0	2	0	2	0	0	0	0	0	0	0
667	**88680733**	0	0	0	2	1	0	1	0	0	0	0	0	0
668	**25458635**	0	0	0	2	1	0	0	0	0	0	0	0	0
669	**24964910**	0	0	0	2	1	0	0	0	0	0	0	0	0
670	**24918573**	0	0	0	2	0	0	0	0	0	0	0	0	0
671	**82395634**	0	0	0	2	0	0	0	0	0	0	0	0	0
672	**25459377**	0	0	0	2	1	0	0	0	0	0	0	0	0
673	**25459378**	0	0	0	2	0	0	0	0	0	0	0	0	0
674	**25002999**	0	0	0	2	0	0	1	0	0	0	0	0	0
675	**89070462**	0	0	0	1	0	0	0	0	0	0	0	0	0
676	**25459459**	0	0	0	2	0	1	1	0	0	0	0	0	0
677	**25459842**	0	0	0	2	0	1	0	0	0	0	0	0	0
678	**25459601**	0	0	0	0	0	0	0	0	0	0	0	0	0
679	**25459700**	0	0	0	1	0	0	1	0	0	0	0	0	0
680	**25040052**	0	0	0	2	0	0	3	0	0	0	0	0	0
681	**24996929**	0	0	0	2	0	0	0	0	0	0	0	0	0
682	**25035909**	0	0	0	1	0	0	0	0	0	0	0	0	0
683	**25460242**	0	0	0	2	0	0	0	0	0	0	0	0	0
684	**89068988**	0	0	0	2	0	0	0	0	0	0	0	0	0
685	**24996931**	0	0	0	2	0	0	0	0	0	0	0	0	0
686	**82385844**	0	0	0	2	1	0	0	0	0	0	0	0	0
687	**87730015**	0	0	0	2	0	1	0	0	0	0	0	0	0
688	**24763259**	0	0	0	2	0	0	2	0	0	0	0	0	0
689	**24964917**	0	0	0	1	0	0	0	0	0	0	0	0	0
690	**25458827**	0	0	0	2	1	0	2	0	0	0	0	0	0
691	**89286730**	0	0	0	2	0	0	1	0	0	0	0	0	0
692	**89285394**	0	0	0	2	0	0	1	0	0	0	0	0	0
693	**89070464**	0	0	0	1	0	0	0	1	0	0	0	0	0
694	**82395448**	0	0	0	1	0	0	0	0	0	0	0	0	0
695	**82385848**	0	0	0	2	0	0	1	0	0	0	0	0	0
696	**25026690**	0	0	0	4	1	0	3	0	0	0	0	0	0
697	**24964921**	0	0	0	2	0	0	0	0	0	0	0	0	0
698	**25459464**	0	0	0	2	0	0	0	0	0	0	0	0	0
699	**25459490**	0	0	0	2	0	1	1	0	0	0	0	0	0
700	**25459491**	0	0	0	2	0	0	0	0	0	0	0	0	0
701	**25040068**	0	0	0	2	0	1	0	0	0	0	0	0	0
702	**25458489**	0	0	0	2	0	1	0	0	0	0	0	0	0
703	**25460707**	0	0	0	2	0	0	0	0	0	0	0	0	0
704	**25460710**	0	0	0	2	0	1	2	0	0	0	0	0	0

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	S4_NON_MOTORIST_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_DRIVER_COUNT	S4_AGING_DRIVER_COUNT	S4_TEENAGER_DRIVER_COUNT	S4_PASSENGER_COUNT	S4_UNRESTRAINED_COUNT	S4_UNRESTRAINED_INJURY_COUNT	S4_UNRESTRAINED_INCAPACITATING_INJURY_COUNT	S4_UNRESTRAINED_FATALITY_COUNT	S4_MOTORCYCLIST_COUNT	S4_MOTORCYCLIST_INCAPACITATING_INJURY_COUNT
705	**88680906**	0	0	0	2	1	0	1	0	0	0	0	0	0
706	**25024047**	0	0	0	3	0	0	2	0	0	0	0	0	0
707	**25459467**	0	0	0	2	0	0	1	0	0	0	0	0	0
708	**24950791**	0	0	0	2	0	0	0	0	0	0	0	0	0

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	S4_MOTORCYCLIST_FATALITY_COUNT	S4_IS_PEDESTRIAN_INVOLVED	S4_PEDESTRIAN_INCAPACITATING_INJURY_COUNT	S4_PEDESTRIAN_FATALITY_COUNT	S4_IS_BICYCLIST_INVOLVED	S4_BICYCLIST_INCAPACITATING_INJURY_COUNT	S4_BICYCLIST_FATALITY_COUNT	S4_CITATION_COUNT	S4_CITATION_AMOUNT	S4_PROPERTY_DAMAGE_COUNT	S4_PROPERTY_DAMAGE_AMOUNT	S4_VEHICLE_DAMAGE_COUNT	S4_VEHICLE_DAMAGE_AMOUNT
1	**82384759**	0	N	0	0	N	0	0	0	0	0	0	2	5200
2	**87346737**	0	N	0	0	N	0	0	1	0	0	0	2	20000
3	**87346005**	0	N	0	0	N	0	0	1	0	0	0	2	2500
4	**87347748**	0	N	0	0	N	0	0	1	0	0	0	2	1200
5	**86811842**	0	N	0	0	N	0	0	2	0	0	0	2	800
6	**87162792**	0	N	0	0	N	0	0	0	0	0	0	1	10000
7	**87347284**	0	N	0	0	N	0	0	1	0	0	0	3	10000
8	**87347193**	0	N	0	0	N	0	0	1	0	0	0	2	6000
9	**87347421**	0	N	0	0	N	0	0	1	0	0	0	2	3500
10	**85572552**	0	N	0	0	N	0	0	1	0	0	0	2	4800
11	**85601493**	0	N	0	0	N	0	0	0	0	0	0	1	300
12	**87158872**	0	N	0	0	N	0	0	1	0	0	0	3	680
13	**82397776**	0	N	0	0	N	0	0	1	0	0	0	2	2500
14	**87346036**	0	N	0	0	N	0	0	1	0	0	0	2	2500
15	**87345261**	0	N	0	0	N	0	0	1	0	0	0	2	6000
16	**85606521**	0	N	0	0	N	0	0	1	0	0	0	2	1700
17	**85606523**	0	N	0	0	N	0	0	1	0	0	0	2	37000
18	**87346872**	0	N	0	0	N	0	0	1	0	1	500	1	1000
19	**87346873**	0	N	0	0	N	0	0	1	0	0	0	2	401
20	**85605990**	0	N	0	0	N	0	0	0	0	0	0	2	2000
21	**87162801**	0	N	0	0	N	0	0	1	0	0	0	2	11000
22	**87346973**	0	N	0	0	N	0	0	1	0	0	0	2	2000
23	**87346487**	0	N	0	0	N	0	0	0	0	1	200	1	1500
24	**87348027**	0	N	0	0	N	0	0	1	0	0	0	2	10500
25	**87156492**	0	N	0	0	N	0	0	1	0	0	0	2	16000
26	**86637466**	0	N	0	0	N	0	0	1	0	0	0	2	10000
27	**87347927**	0	N	0	0	N	0	0	1	0	0	0	1	15000
28	**86812446**	0	N	0	0	N	0	0	0	0	0	0	2	1000
29	**87728415**	0	N	0	0	N	0	0	1	0	0	0	2	400
30	**87345941**	0	N	0	0	N	0	0	1	0	0	0	2	5000
31	**87182231**	0	N	0	0	N	0	0	0	0	0	0	1	5000
32	**87347650**	0	N	0	0	N	0	0	1	0	0	0	2	12000
33	**87345961**	0	N	0	0	N	0	0	0	0	0	0	2	600
34	**85501350**	0	N	0	0	N	0	0	1	0	0	0	2	3500
35	**85601509**	0	N	0	0	N	0	0	1	0	0	0	4	8500
36	**87345943**	0	N	0	0	N	0	0	1	0	0	0	2	2000
37	**87346980**	0	N	0	0	N	0	0	2	0	0	0	2	7000
38	**87156508**	0	N	0	0	N	0	0	1	0	0	0	2	3200
39	**87346981**	0	N	0	0	N	0	0	1	0	0	0	2	2500
40	**87347100**	0	N	0	0	N	0	0	1	0	0	0	3	4000
41	**85501360**	0	N	0	0	N	0	0	2	0	0	0	2	28000
42	**87347459**	<Null>	N	0	0	Y	0	0	0	0	0	0	1	500
43	**86811277**	0	N	0	0	N	0	0	1	0	0	0	2	2000
44	**87165307**	0	N	0	0	N	0	0	1	0	0	0	2	6050
45	**87205315**	0	N	0	0	N	0	0	1	0	0	0	2	4000
46	**87347516**	0	N	0	0	N	0	0	2	0	0	0	2	20000
47	**86811069**	0	N	0	0	N	0	0	1	0	0	0	2	2000
48	**87213539**	0	N	0	0	N	0	0	1	0	0	0	2	6000
49	**87347738**	0	N	0	0	N	0	0	2	0	0	0	2	1000
50	**87347740**	0	N	0	0	N	0	0	1	0	0	0	2	23000
51	**87728747**	0	N	0	0	N	0	0	0	0	0	0	3	1100
52	**87729845**	0	N	0	0	N	0	0	1	0	0	0	2	2500
53	**87165320**	0	N	0	0	N	0	0	0	0	0	0	1	4500
54	**87728846**	0	N	0	0	N	0	0	1	0	0	0	2	2000
55	**87728498**	0	N	0	0	N	0	0	1	0	0	0	2	1200
56	**87729866**	0	N	0	0	N	0	0	0	0	0	0	1	8000
57	**87728794**	0	N	0	0	N	0	0	1	0	0	0	2	7000
58	**87728795**	0	N	0	0	N	0	0	1	0	0	0	2	2000
59	**86811075**	0	N	0	0	N	0	0	0	0	0	0	1	100
60	**87162852**	0	N	0	0	N	0	0	0	0	0	0	2	70
61	**87213554**	0	N	0	0	N	0	0	1	0	0	0	2	1100
62	**87347183**	0	N	0	0	N	0	0	1	0	0	0	2	700
63	**87346346**	0	N	0	0	N	0	0	1	0	0	0	2	1000
64	**86811079**	0	N	0	0	N	0	0	1	0	0	0	2	1400

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65	**87347116**	0	N	0	0	N	0	0	1	0	2	150	1	1000
66	**87346347**	0	N	0	0	N	0	0	1	0	0	0	2	2000
67	**87730310**	0	N	0	0	N	0	0	1	0	0	0	2	2900
68	**87165340**	0	N	0	0	N	0	0	1	0	0	0	2	120
69	**87728828**	0	N	0	0	N	0	0	1	0	0	0	2	1250
70	**87213569**	0	N	0	0	N	0	0	1	0	0	0	2	2000
71	**87728500**	0	N	0	0	N	0	0	1	0	0	0	2	800
72	**87730315**	0	N	0	0	N	0	0	1	0	0	0	2	800
73	**86389030**	0	N	0	0	N	0	0	1	0	0	0	2	600
74	**87347692**	0	N	0	0	N	0	0	1	0	0	0	2	1500
75	**87348008**	0	N	0	0	N	0	0	0	0	0	0	2	6000
76	**87346537**	0	N	0	0	N	0	0	0	0	0	0	2	1050
77	**87728541**	0	N	0	0	N	0	0	0	0	0	0	1	500
78	**87210554**	0	N	0	0	N	0	0	1	0	0	0	2	200
79	**87347561**	0	N	0	0	N	0	0	0	0	0	0	2	700
80	**87348011**	0	N	0	0	N	0	0	0	0	0	0	2	1300
81	**87729521**	0	N	0	0	N	0	0	1	0	0	0	2	7000
82	**87347940**	<Null>	N	0	0	Y	0	0	0	0	0	0	0	0
83	**86812125**	0	N	0	0	N	0	0	0	0	0	0	2	550
84	**87233337**	0	N	0	0	N	0	0	1	0	0	0	2	2400
85	**87729637**	0	N	0	0	N	0	0	1	0	0	0	2	2000
86	**87730329**	0	N	0	0	N	0	0	1	0	0	0	2	2000
87	**87230323**	0	N	0	0	N	0	0	2	0	0	0	2	6500
88	**87729902**	0	N	0	0	N	0	0	1	0	0	0	2	3000
89	**86635881**	0	N	0	0	N	0	0	0	0	0	0	2	160
90	**87729221**	0	N	0	0	N	0	0	1	0	0	0	2	1000
91	**87210561**	0	N	0	0	N	0	0	1	0	0	0	3	300
92	**87728437**	0	N	0	0	N	0	0	1	0	0	0	2	1500
93	**87212330**	0	N	0	0	N	0	0	1	0	0	0	2	1200
94	**87729618**	0	N	0	0	N	0	0	1	0	0	0	1	1000
95	**88680315**	0	N	0	0	N	0	0	1	0	0	0	2	700
96	**87730793**	0	N	0	0	N	0	0	1	0	0	0	2	450
97	**87730831**	0	N	0	0	N	0	0	1	0	0	0	2	2000
98	**87729916**	0	N	0	0	N	0	0	0	0	0	0	2	7000
99	**87272283**	0	N	0	0	N	0	0	1	0	0	0	2	2900
100	**87729922**	0	N	0	0	N	0	0	1	0	0	0	2	7000
101	**87728615**	0	N	0	0	N	0	0	1	0	0	0	2	3000
102	**88680253**	0	N	0	0	N	0	0	1	0	0	0	2	2000
103	**87729574**	0	N	0	0	N	0	0	1	0	0	0	2	16000
104	**87729190**	0	N	0	0	N	0	0	1	0	0	0	2	3000
105	**87729576**	0	N	0	0	N	0	0	1	0	1	300	1	2000
106	**88680893**	0	N	0	0	N	0	0	0	0	0	0	2	6000
107	**88680857**	0	N	0	0	N	0	0	4	0	0	0	3	2300
108	**87347815**	0	N	0	0	N	0	0	1	0	0	0	3	750
109	**82399563**	0	N	0	0	N	0	0	3	0	0	0	2	2500
110	**87729798**	0	N	0	0	N	0	0	1	0	0	0	3	4200
111	**88032950**	0	N	0	0	N	0	0	2	0	0	0	3	2000
112	**88032951**	0	N	0	0	N	0	0	1	0	0	0	3	9500
113	**87731100**	0	N	0	0	N	0	0	1	0	0	0	2	4000
114	**87731045**	0	N	0	0	N	0	0	1	0	0	0	2	3500
115	**88020468**	0	N	0	0	N	0	0	1	0	0	0	2	2500
116	**88680318**	0	N	0	0	N	0	0	1	0	0	0	2	6000
117	**88032954**	0	N	0	0	N	0	0	1	0	0	0	2	1600
118	**88032956**	0	N	0	0	N	0	0	1	0	0	0	2	4000
119	**87346789**	0	N	0	0	N	0	0	1	0	0	0	2	5000
120	**87729225**	0	N	0	0	N	0	0	2	0	0	0	2	2500
121	**88031310**	0	N	0	0	N	0	0	1	0	0	0	2	4000
122	**87729639**	0	N	0	0	N	0	0	0	0	0	0	1	500
123	**87346065**	0	N	0	0	N	0	0	1	0	0	0	2	5000
124	**88681618**	0	N	0	0	N	0	0	1	0	0	0	2	1000
125	**87730074**	0	N	0	0	N	0	0	1	0	0	0	2	3000
126	**86389036**	0	N	0	0	N	0	0	1	0	0	0	2	1400
127	**88681619**	0	N	0	0	N	0	0	2	0	0	0	2	3000
128	**87347661**	0	N	0	0	N	0	0	0	0	0	0	2	1000

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129	**87347662**	0	N	0	0	N	0	0	1	0	0	0	2	5000
130	**87730497**	0	N	0	0	N	0	0	0	0	0	0	1	5000
131	**88019811**	0	N	0	0	N	0	0	1	0	0	0	2	5500
132	**88015942**	0	N	0	0	N	0	0	0	0	0	0	1	1500
133	**88680868**	0	N	0	0	N	0	0	1	0	0	0	2	200
134	**88680870**	0	N	0	0	N	0	0	0	0	0	0	1	3000
135	**88680679**	0	N	0	0	N	0	0	1	0	0	0	2	350
136	**88681345**	0	N	0	0	N	0	0	1	0	0	0	2	1000
137	**87730122**	0	N	0	0	N	0	0	1	0	0	0	2	2500
138	**88032976**	0	N	0	0	N	0	0	0	0	0	0	1	800
139	**88681730**	0	N	0	0	N	0	0	0	0	0	0	2	500
140	**87285901**	0	N	0	0	N	0	0	0	0	0	0	2	2000
141	**87272326**	0	N	0	0	N	0	0	3	0	0	0	2	1300
142	**87272328**	0	N	0	0	N	0	0	1	0	0	0	2	300
143	**87729581**	0	N	0	0	N	0	0	0	0	0	0	2	1800
144	**88020496**	0	N	0	0	N	0	0	0	0	0	0	1	250
145	**88680462**	0	N	0	0	N	0	0	0	0	0	0	2	800
146	**88682020**	0	N	0	0	N	0	0	1	0	0	0	2	700
147	**88680873**	0	N	0	0	N	0	0	1	0	0	0	2	400
148	**88016666**	0	N	0	0	N	0	0	1	0	0	0	2	20000
149	**88020498**	0	N	0	0	N	0	0	1	0	0	0	3	5000
150	**87348017**	0	N	0	0	N	0	0	1	0	0	0	2	1001
151	**88682155**	0	N	0	0	N	0	0	1	0	0	0	2	6000
152	**88016670**	0	N	0	0	N	0	0	1	0	0	0	2	4000
153	**87729123**	0	N	0	0	N	0	0	0	0	0	0	1	200
154	**87731261**	0	N	0	0	N	0	0	0	0	0	0	2	5000
155	**88680327**	0	N	0	0	N	0	0	1	0	0	0	2	10000
156	**88019837**	0	N	0	0	N	0	0	2	0	0	0	2	25000
157	**88680641**	0	N	0	0	N	0	0	1	0	0	0	4	30500
158	**88683041**	0	N	0	0	N	0	0	0	0	0	0	2	2500
159	**88681867**	0	N	0	0	N	0	0	1	0	0	0	2	2500
160	**88682835**	0	N	0	0	N	0	0	1	0	0	0	1	50
161	**87730818**	0	N	0	0	N	0	0	1	0	0	0	2	1000
162	**88681160**	0	N	0	0	N	0	0	1	0	0	0	2	2000
163	**88681159**	0	N	0	0	N	0	0	1	0	0	0	2	1000
164	**88681324**	0	N	0	0	N	0	0	1	0	0	0	2	800
165	**87730819**	0	N	0	0	N	0	0	0	0	0	0	1	200
166	**88054761**	0	N	0	0	N	0	0	1	0	0	0	2	7500
167	**87728891**	0	N	0	0	N	0	0	1	0	0	0	2	5500
168	**89067660**	0	N	0	0	N	0	0	1	0	0	0	2	3000
169	**88075599**	0	N	0	0	N	0	0	1	0	0	0	2	1900
170	**88682508**	0	N	0	0	N	0	0	1	0	0	0	2	6000
171	**88072035**	0	N	0	0	N	0	0	1	0	0	0	2	200
172	**89067799**	0	N	0	0	N	0	0	1	0	0	0	2	9000
173	**89067801**	0	N	0	0	N	0	0	1	0	0	0	2	10000
174	**82400055**	0	N	0	0	N	0	0	1	0	0	0	2	10000
175	**89067893**	0	N	0	0	N	0	0	1	0	0	0	2	1000
176	**88682447**	0	N	0	0	N	0	0	1	0	0	0	2	1600
177	**87347573**	0	N	0	0	N	0	0	0	0	0	0	2	1000
178	**88110960**	0	N	0	0	N	0	0	1	0	0	0	4	600
179	**88054778**	0	N	0	0	N	0	0	1	0	1	150	2	10000
180	**88133178**	0	N	0	0	N	0	0	1	0	0	0	2	7000
181	**88133179**	0	N	0	0	N	0	0	1	0	0	0	2	6000
182	**88054779**	0	N	0	0	N	0	0	6	0	0	0	3	8000
183	**89067905**	0	N	0	0	N	0	0	0	0	0	0	1	1000
184	**88062322**	<Null>	N	0	0	N	0	0	1	0	0	0	2	6000
185	**87730821**	0	N	0	0	N	0	0	1	0	0	0	2	3000
186	**88054782**	0	N	0	0	N	0	0	1	0	0	0	2	6000
187	**88072651**	0	N	0	0	N	0	0	0	0	3	200	2	3000
188	**88054784**	0	N	0	0	N	0	0	1	0	0	0	2	55
189	**88134546**	0	N	0	0	N	0	0	0	0	0	0	2	700
190	**89067812**	0	N	0	0	N	0	0	0	0	0	0	2	7000
191	**88680332**	0	N	0	0	N	0	0	1	0	0	0	2	4000
192	**87729326**	0	N	0	0	N	0	0	0	0	0	0	1	2000

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193	**88016700**	0	N	0	0	N	0	0	1	0	0	0	2	12000
194	**86388888**	0	N	0	0	N	0	0	1	0	0	0	2	2000
195	**88133190**	0	N	0	0	N	0	0	1	0	0	0	1	1500
196	**88062327**	0	N	0	0	N	0	0	1	0	0	0	2	2500
197	**88681432**	0	N	0	0	N	0	0	0	0	0	0	1	500
198	**88682032**	0	N	0	0	N	0	0	1	0	0	0	3	5000
199	**88054792**	0	N	0	0	N	0	0	1	0	0	0	3	21000
200	**89069221**	0	N	0	0	N	0	0	1	0	0	0	2	600
201	**88134555**	0	N	0	0	N	0	0	0	0	1	10000	2	1500
202	**89068301**	0	N	0	0	N	0	0	1	0	0	0	2	350
203	**89069224**	0	N	0	0	N	0	0	1	0	0	0	2	3000
204	**88133208**	0	N	0	0	N	0	0	1	0	0	0	2	8500
205	**86388890**	0	N	0	0	N	0	0	3	0	0	0	2	750
206	**89068537**	0	N	0	0	N	0	0	1	0	0	0	2	400
207	**89067669**	0	N	0	0	N	0	0	1	0	0	0	2	1000
208	**89069230**	0	N	0	0	N	0	0	1	0	0	0	2	2000
209	**88683051**	0	N	0	0	N	0	0	1	0	0	0	2	1000
210	**89068048**	0	N	0	0	N	0	0	1	0	0	0	2	3000
211	**88122387**	0	N	0	0	N	0	0	1	0	0	0	2	250
212	**89069329**	0	N	0	0	N	0	0	0	0	0	0	2	1000
213	**89068781**	0	N	0	0	N	0	0	1	0	0	0	2	2000
214	**89069151**	0	N	0	0	N	0	0	1	0	0	0	2	1000
215	**88192828**	0	N	0	0	N	0	0	4	0	0	0	2	5000
216	**89069526**	0	N	0	0	N	0	0	1	0	0	0	2	3000
217	**88195015**	0	N	0	0	N	0	0	2	0	0	0	2	4200
218	**89068909**	0	N	0	0	N	0	0	4	0	0	0	2	1100
219	**86388947**	0	N	0	0	N	0	0	0	0	0	0	1	499
220	**88680336**	0	N	0	0	N	0	0	1	0	0	0	2	8000
221	**88195019**	0	N	0	0	N	0	0	0	0	0	0	1	3000
222	**88060982**	0	N	0	0	N	0	0	1	0	0	0	2	20000
223	**89067870**	0	N	0	0	N	0	0	1	0	0	0	1	500
224	**87731271**	0	N	0	0	N	0	0	0	0	0	0	2	3500
225	**88134570**	0	N	0	0	N	0	0	2	0	2	200	2	400
226	**88165173**	0	N	0	0	N	0	0	0	0	0	0	1	7000
227	**87345660**	0	N	0	0	N	0	0	1	0	0	0	2	3000
228	**89070501**	0	N	0	0	N	0	0	3	0	0	0	2	1200
229	**88192843**	0	N	0	0	N	0	0	2	0	0	0	2	450
230	**89070168**	0	N	0	0	N	0	0	1	0	0	0	2	4500
231	**88207728**	0	N	0	0	N	0	0	1	0	0	0	3	6200
232	**89068687**	0	N	0	0	N	0	0	0	0	0	0	2	1600
233	**88134585**	<Null>	N	0	0	Y	0	0	0	0	1	200	1	200
234	**88683054**	0	N	0	0	N	0	0	0	0	0	0	2	9000
235	**88682924**	0	N	0	0	N	0	0	1	0	0	0	2	8000
236	**89070510**	0	N	0	0	N	0	0	1	0	0	0	2	1500
237	**89067680**	0	N	0	0	N	0	0	1	0	0	0	2	5200
238	**88195035**	0	N	0	0	N	0	0	1	0	0	0	2	2200
239	**88099268**	0	N	0	0	N	0	0	1	0	0	0	2	6000
240	**88143176**	0	N	0	0	N	0	0	0	0	0	0	1	350
241	**89069919**	0	N	0	0	N	0	0	1	0	0	0	2	8000
242	**88192853**	0	N	0	0	N	0	0	3	0	0	0	1	4000
243	**88126488**	0	N	0	0	N	0	0	1	0	0	0	2	4500
244	**88143180**	0	N	0	0	N	0	0	2	0	0	0	4	20000
245	**88681235**	0	N	0	0	N	0	0	0	0	0	0	1	500
246	**87731272**	0	N	0	0	N	0	0	2	0	0	0	2	2500
247	**89068588**	0	N	0	0	N	0	0	1	0	0	0	2	350
248	**89068841**	0	N	0	0	N	0	0	2	0	0	0	2	1800
249	**89067871**	0	N	0	0	N	0	0	1	0	0	0	3	8000
250	**89285890**	0	N	0	0	N	0	0	1	0	0	0	2	1500
251	**89068921**	0	N	0	0	N	0	0	1	0	0	0	2	2000
252	**88207746**	0	N	0	0	N	0	0	0	0	0	0	1	100
253	**88143185**	0	N	0	0	N	0	0	1	0	0	0	2	16000
254	**89070536**	0	N	0	0	N	0	0	0	0	0	0	2	40000
255	**89070331**	0	N	0	0	N	0	0	0	0	0	0	2	600
256	**89285863**	0	N	0	0	N	0	0	1	0	0	0	2	3000

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257	**88246523**	0	N	0	0	N	0	0	1	0	0	0	2	1500
258	**89070177**	0	N	0	0	N	0	0	1	0	0	0	3	600
259	**88207761**	0	N	0	0	N	0	0	1	0	0	0	2	1700
260	**87345664**	0	N	0	0	N	0	0	1	0	0	0	2	2400
261	**89067841**	0	N	0	0	N	0	0	1	0	0	0	2	1500
262	**88134602**	0	N	0	0	N	0	0	1	0	0	0	2	1600
263	**82386980**	0	N	0	0	N	0	0	1	0	0	0	2	3000
264	**82384549**	0	N	0	0	N	0	0	1	0	0	0	2	1000
265	**88143195**	0	N	0	0	N	0	0	1	0	0	0	2	10000
266	**88143196**	0	N	0	0	N	0	0	1	0	0	0	2	4000
267	**89285151**	0	N	0	0	N	0	0	1	0	0	0	2	600
268	**88165884**	0	N	0	0	N	0	0	1	0	0	0	2	30000
269	**82386616**	0	N	0	0	N	0	0	1	0	0	0	2	1000
270	**89069060**	0	N	0	0	N	0	0	0	0	0	0	2	2000
271	**82383459**	0	N	0	0	N	0	0	6	0	0	0	2	1500
272	**88285586**	0	N	0	0	N	0	0	1	0	0	0	2	1000
273	**88195060**	0	N	0	0	N	0	0	0	0	0	0	1	500
274	**82203870**	0	N	0	0	N	0	0	1	0	0	0	2	850
275	**81996496**	0	N	0	0	N	0	0	1	0	0	0	2	4000
276	**88212357**	0	N	0	0	N	0	0	1	0	0	0	2	3600
277	**88172354**	0	N	0	0	N	0	0	1	0	0	0	2	2000
278	**82391182**	0	N	0	0	N	0	0	1	0	0	0	2	400
279	**88300063**	0	N	0	0	N	0	0	12	0	0	0	2	2000
280	**88230643**	0	N	0	0	N	0	0	1	0	0	0	2	2500
281	**88230644**	0	N	0	0	N	0	0	1	0	0	0	3	29000
282	**88300064**	0	N	0	0	N	0	0	3	0	0	0	2	35000
283	**82387921**	0	N	0	0	N	0	0	1	0	0	0	2	3500
284	**88172362**	0	N	0	0	N	0	0	1	0	0	0	2	3500
285	**89068063**	0	N	0	0	N	0	0	1	0	0	0	2	1750
286	**88172363**	0	N	0	0	N	0	0	1	0	0	0	2	4000
287	**88117240**	0	N	0	0	N	0	0	1	0	0	0	2	1200
288	**88210567**	0	N	0	0	N	0	0	1	0	0	0	2	1050
289	**89285673**	0	N	0	0	N	0	0	1	0	0	0	2	10000
290	**88143144**	0	N	0	0	N	0	0	3	0	0	0	2	30000
291	**88300074**	1	N	0	0	N	0	0	0	0	0	0	2	8000
292	**89070608**	0	N	0	0	N	0	0	2	0	0	0	2	10000
293	**88143146**	0	N	0	0	N	0	0	1	0	0	0	2	10000
294	**88300086**	0	N	0	0	N	0	0	4	0	0	0	3	3200
295	**88210582**	0	N	0	0	N	0	0	2	0	0	0	2	600
296	**87728511**	0	N	0	0	N	0	0	3	0	0	0	2	3500
297	**88230667**	0	N	0	0	N	0	0	1	0	0	0	2	4000
298	**87728862**	0	N	0	0	N	0	0	0	0	0	0	2	1000
299	**89069530**	0	N	0	0	N	0	0	1	0	0	0	2	4500
300	**88331857**	0	N	0	0	N	0	0	2	0	0	0	2	1900
301	**87731241**	0	N	0	0	N	0	0	1	0	0	0	2	12000
302	**86388750**	0	N	0	0	N	0	0	3	0	0	0	2	5900
303	**88682114**	0	N	0	0	N	0	0	2	0	0	0	1	2000
304	**88328425**	0	N	0	0	N	0	0	1	0	0	0	2	800
305	**88331865**	0	N	0	0	N	0	0	0	0	0	0	2	11000
306	**89285674**	0	N	0	0	N	0	0	1	0	0	0	2	1600
307	**85347707**	0	N	0	0	N	0	0	1	0	0	0	3	4100
308	**86810705**	0	N	0	0	N	0	0	2	0	0	0	2	3000
309	**88328427**	0	N	0	0	N	0	0	0	0	0	0	1	2000
310	**87347275**	0	N	0	0	N	0	0	0	0	0	0	1	10000
311	**87729389**	0	N	0	0	N	0	0	1	0	0	0	2	2000
312	**89286688**	0	N	0	0	N	0	0	1	0	0	0	2	2000
313	**82391754**	0	N	0	0	N	0	0	2	0	0	0	2	1000
314	**87729746**	0	N	0	0	N	0	0	1	0	0	0	3	5200
315	**89286165**	0	N	0	0	N	0	0	1	0	0	0	1	3000
316	**88296650**	0	N	0	0	N	0	0	2	0	0	0	2	2000
317	**89070339**	0	N	0	0	N	0	0	0	0	0	0	1	10000
318	**89069659**	0	N	0	0	N	0	0	1	0	0	0	2	2800
319	**88333187**	0	N	0	0	N	0	0	1	0	0	0	2	6200
320	**87730560**	0	N	0	0	N	0	0	1	0	0	0	2	2000

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321	**88333188**	0	N	0	0	N	0	0	6	0	0	0	2	17000
322	**89070375**	0	N	0	0	N	0	0	0	0	0	0	2	500
323	**88285633**	0	N	0	0	N	0	0	1	0	0	0	2	600
324	**82386778**	0	N	0	0	N	0	0	1	0	0	0	2	1000
325	**89285677**	0	N	0	0	N	0	0	3	0	0	0	4	11500
326	**88296659**	0	N	0	0	N	0	0	1	0	0	0	2	8000
327	**88258820**	0	N	0	0	N	0	0	0	0	0	0	1	1000
328	**88331884**	0	N	0	0	N	0	0	1	0	1	20000	2	21000
329	**88333222**	0	N	0	0	N	0	0	1	0	0	0	3	15000
330	**88328454**	0	N	0	0	N	0	0	1	0	0	0	2	2300
331	**88329205**	0	N	0	0	N	0	0	1	0	0	0	2	3200
332	**24079780**	0	N	0	0	N	0	0	1	0	0	0	2	1000
333	**88680569**	0	N	0	0	N	0	0	1	0	0	0	2	500
334	**88328933**	0	N	0	0	N	0	0	1	0	0	0	2	45000
335	**88285649**	0	N	0	0	N	0	0	0	0	0	0	1	300
336	**87189846**	0	N	0	0	N	0	0	1	0	1	500	2	11000
337	**88331898**	0	N	0	0	N	0	0	1	0	0	0	2	11000
338	**24079949**	0	N	0	0	N	0	0	0	0	0	0	2	15000
339	**88395370**	0	N	0	0	N	0	0	0	0	0	0	1	5000
340	**88285657**	0	N	0	0	N	0	0	2	0	0	0	2	300
341	**88332426**	0	N	0	0	N	0	0	2	0	0	0	2	500
342	**89286750**	0	N	0	0	N	0	0	1	0	0	0	2	700
343	**87346195**	0	N	0	0	N	0	0	2	0	0	0	2	4000
344	**89285598**	0	N	0	0	N	0	0	1	0	0	0	2	1000
345	**87345674**	0	N	0	0	N	0	0	2	0	0	0	4	22000
346	**89286022**	0	N	0	0	N	0	0	2	0	0	0	2	3000
347	**88404248**	0	N	0	0	N	0	0	1	0	1	50	2	31500
348	**82383333**	0	N	0	0	N	0	0	0	0	0	0	3	7500
349	**89286023**	0	N	0	0	N	0	0	2	0	0	0	2	400
350	**24079873**	0	N	0	0	N	0	0	1	0	0	0	2	3500
351	**24080104**	0	N	0	0	N	0	0	2	0	0	0	2	3000
352	**24080647**	0	N	0	0	N	0	0	3	0	0	0	3	15000
353	**87346198**	0	N	0	0	N	0	0	1	0	0	0	2	6000
354	**89285686**	0	N	0	0	N	0	0	3	0	0	0	2	15500
355	**88402690**	0	N	0	0	N	0	0	2	0	0	0	2	9000
356	**24080719**	0	N	0	0	N	0	0	3	0	0	0	2	1000
357	**89286552**	0	N	0	0	N	0	0	3	0	0	0	2	2200
358	**88395403**	0	N	0	0	N	0	0	1	0	0	0	2	1750
359	**24080500**	0	N	0	0	N	0	0	1	0	0	0	2	200
360	**89286758**	0	N	0	0	N	0	0	2	0	0	0	2	1000
361	**88682251**	0	N	0	0	N	0	0	0	0	0	0	2	1000
362	**24080012**	0	N	0	0	N	0	0	1	0	0	0	2	7000
363	**88329241**	0	N	0	0	N	0	0	6	0	0	0	2	3000
364	**24080225**	0	N	0	0	N	0	0	2	0	0	0	2	550
365	**89285688**	0	N	0	0	N	0	0	1	0	0	0	2	1000
366	**24079633**	0	N	0	0	N	0	0	0	0	0	0	1	3500
367	**88426813**	0	N	0	0	N	0	0	3	0	0	0	2	11000
368	**88395414**	0	N	0	0	N	0	0	0	0	0	0	1	400
369	**89285020**	0	N	0	0	N	0	0	0	0	0	0	1	5000
370	**87346200**	0	N	0	0	N	0	0	1	0	0	0	2	8000
371	**89287326**	0	N	0	0	N	0	0	1	0	0	0	2	2000
372	**89287203**	0	N	0	0	N	0	0	1	0	0	0	2	5000
373	**88395420**	0	N	0	0	N	0	0	2	0	0	0	2	20000
374	**88395426**	0	N	0	0	N	0	0	0	0	0	0	1	500
375	**88405397**	0	N	0	0	N	0	0	1	0	0	0	3	7500
376	**89285599**	0	N	0	0	N	0	0	1	0	0	0	2	7000
377	**24079635**	0	N	0	0	N	0	0	0	0	0	0	1	2500
378	**88385312**	0	N	0	0	N	0	0	1	0	0	0	2	1500
379	**88365189**	0	N	0	0	N	0	0	1	0	0	0	2	4000
380	**24081529**	0	N	0	0	N	0	0	1	0	0	0	2	350
381	**82400503**	0	N	0	0	N	0	0	1	0	1	500	1	100
382	**88426825**	0	N	0	0	N	0	0	1	0	0	0	2	16000
383	**82383341**	0	N	0	0	N	0	0	0	0	0	0	2	200
384	**88365197**	0	N	0	0	N	0	0	6	0	0	0	2	500

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385	**88443245**	0	N	0	0	N	0	0	1	0	0	0	2	1500
386	**24081632**	0	N	0	0	N	0	0	0	0	0	0	2	2000
387	**88426829**	0	N	0	0	N	0	0	1	0	0	0	2	4000
388	**88420450**	0	N	0	0	N	0	0	3	0	1	500	1	1500
389	**89286052**	0	N	0	0	N	0	0	1	0	0	0	2	1000
390	**88683177**	0	N	0	0	N	0	0	1	0	0	0	2	3100
391	**88385324**	0	N	0	0	N	0	0	1	0	0	0	2	20000
392	**88380541**	0	N	0	0	N	0	0	1	0	0	0	2	3500
393	**88407480**	0	N	0	0	N	0	0	1	0	0	0	3	8000
394	**24081977**	0	N	0	0	N	0	0	0	0	0	0	1	2000
395	**24081099**	0	N	0	0	N	0	0	0	0	1	200	1	200
396	**89070038**	0	N	0	0	N	0	0	1	0	0	0	2	600
397	**24081638**	0	N	0	0	N	0	0	1	0	0	0	2	4000
398	**24082059**	0	N	0	0	N	0	0	2	0	0	0	2	300
399	**24082174**	0	N	0	0	N	0	0	1	0	0	0	2	1000
400	**89068272**	0	N	0	0	N	0	0	1	0	0	0	2	5100
401	**88402772**	0	N	0	0	N	0	0	2	0	0	0	2	4500
402	**24081155**	0	N	0	0	N	0	0	1	0	0	0	2	10000
403	**24081784**	0	N	0	0	N	0	0	1	0	0	0	2	9500
404	**89286770**	0	N	0	0	N	0	0	1	0	0	0	2	600
405	**24082180**	0	N	0	0	N	0	0	1	0	0	0	2	30000
406	**24081021**	0	N	0	0	N	0	0	0	0	0	0	2	3000
407	**88402776**	0	N	0	0	N	0	0	0	0	0	0	2	400
408	**24082447**	0	N	0	0	N	0	0	1	0	0	0	3	7000
409	**88429379**	0	N	0	0	N	0	0	1	0	0	0	2	5000
410	**24081125**	0	N	0	0	N	0	0	1	0	0	0	2	800
411	**24081126**	0	N	0	0	N	0	0	1	0	0	0	2	1200
412	**88405407**	0	N	0	0	N	0	0	0	0	0	0	2	1000
413	**88420713**	0	N	0	0	N	0	0	1	0	0	0	2	2000
414	**87347629**	0	N	0	0	N	0	0	0	0	0	0	2	5000
415	**24082569**	0	N	0	0	N	0	0	1	0	0	0	2	400
416	**24082427**	0	N	0	0	N	0	0	0	0	0	0	2	2000
417	**89286058**	0	N	0	0	N	0	0	1	0	0	0	2	10000
418	**24082351**	0	N	0	0	N	0	0	1	0	0	0	2	4000
419	**24082043**	0	N	0	0	N	0	0	2	0	0	0	2	2000
420	**88401521**	0	N	0	0	N	0	0	4	0	0	0	2	200
421	**88417355**	0	N	0	0	N	0	0	2	0	1	300	2	6000
422	**88426851**	0	N	0	0	N	0	0	0	0	0	0	2	5000
423	**82388688**	0	N	0	0	N	0	0	1	0	0	0	2	2000
424	**24318048**	0	N	0	0	N	0	0	2	0	0	0	2	2000
425	**88502198**	0	N	0	0	N	0	0	1	0	0	0	2	9500
426	**88443276**	0	N	0	0	N	0	0	1	0	0	0	4	2600
427	**24318023**	0	N	0	0	N	0	0	1	0	0	0	2	650
428	**88452766**	0	N	0	0	N	0	0	1	0	0	0	2	1000
429	**88452767**	0	N	0	0	N	0	0	0	0	0	0	1	5000
430	**24318363**	0	N	0	0	N	0	0	1	0	0	0	2	2500
431	**24318051**	0	N	0	0	N	0	0	1	0	0	0	2	800
432	**24318450**	0	N	0	0	N	0	0	1	0	0	0	2	7000
433	**24317875**	0	N	0	0	N	0	0	1	0	0	0	2	1000
434	**88448163**	0	N	0	0	N	0	0	1	0	0	0	2	5000
435	**24081492**	0	N	0	0	N	0	0	1	0	0	0	2	600
436	**88426862**	0	N	0	0	N	0	0	1	0	0	0	3	14000
437	**88501723**	0	N	0	0	N	0	0	1	0	0	0	2	4000
438	**24317876**	0	N	0	0	N	0	0	1	0	2	5500	2	20000
439	**88448166**	0	N	0	0	N	0	0	1	0	0	0	4	29500
440	**88405432**	0	N	0	0	N	0	0	1	0	0	0	2	7000
441	**89285603**	0	N	0	0	N	0	0	1	0	0	0	1	8000
442	**88334866**	0	N	0	0	N	0	0	1	0	0	0	2	4000
443	**88426866**	0	N	0	0	N	0	0	1	0	0	0	2	10000
444	**24318335**	0	N	0	0	N	0	0	0	0	0	0	1	4000
445	**88401532**	0	N	0	0	N	0	0	1	0	0	0	2	350
446	**88506498**	0	N	0	0	N	0	0	0	0	0	0	3	10500
447	**24081048**	0	N	0	0	N	0	0	1	0	0	0	2	2000
448	**24082049**	0	N	0	0	N	0	0	0	0	0	0	1	500

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449	**88502213**	0	N	0	0	N	0	0	1	0	0	0	2	3500
450	**24318917**	0	N	0	0	N	0	0	1	0	0	0	2	20000
451	**88481712**	0	N	0	0	N	0	0	1	0	0	0	2	2500
452	**24318467**	0	N	0	0	N	0	0	1	0	0	0	2	6000
453	**88513661**	0	N	0	0	N	0	0	1	0	0	0	2	2000
454	**24317877**	0	N	0	0	N	0	0	1	0	0	0	2	5000
455	**24318468**	0	N	0	0	N	0	0	1	0	0	0	2	2500
456	**24081108**	0	N	0	0	N	0	0	1	0	0	0	2	600
457	**24082434**	0	N	0	0	N	0	0	1	0	0	0	2	3000
458	**24082053**	0	N	0	0	N	0	0	2	0	0	0	1	2000
459	**24082471**	0	N	0	0	N	0	0	0	0	0	0	2	2000
460	**24081950**	0	N	0	0	N	0	0	1	0	0	0	2	5000
461	**24081326**	0	N	0	0	N	0	0	1	0	0	0	2	10000
462	**24080626**	0	N	0	0	N	0	0	1	0	0	0	2	2500
463	**88527343**	0	N	0	0	N	0	0	3	0	0	0	2	34000
464	**24080868**	0	N	0	0	N	0	0	2	0	0	0	2	1000
465	**24318993**	0	N	0	0	N	0	0	1	0	0	0	2	400
466	**24081112**	0	N	0	0	N	0	0	2	0	0	0	2	800
467	**88501741**	0	N	0	0	N	0	0	1	0	0	0	2	900
468	**24318470**	0	N	0	0	N	0	0	1	0	0	0	2	700
469	**24318995**	0	N	0	0	N	0	0	1	0	0	0	2	800
470	**24318678**	0	N	0	0	N	0	0	0	0	3	14500	1	3000
471	**24082247**	0	N	0	0	N	0	0	1	0	0	0	2	8000
472	**88682613**	0	N	0	0	N	0	0	1	0	0	0	2	1000
473	**24319628**	0	N	0	0	N	0	0	1	0	0	0	1	4000
474	**24082525**	0	N	0	0	N	0	0	1	0	0	0	2	510
475	**89285604**	0	N	0	0	N	0	0	1	0	0	0	2	600
476	**24319866**	0	N	0	0	N	0	0	1	0	0	0	2	4000
477	**82382194**	0	N	0	0	N	0	0	1	0	0	0	2	3000
478	**24319261**	0	N	0	0	N	0	0	0	0	0	0	2	2100
479	**82385168**	0	N	0	0	N	0	0	1	0	0	0	3	25000
480	**88527350**	0	N	0	0	N	0	0	1	0	0	0	2	15000
481	**88396057**	0	N	0	0	N	0	0	0	0	0	0	2	40000
482	**24319001**	0	N	0	0	N	0	0	1	0	0	0	2	700
483	**24318472**	0	N	0	0	N	0	0	1	0	0	0	2	500
484	**88482936**	0	N	0	0	Y	0	0	1	0	1	1000	1	500
485	**24318473**	0	N	0	0	N	0	0	1	0	0	0	2	1000
486	**89068967**	0	N	0	0	N	0	0	1	0	0	0	2	1500
487	**24082533**	0	N	0	0	N	0	0	1	0	0	0	2	2000
488	**24319758**	0	N	0	0	N	0	0	1	0	0	0	2	1001
489	**89069285**	0	N	0	0	N	0	0	1	0	0	0	2	2500
490	**87346572**	0	N	0	0	N	0	0	1	0	0	0	2	700
491	**88502239**	0	N	0	0	N	0	0	4	0	1	700	1	10000
492	**88564463**	0	N	0	0	N	0	0	1	0	0	0	2	4500
493	**88506538**	0	N	0	0	N	0	0	1	0	0	0	2	4000
494	**24320138**	0	N	0	0	N	0	0	0	0	0	0	2	12000
495	**24319148**	0	N	0	0	N	0	0	1	0	0	0	2	600
496	**88564468**	0	N	0	0	N	0	0	1	0	0	0	2	8500
497	**24319857**	0	N	0	0	N	0	0	0	0	0	0	2	4000
498	**24082444**	0	N	0	0	N	0	0	1	0	0	0	3	10000
499	**88401569**	0	N	0	0	N	0	0	1	0	0	0	2	650
500	**24318974**	0	N	0	0	N	0	0	0	0	0	0	2	1500
501	**88502243**	0	N	0	0	N	0	0	1	0	0	0	2	9000
502	**88501764**	0	N	0	0	N	0	0	1	0	0	0	2	600
503	**24319641**	0	N	0	0	N	0	0	1	0	0	0	1	1800
504	**88564473**	0	N	0	0	N	0	0	1	0	0	0	3	19000
505	**24082054**	0	N	0	0	N	0	0	0	0	0	0	1	300
506	**88401572**	0	N	0	0	N	0	0	0	0	0	0	2	3000
507	**24319858**	0	N	0	0	N	0	0	1	0	0	0	2	1500
508	**24319644**	0	N	0	0	N	0	0	1	0	0	0	2	1200
509	**88401577**	0	N	0	0	N	0	0	1	0	0	0	2	8000
510	**88489712**	0	N	0	0	N	0	0	1	0	0	0	2	10000
511	**24317881**	0	N	0	0	N	0	0	1	0	0	0	1	1000
512	**88489716**	0	N	0	0	N	0	0	1	0	0	0	2	11000

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513	**82390821**	0	N	0	0	N	0	0	1	0	0	0	2	2000
514	**24319989**	0	N	0	0	N	0	0	1	0	0	0	2	3000
515	**24320093**	0	N	0	0	N	0	0	2	0	0	0	2	1000
516	**88564481**	0	N	0	0	N	0	0	2	0	0	0	2	3300
517	**24319117**	0	N	0	0	N	0	0	1	0	0	0	3	3200
518	**24081499**	0	N	0	0	N	0	0	2	0	0	0	2	5000
519	**88486532**	0	N	0	0	N	0	0	1	0	0	0	2	2500
520	**24081683**	0	N	0	0	N	0	0	1	0	0	0	2	151
521	**88532738**	0	N	0	0	N	0	0	1	0	0	0	2	1000
522	**88506558**	0	N	0	0	N	0	0	1	0	0	0	2	6000
523	**88564372**	0	N	0	0	N	0	0	3	0	0	0	2	1000
524	**88681913**	0	N	0	0	N	0	0	1	0	0	0	2	4000
525	**24080989**	0	N	0	0	N	0	0	1	0	0	0	2	1000
526	**24317802**	0	N	0	0	N	0	0	1	0	0	0	2	200
527	**24320286**	0	N	0	0	N	0	0	1	0	0	0	2	600
528	**88409490**	0	N	0	0	N	0	0	0	0	0	0	1	200
529	**88495938**	0	N	0	0	N	0	0	1	0	0	0	2	20000
530	**24320287**	0	N	0	0	N	0	0	1	0	0	0	2	4000
531	**88495941**	0	N	0	0	N	0	0	1	0	0	0	3	55000
532	**24318082**	0	N	0	0	N	0	0	1	0	0	0	2	10000
533	**24318084**	0	N	0	0	N	0	0	1	0	0	0	2	51
534	**89069904**	0	N	0	0	N	0	0	1	0	0	0	2	2000
535	**24320028**	0	N	0	0	N	0	0	1	0	0	0	2	2100
536	**88501788**	0	N	0	0	N	0	0	1	0	0	0	2	500
537	**82383910**	0	N	0	0	N	0	0	1	0	0	0	1	500
538	**88527387**	0	N	0	0	N	0	0	1	0	0	0	2	15000
539	**24760789**	0	N	0	0	N	0	0	1	0	0	0	2	3000
540	**24318554**	0	N	0	0	N	0	0	0	0	0	0	1	500
541	**88113985**	0	N	0	0	N	0	0	0	0	0	0	2	18000
542	**88531762**	0	N	0	0	N	0	0	1	0	0	0	2	2700
543	**88502265**	0	N	0	0	N	0	0	0	0	0	0	1	2000
544	**24319174**	0	N	0	0	N	0	0	1	0	0	0	2	3000
545	**88582523**	0	N	0	0	N	0	0	1	0	0	0	2	8500
546	**88564504**	0	N	0	0	N	0	0	1	0	0	0	2	6500
547	**24082173**	0	N	0	0	N	0	0	0	0	0	0	2	2500
548	**89287565**	0	N	0	0	N	0	0	0	0	0	0	2	1000
549	**88564560**	0	N	0	0	N	0	0	1	0	0	0	2	500
550	**89286886**	0	N	0	0	N	0	0	1	0	0	0	2	25000
551	**89565468**	0	N	0	0	N	0	0	1	0	0	0	2	4000
552	**24760906**	0	N	0	0	N	0	0	1	0	0	0	2	1750
553	**24760975**	0	N	0	0	N	0	0	1	0	0	0	2	1500
554	**88527398**	0	N	0	0	N	0	0	1	0	0	0	2	2000
555	**88564516**	0	N	0	0	N	0	0	1	0	0	0	2	9000
556	**89595402**	0	N	0	0	N	0	0	2	0	0	0	2	500
557	**88495954**	0	N	0	0	N	0	0	1	0	0	0	2	3400
558	**24320159**	0	N	0	0	N	0	0	1	0	0	0	2	2000
559	**88582537**	0	N	0	0	N	0	0	1	0	0	0	2	6200
560	**24320160**	0	N	0	0	N	0	0	1	0	0	0	2	2000
561	**24902685**	0	N	0	0	N	0	0	1	0	0	0	2	3000
562	**89572195**	0	N	0	0	N	0	0	1	0	0	0	3	7000
563	**24760974**	0	N	0	0	N	0	0	2	0	0	0	2	700
564	**24319862**	0	N	0	0	N	0	0	1	0	0	0	2	4000
565	**24761337**	0	N	0	0	N	0	0	1	0	0	0	2	1000
566	**88520018**	0	N	0	0	N	0	0	1	0	0	0	2	10000
567	**24761742**	0	N	0	0	N	0	0	1	0	0	0	2	2001
568	**24760976**	0	N	0	0	N	0	0	1	0	0	0	1	4000
569	**89287637**	0	N	0	0	N	0	0	0	0	0	0	1	5000
570	**24884909**	0	N	0	0	N	0	0	1	0	0	0	2	10000
571	**82399490**	0	N	0	0	N	0	0	1	0	0	0	2	400
572	**24320085**	0	N	0	0	N	0	0	1	0	0	0	2	2000
573	**24760863**	0	N	0	0	N	0	0	0	0	0	0	2	1050
574	**82401500**	0	N	0	0	N	0	0	1	0	0	0	1	2000
575	**24762613**	0	N	0	0	N	0	0	1	0	0	0	2	1500
576	**24761772**	0	N	0	0	N	0	0	1	0	0	0	2	5000

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577	**89595425**	0	N	0	0	N	0	0	1	0	0	0	2	2250
578	**89287640**	0	N	0	0	N	0	0	0	0	0	0	1	5000
579	**24760918**	0	N	0	0	N	0	0	1	0	0	0	2	1000
580	**24320454**	0	N	0	0	N	0	0	1	0	0	0	2	15000
581	**88582552**	0	N	0	0	N	0	0	1	0	0	0	2	4000
582	**24762132**	0	N	0	0	N	0	0	1	0	0	0	2	2000
583	**24763092**	0	N	0	0	N	0	0	1	0	0	0	2	1500
584	**24762931**	0	N	0	0	N	0	0	1	0	0	0	2	4000
585	**24898358**	0	N	0	0	N	0	0	2	0	0	0	2	3500
586	**89285859**	0	N	0	0	N	0	0	1	0	0	0	2	5000
587	**24761942**	0	N	0	0	N	0	0	1	0	0	0	3	70000
588	**24919958**	0	N	0	0	N	0	0	2	0	0	0	2	20000
589	**24938472**	0	N	0	0	N	0	0	1	0	0	0	2	7000
590	**24760920**	0	N	0	0	N	0	0	0	0	0	0	2	1250
591	**24761493**	0	N	0	0	N	0	0	1	0	0	0	2	16000
592	**24762937**	0	N	0	0	N	0	0	0	0	0	0	2	15000
593	**89287642**	0	N	0	0	N	0	0	0	0	0	0	2	11000
594	**89562814**	0	N	0	0	N	0	0	1	0	0	0	2	4500
595	**89562815**	0	N	0	0	N	0	0	0	0	0	0	2	1000
596	**82395563**	0	N	0	0	N	0	0	1	0	0	0	2	15000
597	**24760577**	0	N	0	0	N	0	0	0	0	0	0	2	1250
598	**82400438**	0	N	0	0	N	0	0	2	0	0	0	2	5001
599	**24762518**	0	N	0	0	N	0	0	1	0	0	0	2	30000
600	**24902726**	0	N	0	0	N	0	0	1	0	0	0	2	1200
601	**24950367**	0	N	0	0	N	0	0	2	0	0	0	2	35000
602	**85473995**	0	N	0	0	N	0	0	1	0	0	0	2	5000
603	**24763218**	0	N	0	0	N	0	0	1	0	0	0	2	1000
604	**89567502**	0	N	0	0	N	0	0	0	0	0	0	1	1500
605	**86387773**	0	N	0	0	N	0	0	2	0	0	0	2	500
606	**82395398**	0	N	0	0	N	0	0	1	0	0	0	2	20000
607	**24318906**	0	N	0	0	N	0	0	1	0	0	0	2	4000
608	**89287645**	0	N	0	0	N	0	0	0	0	0	0	2	2000
609	**86387774**	0	N	0	0	N	0	0	1	0	0	0	2	10000
610	**86387775**	0	N	0	0	N	0	0	1	0	0	0	3	2000
611	**24938474**	0	N	0	0	N	0	0	2	0	0	0	2	8500
612	**24761498**	0	N	0	0	N	0	0	0	0	0	0	2	10000
613	**24762869**	0	N	0	0	N	0	0	1	0	0	0	2	7500
614	**24763247**	0	N	0	0	N	0	0	1	0	0	0	2	1000
615	**24320638**	0	N	0	0	N	0	0	1	0	0	0	0	0
616	**24320639**	0	N	0	0	N	0	0	0	0	0	0	1	10000
617	**24762752**	0	N	0	0	N	0	0	0	0	0	0	2	2500
618	**87347385**	0	N	0	0	N	0	0	2	0	0	0	2	13000
619	**89595458**	0	N	0	0	N	0	0	1	0	0	0	2	2500
620	**24902744**	0	N	0	0	N	0	0	1	0	0	0	3	7000
621	**24917177**	0	N	0	0	N	0	0	1	0	0	0	2	5000
622	**24763165**	0	N	0	0	N	0	0	3	0	0	0	2	5000
623	**24958001**	0	N	0	0	N	0	0	1	0	0	0	2	18000
624	**24319885**	0	N	0	0	N	0	0	1	0	0	0	2	2000
625	**24763110**	0	N	0	0	N	0	0	1	0	0	0	2	7500
626	**24760954**	0	N	0	0	N	0	0	0	0	0	0	0	0
627	**89285337**	0	N	0	0	N	0	0	0	0	0	0	2	2100
628	**24958005**	0	N	0	0	N	0	0	1	0	0	0	2	4000
629	**88334886**	0	N	0	0	N	0	0	0	0	0	0	1	5500
630	**24319617**	0	N	0	0	N	0	0	1	0	0	0	2	2000
631	**24970558**	0	N	0	0	N	0	0	1	0	0	0	2	1300
632	**25458687**	0	N	0	0	N	0	0	1	0	0	0	2	12000
633	**88680946**	0	N	0	0	N	0	0	1	0	0	0	2	1000
634	**89287648**	0	N	0	0	N	0	0	0	0	0	0	2	1500
635	**24902753**	0	N	0	0	N	0	0	1	0	0	0	2	5000
636	**24964901**	0	N	0	0	N	0	0	0	0	0	0	1	1500
637	**24761531**	0	N	0	0	N	0	0	1	0	0	0	2	1600
638	**24958009**	0	N	0	0	N	0	0	0	0	0	0	1	3000
639	**24935804**	0	N	0	0	N	0	0	2	0	0	0	2	2500
640	**89068352**	0	N	0	0	N	0	0	1	0	0	0	2	2000

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	S4_MOTORCYCLIST_FATALITY_COUNT	S4_IS_PEDESTRIAN_INVOLVED	S4_PEDESTRIAN_INCAPACITATING_INJURY_COUNT	S4_PEDESTRIAN_FATALITY_COUNT	S4_IS_BICYCLIST_INVOLVED	S4_BICYCLIST_INCAPACITATING_INJURY_COUNT	S4_BICYCLIST_FATALITY_COUNT	S4_CITATION_COUNT	S4_CITATION_AMOUNT	S4_PROPERTY_DAMAGE_COUNT	S4_PROPERTY_DAMAGE_AMOUNT	S4_VEHICLE_DAMAGE_COUNT	S4_VEHICLE_DAMAGE_AMOUNT
641	**82389003**	0	N	0	0	N	0	0	1	0	0	0	2	200
642	**25458565**	0	N	0	0	N	0	0	1	0	0	0	2	2500
643	**24958011**	0	N	0	0	N	0	0	1	0	0	0	2	1500
644	**24318595**	0	N	0	0	N	0	0	1	0	0	0	2	5750
645	**82389005**	0	N	0	0	N	0	0	1	0	0	0	2	30000
646	**24970564**	0	N	0	0	N	0	0	0	0	1	3000	3	14000
647	**25459025**	0	N	0	0	N	0	0	1	0	0	0	3	28000
648	**88683188**	0	N	0	0	N	0	0	2	0	0	0	2	3000
649	**24995292**	0	N	0	0	N	0	0	0	0	0	0	1	2000
650	**24762957**	0	N	0	0	N	0	0	1	0	0	0	2	1500
651	**24760867**	0	N	0	0	N	0	0	1	0	0	0	2	5500
652	**24935812**	0	N	0	0	N	0	0	2	0	0	0	3	4500
653	**24318911**	0	N	0	0	N	0	0	1	0	0	0	2	1000
654	**86636950**	0	N	0	0	N	0	0	1	0	0	0	3	6250
655	**88331744**	0	N	0	0	N	0	0	1	0	0	0	2	8000
656	**88680730**	0	N	0	0	N	0	0	1	0	0	0	2	1700
657	**25459371**	0	N	0	0	N	0	0	0	0	0	0	2	500
658	**25459373**	0	N	0	0	N	0	0	0	0	0	0	2	500
659	**24318596**	0	N	0	0	N	0	0	1	0	0	0	2	3000
660	**24995297**	0	N	0	0	N	0	0	1	0	0	0	2	2000
661	**25459375**	0	N	0	0	N	0	0	1	0	0	0	2	1500
662	**24761881**	0	N	0	0	N	0	0	1	0	0	0	2	11000
663	**24970572**	0	N	0	0	Y	0	0	1	0	1	40	1	50
664	**24995300**	0	N	0	0	N	0	0	1	0	0	0	2	9000
665	**25459984**	0	N	0	0	N	0	0	1	0	0	0	2	2000
666	**24761272**	0	N	0	0	N	0	0	0	0	0	0	2	2000
667	**88680733**	0	N	0	0	N	0	0	1	0	0	0	2	1800
668	**25458635**	0	N	0	0	N	0	0	1	0	0	0	2	2300
669	**24964910**	0	N	0	0	N	0	0	1	0	0	0	2	25000
670	**24918573**	0	N	0	0	N	0	0	2	0	0	0	2	4000
671	**82395634**	0	N	0	0	N	0	0	1	0	0	0	2	10000
672	**25459377**	0	N	0	0	N	0	0	1	0	0	0	2	5750
673	**25459378**	0	N	0	0	N	0	0	1	0	0	0	2	1250
674	**25002999**	0	N	0	0	N	0	0	2	0	0	0	2	20000
675	**89070462**	0	N	0	0	N	0	0	0	0	0	0	1	3500
676	**25459459**	0	N	0	0	N	0	0	1	0	0	0	2	700
677	**25459842**	0	N	0	0	N	0	0	1	0	0	0	2	1000
678	**25459601**	0	N	0	0	N	0	0	0	0	0	0	2	11000
679	**25459700**	0	N	0	0	N	0	0	0	0	0	0	2	2000
680	**25040052**	0	N	0	0	N	0	0	1	0	0	0	2	4000
681	**24996929**	0	N	0	0	N	0	0	0	0	0	0	2	300
682	**25035909**	0	N	0	0	N	0	0	1	0	0	0	1	2500
683	**25460242**	0	N	0	0	N	0	0	1	0	0	0	2	3000
684	**89068988**	0	N	0	0	N	0	0	1	0	0	0	2	10000
685	**24996931**	0	N	0	0	N	0	0	0	0	0	0	1	100
686	**82385844**	0	N	0	0	N	0	0	1	0	0	0	2	3300
687	**87730015**	0	N	0	0	N	0	0	1	0	0	0	2	600
688	**24763259**	0	N	0	0	N	0	0	1	0	0	0	2	2500
689	**24964917**	0	N	0	0	N	0	0	0	0	0	0	1	500
690	**25458827**	0	N	0	0	N	0	0	0	0	0	0	2	4000
691	**89286730**	0	N	0	0	N	0	0	1	0	0	0	2	2000
692	**89285394**	0	N	0	0	N	0	0	0	0	0	0	2	600
693	**89070464**	0	N	0	0	N	0	0	1	0	0	0	1	15000
694	**82395448**	0	N	0	0	N	0	0	0	0	0	0	1	8000
695	**82385848**	0	N	0	0	N	0	0	0	0	0	0	2	1000
696	**25026690**	0	N	0	0	N	0	0	1	0	0	0	4	13000
697	**24964921**	0	N	0	0	N	0	0	0	0	0	0	2	4000
698	**25459464**	0	N	0	0	N	0	0	1	0	0	0	2	1500
699	**25459490**	0	N	0	0	N	0	0	0	0	0	0	2	2000
700	**25459491**	0	N	0	0	N	0	0	1	0	0	0	2	1500
701	**25040068**	0	N	0	0	N	0	0	1	0	0	0	2	20000
702	**25458489**	0	N	0	0	N	0	0	1	0	0	0	2	6000
703	**25460707**	0	N	0	0	N	0	0	1	0	0	0	2	7000
704	**25460710**	0	N	0	0	N	0	0	0	0	0	0	2	10000

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ID Number	REPORT_NUMBER	S4_MOTORCYCLIST_FATALITY_COUNT	S4_IS_PEDESTRIAN_INVOLVED	S4_PEDESTRIAN_INCAPACITATING_INJURY_COUNT	S4_PEDESTRIAN_FATALITY_COUNT	S4_IS_BICYCLIST_INVOLVED	S4_BICYCLIST_INCAPACITATING_INJURY_COUNT	S4_BICYCLIST_FATALITY_COUNT	S4_CITATION_COUNT	S4_CITATION_AMOUNT	S4_PROPERTY_DAMAGE_COUNT	S4_PROPERTY_DAMAGE_AMOUNT	S4_VEHICLE_DAMAGE_COUNT	S4_VEHICLE_DAMAGE_AMOUNT
705	**88680906**	0	N	0	0	N	0	0	1	0	0	0	2	2000
706	**25024047**	0	N	0	0	N	0	0	1	0	0	0	3	6500
707	**25459467**	0	N	0	0	N	0	0	1	0	0	0	2	5000
708	**24950791**	0	N	0	0	N	0	0	3	0	0	0	2	5000

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	S4_TOTAL_DAMAGE_AMOUNT	S4_TRANSPORT_BY_EMS_COUNT	S4_TRANSPORT_BY_LAW_ENFORCEMENT_COUNT	S4_TRANSPORT_BY_OTHER_COUNT	S4_GEOLOCATION_STATUS	S4_PRELIMINARY_GEOLOCATION_STATUS	S4_LATITUDE	S4_LONGITUDE
1	**82384759**	5200	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917403	-81.412109
2	**87346737**	20000	1	0	0	Verified	n/a	29.920886	-81.416641
3	**87346005**	2500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917634	-81.412777
4	**87347748**	1200	0	0	0	Preliminary	Computer mapped approximate by address	29.962604	-81.492077
5	**86811842**	800	0	0	0	Verified	n/a	29.963444	-81.491854
6	**87162792**	10000	0	0	0	Verified	n/a	29.920851	-81.416612
7	**87347284**	10000	0	0	0	Verified	n/a	29.918459	-81.414548
8	**87347193**	6000	0	0	0	Verified	n/a	29.922221	-81.417769
9	**87347421**	3500	0	0	0	Verified	n/a	29.963387	-81.491543
10	**85572552**	4800	0	0	0	Verified	n/a	29.917704	-81.413256
11	**85601493**	300	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
12	**87158872**	680	0	0	0	Verified	n/a	29.917721	-81.413302
13	**82397776**	2500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917634	-81.412777
14	**87346036**	2500	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
15	**87345261**	6000	0	0	0	Verified	n/a	29.959322	-81.46746
16	**85606521**	1700	0	0	0	Verified	n/a	29.917876	-81.412901
17	**85606523**	37000	2	0	0	Verified	n/a	29.963444	-81.491854
18	**87346872**	1500	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
19	**87346873**	401	0	0	0	Preliminary	Computer mapped approximate by address	29.963382	-81.491459
20	**85605990**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
21	**87162801**	11000	0	0	0	Verified	n/a	29.918417	-81.414502
22	**87346973**	2000	1	0	0	Verified	n/a	29.921554	-81.417205
23	**87346487**	1700	0	0	0	Preliminary	Computer mapped approximate by address	29.960804	-81.473332
24	**87348027**	10500	0	0	0	Verified	n/a	29.963444	-81.491854
25	**87156492**	16000	2	0	0	Verified	n/a	29.963444	-81.491854
26	**86637466**	10000	0	0	0	Verified	n/a	29.956483	-81.460561
27	**87347927**	15000	1	0	0	Verified	n/a	29.958472	-81.464461
28	**86812446**	1000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
29	**87728415**	400	0	0	0	Preliminary	Computer mapped approximate by address	29.963446	-81.491944
30	**87345941**	5000	2	0	0	Verified	n/a	29.959068	-81.466555
31	**87182231**	5000	0	0	0	Verified	n/a	29.931265	-81.428227
32	**87347650**	12000	0	0	0	Verified	n/a	29.918264	-81.414322
33	**87345961**	600	0	0	0	Preliminary	Computer mapped approximate by address	29.938213	-81.436893
34	**85501350**	3500	0	0	0	Verified	n/a	29.963456	-81.491919
35	**85601509**	8500	0	0	0	Verified	n/a	29.958649	-81.465062
36	**87345943**	2000	0	0	0	Verified	n/a	29.922994	-81.418422
37	**87346980**	7000	0	0	0	Verified	n/a	29.962666	-81.48625
38	**87156508**	3200	0	0	0	Verified	n/a	29.917715	-81.413287
39	**87346981**	2500	0	0	0	Preliminary	Computer mapped confident by address	29.918304	-81.414137
40	**87347100**	4000	1	0	0	Verified	n/a	29.963387	-81.491543
41	**85501360**	28000	2	0	0	Verified	n/a	29.963444	-81.491854
42	**87347459**	500	1	0	0	Verified	n/a	29.918264	-81.414322
43	**86811277**	2000	0	0	0	Verified	n/a	29.918264	-81.414322
44	**87165307**	6050	0	0	0	Verified	n/a	29.920886	-81.416641
45	**87205315**	4000	0	0	0	Verified	n/a	29.917448	-81.412298
46	**87347516**	20000	0	0	0	Verified	n/a	29.918459	-81.414548
47	**86811069**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
48	**87213539**	6000	0	0	0	Verified	n/a	29.963557	-81.492475
49	**87347738**	1000	0	0	0	Verified	n/a	29.918095	-81.414073
50	**87347740**	23000	0	0	0	Verified	n/a	29.962054	-81.48173
51	**87728747**	1100	0	0	0	Preliminary	Computer mapped confident by address	29.963064	-81.489147
52	**87729845**	2500	0	0	0	Verified	n/a	29.918417	-81.414502
53	**87165320**	4500	0	0	0	Verified	n/a	29.947734	-81.448084
54	**87728846**	2000	0	0	0	Verified	n/a	29.917857	-81.413636
55	**87728498**	1200	0	0	0	Verified	n/a	29.918417	-81.414502
56	**87729866**	8000	0	0	0	Verified	n/a	29.918183	-81.414205
57	**87728794**	7000	0	0	0	Verified	n/a	29.963557	-81.492475
58	**87728795**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917814	-81.413397
59	**86811075**	100	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
60	**87162852**	70	0	0	0	Preliminary	Computer mapped approximate by address	29.963408	-81.491668
61	**87213554**	1100	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963474	-81.491567
62	**87347183**	700	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
63	**87346346**	1000	0	0	0	Preliminary	Computer mapped approximate by address	29.963425	-81.491791
64	**86811079**	1400	0	0	0	Preliminary	Computer plot approximate by lat/long	29.920664	-81.416447

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	S4_TOTAL_DAMAGE_AMOUNT	S4_TRANSPORT_BY_EMS_COUNT	S4_TRANSPORT_BY_LAW_ENFORCEMENT_COUNT	S4_TRANSPORT_BY_OTHER_COUNT	S4_GEOLOCATION_STATUS	S4_PRELIMINARY_GEOLOCATION_STATUS	S4_LATITUDE	S4_LONGITUDE
65	**87347116**	1150	0	0	0	Verified	n/a	29.958022	-81.463303
66	**87346347**	2000	0	0	0	Preliminary	Computer mapped confident by address	29.96337	-81.49149
67	**87730310**	2900	0	0	0	Preliminary	Computer mapped approximate by address	29.963474	-81.491567
68	**87165340**	120	0	0	0	Verified	n/a	29.918365	-81.414443
69	**87728828**	1250	0	0	0	Preliminary	Computer plot approximate by lat/long	29.918564	-81.414537
70	**87213569**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
71	**87728500**	800	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
72	**87730315**	800	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
73	**86389030**	600	0	0	0	Preliminary	Computer mapped approximate by address	29.918304	-81.414137
74	**87347692**	1500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
75	**87348008**	6000	0	0	0	Verified	n/a	29.937965	-81.436654
76	**87346537**	1050	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
77	**87728541**	500	1	0	0	Verified	n/a	29.963444	-81.491854
78	**87210554**	200	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
79	**87347561**	700	0	0	0	Preliminary	Computer mapped confident by address	29.963057	-81.489096
80	**87348011**	1300	0	0	0	Verified	n/a	29.963444	-81.491854
81	**87729521**	7000	1	0	0	Verified	n/a	29.920886	-81.416641
82	**87347940**	0	1	0	0	Verified	n/a	29.920886	-81.416641
83	**86812125**	550	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
84	**87233337**	2400	0	0	0	Verified	n/a	29.963444	-81.491854
85	**87729637**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.963384	-81.491477
86	**87730329**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.920664	-81.416447
87	**87230323**	6500	1	0	0	Verified	n/a	29.920863	-81.416622
88	**87729902**	3000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.920664	-81.416447
89	**86635881**	160	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
90	**87729221**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917814	-81.413397
91	**87210561**	300	0	0	0	Preliminary	Computer mapped approximate by address	29.963461	-81.491553
92	**87728437**	1500	0	0	0	Verified	n/a	29.917431	-81.413042
93	**87212330**	1200	0	0	0	Verified	n/a	29.917853	-81.412927
94	**87729618**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.928667	-81.423975
95	**88680315**	700	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
96	**87730793**	450	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
97	**87730831**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.962604	-81.492077
98	**87729916**	7000	0	0	0	Verified	n/a	29.959238	-81.467159
99	**87272283**	2900	0	0	0	Verified	n/a	29.96293	-81.488196
100	**87729922**	7000	1	0	0	Verified	n/a	29.941444	-81.43967
101	**87728615**	3000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
102	**88680253**	2000	0	0	0	Verified	n/a	29.963468	-81.491984
103	**87729574**	16000	1	0	0	Verified	n/a	29.962054	-81.48173
104	**87729190**	3000	0	0	1	Verified	n/a	29.963557	-81.492475
105	**87729576**	2300	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
106	**88680893**	6000	0	0	0	Verified	n/a	29.928749	-81.423935
107	**88680857**	2300	0	0	0	Verified	n/a	29.963444	-81.491854
108	**87347815**	750	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
109	**82399563**	2500	0	0	0	Verified	n/a	29.918459	-81.414548
110	**87729798**	4200	0	0	0	Verified	n/a	29.961379	-81.476784
111	**88032950**	2000	1	0	0	Verified	n/a	29.917492	-81.412475
112	**88032951**	9500	0	0	0	Verified	n/a	29.918459	-81.414548
113	**87731100**	4000	0	0	0	Verified	n/a	29.917704	-81.413256
114	**87731045**	3500	0	0	0	Verified	n/a	29.918365	-81.414443
115	**88020468**	2500	0	0	0	Verified	n/a	29.962709	-81.486563
116	**88680318**	6000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.920674	-81.416447
117	**88032954**	1600	0	0	0	Verified	n/a	29.917704	-81.413256
118	**88032956**	4000	0	0	0	Verified	n/a	29.963444	-81.491854
119	**87346789**	5000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
120	**87729225**	2500	0	0	0	Verified	n/a	29.920219	-81.416078
121	**88031310**	4000	0	0	0	Verified	n/a	29.917853	-81.412927
122	**87729639**	500	0	0	0	Verified	n/a	29.963444	-81.491854
123	**87346065**	5000	0	0	0	Verified	n/a	29.918501	-81.414595
124	**88681618**	1000	0	0	0	Verified	n/a	29.921109	-81.416829
125	**87730074**	3000	0	0	0	Verified	n/a	29.923814	-81.419113
126	**86389036**	1400	0	0	0	Preliminary	Computer mapped approximate by address	29.958034	-81.463317
127	**88681619**	3000	0	0	0	Verified	n/a	29.920559	-81.416365
128	**87347661**	1000	0	0	0	Verified	n/a	29.962592	-81.49206

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ID Number	REPORT_NUMBER	S4_TOTAL_DAMAGE_AMOUNT	S4_TRANSPORT_BY_EMS_COUNT	S4_TRANSPORT_BY_LAW_ENFORCEMENT_COUNT	S4_TRANSPORT_BY_OTHER_COUNT	S4_GEOLOCATION_STATUS	S4_PRELIMINARY_GEOLOCATION_STATUS	S4_LATITUDE	S4_LONGITUDE
129	**87347662**	5000	0	0	0	Preliminary	Computer mapped approximate by address	29.963474	-81.491567
130	**87730497**	5000	1	0	0	Verified	n/a	29.920886	-81.416641
131	**88019811**	5500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
132	**88015942**	1500	0	0	0	Verified	n/a	29.962309	-81.483611
133	**88680868**	200	0	0	0	Preliminary	Computer mapped approximate by address	29.918152	-81.414143
134	**88680870**	3000	1	0	0	Verified	n/a	29.957771	-81.462737
135	**88680679**	350	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
136	**88681345**	1000	0	0	0	Preliminary	Computer mapped approximate by address	29.963585	-81.492187
137	**87730122**	2500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
138	**88032976**	800	0	0	0	Verified	n/a	29.917704	-81.413256
139	**88681730**	500	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
140	**87285901**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917403	-81.412109
141	**87272326**	1300	0	0	0	Verified	n/a	29.918438	-81.414525
142	**87272328**	300	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917403	-81.412109
143	**87729581**	1800	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
144	**88020496**	250	0	0	0	Preliminary	Computer plot approximate by lat/long	29.920664	-81.416447
145	**88680462**	800	0	0	0	Preliminary	Computer plot approximate by lat/long	29.919754	-81.415607
146	**88682020**	700	0	0	0	Preliminary	Computer mapped approximate by address	29.91831	-81.414145
147	**88680873**	400	0	0	0	Preliminary	Computer mapped approximate by address	29.963446	-81.491944
148	**88016666**	20000	1	0	0	Verified	n/a	29.963378	-81.491494
149	**88020498**	5000	0	0	0	Verified	n/a	29.962014	-81.481433
150	**87348017**	1001	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
151	**88682155**	6000	0	0	0	Preliminary	Computer mapped approximate by address	29.962604	-81.492077
152	**88016670**	4000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917403	-81.412109
153	**87729123**	200	0	0	0	Verified	n/a	29.962014	-81.481433
154	**87731261**	5000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
155	**88680327**	10000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917634	-81.412777
156	**88019837**	25000	0	0	0	Verified	n/a	29.963378	-81.491494
157	**88680641**	30500	3	0	0	Verified	n/a	29.956698	-81.460854
158	**88683041**	2500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.918044	-81.413827
159	**88681867**	2500	0	0	0	Preliminary	Computer mapped approximate by address	29.963384	-81.491477
160	**88682835**	50	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
161	**87730818**	1000	0	0	0	Verified	n/a	29.958042	-81.463347
162	**88681160**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.918044	-81.413827
163	**88681159**	1000	0	0	0	Verified	n/a	29.921717	-81.417343
164	**88681324**	800	0	0	0	Preliminary	Computer mapped confident by address	29.963384	-81.491477
165	**87730819**	200	0	0	0	Verified	n/a	29.963378	-81.491494
166	**88054761**	7500	0	0	0	Verified	n/a	29.963066	-81.489201
167	**87728891**	5500	0	0	0	Preliminary	Computer mapped confident by address	29.957848	-81.46293
168	**89067660**	3000	0	0	0	Verified	n/a	29.963024	-81.488888
169	**88075599**	1900	0	0	0	Verified	n/a	29.917906	-81.412878
170	**88682508**	6000	0	0	0	Verified	n/a	29.917545	-81.412682
171	**88072035**	200	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917283	-81.412956
172	**89067799**	9000	0	0	0	Verified	n/a	29.958042	-81.463347
173	**89067801**	10000	0	0	0	Verified	n/a	29.962626	-81.485952
174	**82400055**	10000	2	0	0	Verified	n/a	29.962014	-81.481433
175	**89067893**	1000	0	0	0	Verified	n/a	29.918459	-81.414548
176	**88682447**	1600	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
177	**87347573**	1000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
178	**88110960**	600	0	0	0	Verified	n/a	29.917906	-81.412878
179	**88054778**	10150	3	0	0	Verified	n/a	29.920605	-81.416404
180	**88133178**	7000	0	0	0	Verified	n/a	29.963378	-81.491494
181	**88133179**	6000	0	0	0	Verified	n/a	29.917541	-81.412666
182	**88054779**	8000	2	0	0	Verified	n/a	29.918264	-81.414322
183	**89067905**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.923364	-81.418667
184	**88062322**	6000	0	0	0	Verified	n/a	29.921776	-81.417393
185	**87730821**	3000	0	0	0	Verified	n/a	29.962014	-81.481433
186	**88054782**	6000	0	0	0	Verified	n/a	29.963057	-81.489135
187	**88072651**	3200	0	0	0	Preliminary	Computer mapped confident by address	29.919216	-81.415227
188	**88054784**	55	0	0	0	Preliminary	Computer mapped approximate by address	29.946805	-81.446321
189	**88134546**	700	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917806	-81.41301
190	**89067812**	7000	0	0	0	Verified	n/a	29.918071	-81.414031
191	**88680332**	4000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
192	**87729326**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.920664	-81.416447

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ID Number	REPORT_NUMBER	S4_TOTAL_DAMAGE_AMOUNT	S4_TRANSPORT_BY_EMS_COUNT	S4_TRANSPORT_BY_LAW_ENFORCEMENT_COUNT	S4_TRANSPORT_BY_OTHER_COUNT	S4_GEOLOCATION_STATUS	S4_PRELIMINARY_GEOLOCATION_STATUS	S4_LATITUDE	S4_LONGITUDE
193	**88016700**	12000	1	0	1	Verified	n/a	29.956698	-81.460854
194	**86388888**	2000	0	0	0	Verified	n/a	29.928684	-81.423824
195	**88133190**	1500	1	0	0	Verified	n/a	29.931849	-81.429224
196	**88062327**	2500	0	0	0	Preliminary	Computer mapped approximate by address	29.963474	-81.491567
197	**88681432**	500	0	0	0	Verified	n/a	29.931841	-81.42921
198	**88682032**	5000	0	0	0	Preliminary	Computer mapped approximate by address	29.963402	-81.491616
199	**88054792**	21000	0	0	0	Verified	n/a	29.963151	-81.489828
200	**89069221**	600	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917844	-81.413457
201	**88134555**	11500	0	0	0	Verified	n/a	29.917507	-81.412539
202	**89068301**	350	0	0	0	Preliminary	Computer plot approximate by lat/long	29.958034	-81.463317
203	**89069224**	3000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
204	**88133208**	8500	1	0	0	Verified	n/a	29.934263	-81.43304
205	**86388890**	750	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
206	**89068537**	400	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
207	**89067669**	1000	1	0	0	Verified	n/a	29.963548	-81.492425
208	**89069230**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.919559	-81.415516
209	**88683051**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
210	**89068048**	3000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
211	**88122387**	250	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917403	-81.412109
212	**89069329**	1000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
213	**89068781**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.963474	-81.491567
214	**89069151**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
215	**88192828**	5000	0	0	0	Verified	n/a	29.920757	-81.416532
216	**89069526**	3000	0	0	0	Verified	n/a	29.918264	-81.414322
217	**88195015**	4200	0	0	0	Verified	n/a	29.940063	-81.438473
218	**89068909**	1100	0	0	0	Preliminary	Computer mapped confident by address	29.920686	-81.416465
219	**86388947**	499	0	0	0	Preliminary	Computer plot approximate by lat/long	29.941664	-81.439857
220	**88680336**	8000	0	0	0	Verified	n/a	29.925734	-81.420658
221	**88195019**	3000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
222	**88060982**	20000	1	0	0	Verified	n/a	29.963444	-81.491854
223	**89067870**	500	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
224	**87731271**	3500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
225	**88134570**	600	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917892	-81.412894
226	**88165173**	7000	1	0	0	Verified	n/a	29.958578	-81.464807
227	**87345660**	3000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963064	-81.489147
228	**89070501**	1200	0	0	0	Preliminary	Computer mapped approximate by address	29.963384	-81.491477
229	**88192843**	450	0	0	0	Verified	n/a	29.963396	-81.491592
230	**89070168**	4500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
231	**88207728**	6200	2	0	0	Verified	n/a	29.946069	-81.444889
232	**89068687**	1600	0	0	0	Verified	n/a	29.963384	-81.491526
233	**88134585**	400	0	0	0	Verified	n/a	29.917566	-81.413125
234	**88683054**	9000	1	0	0	Verified	n/a	29.920605	-81.416404
235	**88682924**	8000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917804	-81.413407
236	**89070510**	1500	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
237	**89067680**	5200	0	0	0	Verified	n/a	29.93402	-81.432728
238	**88195035**	2200	0	0	0	Preliminary	Computer mapped approximate by address	29.918273	-81.414311
239	**88099268**	6000	0	0	0	Verified	n/a	29.917828	-81.412953
240	**88143176**	350	0	0	0	Verified	n/a	29.947562	-81.447754
241	**89069919**	8000	1	0	0	Verified	n/a	29.958029	-81.463317
242	**88192853**	4000	0	0	0	Verified	n/a	29.946994	-81.446665
243	**88126488**	4500	0	0	0	Verified	n/a	29.918264	-81.414322
244	**88143180**	20000	0	0	0	Verified	n/a	29.932173	-81.429798
245	**88681235**	500	0	0	0	Verified	n/a	29.963378	-81.491494
246	**87731272**	2500	0	0	0	Preliminary	Computer mapped approximate by address	29.963064	-81.489147
247	**89068588**	350	0	0	0	Preliminary	Computer mapped approximate by address	29.962604	-81.492077
248	**89068841**	1800	0	0	0	Verified	n/a	29.920605	-81.416404
249	**89067871**	8000	0	0	0	Verified	n/a	29.963378	-81.491494
250	**89285890**	1500	0	0	0	Verified	n/a	29.963367	-81.491428
251	**89068921**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.918284	-81.414327
252	**88207746**	100	1	0	0	Verified	n/a	29.921776	-81.417393
253	**88143185**	16000	0	0	0	Verified	n/a	29.958029	-81.463317
254	**89070536**	40000	1	0	0	Verified	n/a	29.958353	-81.46412
255	**89070331**	600	0	0	0	Preliminary	Computer plot approximate by lat/long	29.958034	-81.463317
256	**89285863**	3000	0	0	0	Verified	n/a	29.918264	-81.414322

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ID Number	REPORT_NUMBER	S4_TOTAL_DAMAGE_AMOUNT	S4_TRANSPORT_BY_EMS_COUNT	S4_TRANSPORT_BY_LAW_ENFORCEMENT_COUNT	S4_TRANSPORT_BY_OTHER_COUNT	S4_GEOLOCATION_STATUS	S4_PRELIMINARY_GEOLOCATION_STATUS	S4_LATITUDE	S4_LONGITUDE
257	**88246523**	1500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
258	**89070177**	600	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
259	**88207761**	1700	0	0	0	Verified	n/a	29.963378	-81.491494
260	**87345664**	2400	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963064	-81.489147
261	**89067841**	1500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.918044	-81.413827
262	**88134602**	1600	0	0	0	Preliminary	Computer mapped approximate by address	29.921766	-81.417382
263	**82386980**	3000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.919754	-81.415607
264	**82384549**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.918044	-81.413827
265	**88143195**	10000	1	0	0	Verified	n/a	29.946815	-81.446322
266	**88143196**	4000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
267	**89285151**	600	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
268	**88165884**	30000	1	0	0	Verified	n/a	29.920605	-81.416404
269	**82386616**	1000	0	0	0	Preliminary	Computer mapped confident by address	29.963384	-81.491477
270	**89069060**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.963439	-81.491602
271	**82383459**	1500	0	0	0	Verified	n/a	29.920605	-81.416404
272	**88285586**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
273	**88195060**	500	0	0	0	Verified	n/a	29.955809	-81.459684
274	**82203870**	850	0	0	0	Verified	n/a	29.963068	-81.489218
275	**81996496**	4000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
276	**88212357**	3600	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
277	**88172354**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
278	**82391182**	400	0	0	0	Preliminary	Computer plot approximate by lat/long	29.921976	-81.417642
279	**88300063**	2000	0	0	0	Verified	n/a	29.951784	-81.454526
280	**88230643**	2500	0	0	0	Verified	n/a	29.918027	-81.412869
281	**88230644**	29000	0	0	0	Verified	n/a	29.958164	-81.463632
282	**88300064**	35000	4	0	0	Verified	n/a	29.920605	-81.416404
283	**82387921**	3500	0	0	0	Verified	n/a	29.963378	-81.491494
284	**88172362**	3500	0	0	0	Verified	n/a	29.919035	-81.415082
285	**89068063**	1750	0	0	0	Preliminary	Computer mapped confident by address	29.917404	-81.412107
286	**88172363**	4000	0	0	0	Verified	n/a	29.917865	-81.412914
287	**88117240**	1200	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
288	**88210567**	1050	0	0	0	Preliminary	Computer mapped approximate by address	29.963489	-81.492262
289	**89285673**	10000	0	0	0	Verified	n/a	29.931841	-81.42921
290	**88143144**	30000	1	0	0	Verified	n/a	29.918264	-81.414322
291	**88300074**	8000	2	0	0	Preliminary	Editor Mapped	29.917723	-81.412816
292	**89070608**	10000	0	0	0	Verified	n/a	29.917637	-81.413018
293	**88143146**	10000	0	0	0	Verified	n/a	29.95737	-81.461964
294	**88300086**	3200	2	0	0	Verified	n/a	29.963405	-81.491641
295	**88210582**	600	0	0	0	Preliminary	Computer mapped approximate by address	29.963446	-81.491944
296	**87728511**	3500	0	1	0	Verified	n/a	29.963378	-81.491494
297	**88230667**	4000	0	0	0	Verified	n/a	29.920605	-81.416404
298	**87728862**	1000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
299	**89069530**	4500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.918834	-81.414827
300	**88331857**	1900	0	0	0	Verified	n/a	29.918264	-81.414322
301	**87731241**	12000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917844	-81.413457
302	**86388750**	5900	0	0	0	Verified	n/a	29.9205	-81.416315
303	**88682114**	2000	0	0	0	Verified	n/a	29.952057	-81.454872
304	**88328425**	800	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
305	**88331865**	11000	0	0	0	Preliminary	Computer mapped confident by address	29.917404	-81.412107
306	**89285674**	1600	0	0	0	Preliminary	Computer mapped approximate by address	29.963439	-81.491602
307	**85347707**	4100	0	0	0	Verified	n/a	29.963411	-81.491673
308	**86810705**	3000	0	0	0	Verified	n/a	29.920828	-81.416592
309	**88328427**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.94267	-81.440728
310	**87347275**	10000	2	0	0	Verified	n/a	29.949421	-81.451082
311	**87729389**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.937586	-81.436354
312	**89286688**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.963439	-81.491602
313	**82391754**	1000	0	0	0	Verified	n/a	29.917637	-81.413018
314	**87729746**	5200	0	0	0	Preliminary	Computer mapped approximate by address	29.963421	-81.491434
315	**89286165**	3000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
316	**88296650**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
317	**89070339**	10000	0	0	0	Verified	n/a	29.931411	-81.428476
318	**89069659**	2800	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
319	**88333187**	6200	0	0	0	Verified	n/a	29.91927	-81.415279
320	**87730560**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557

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ID Number	REPORT_NUMBER	S4_TOTAL_DAMAGE_AMOUNT	S4_TRANSPORT_BY_EMS_COUNT	S4_TRANSPORT_BY_LAW_ENFORCEMENT_COUNT	S4_TRANSPORT_BY_OTHER_COUNT	S4_GEOLOCATION_STATUS	S4_PRELIMINARY_GEOLOCATION_STATUS	S4_LATITUDE	S4_LONGITUDE
321	**88333188**	17000	1	0	0	Verified	n/a	29.917704	-81.413256
322	**89070375**	500	0	0	0	Verified	n/a	29.917704	-81.413256
323	**88285633**	600	0	0	0	Preliminary	Computer mapped confident by address	29.917404	-81.412107
324	**82386778**	1000	0	0	0	Preliminary	Computer mapped approximate by address	29.964231	-81.490431
325	**89285677**	11500	0	0	0	Verified	n/a	29.962099	-81.48206
326	**88296659**	8000	1	0	0	Verified	n/a	29.930307	-81.426593
327	**88258820**	1000	0	0	0	Verified	n/a	29.943209	-81.441193
328	**88331884**	41000	1	0	0	Verified	n/a	29.96339	-81.491559
329	**88333222**	15000	0	0	0	Verified	n/a	29.918264	-81.414322
330	**88328454**	2300	0	0	0	Verified	n/a	29.917704	-81.413256
331	**88329205**	3200	0	0	0	Verified	n/a	29.92201	-81.417591
332	**24079780**	1000	0	0	0	Verified	n/a	29.963108	-81.489515
333	**88680569**	500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
334	**88328933**	45000	1	0	0	Preliminary	Editor Mapped	29.947713	-81.448102
335	**88285649**	300	0	0	0	Verified	n/a	29.920605	-81.416404
336	**87189846**	11500	0	0	0	Preliminary	Computer mapped confident by address	29.929443	-81.425134
337	**88331898**	11000	0	0	0	Verified	n/a	29.917704	-81.413256
338	**24079949**	15000	1	0	0	Preliminary	Computer mapped approximate by address	29.963439	-81.491602
339	**88395370**	5000	0	0	0	Verified	n/a	29.91737	-81.412985
340	**88285657**	300	0	0	0	Preliminary	Computer mapped approximate by address	29.924727	-81.419695
341	**88332426**	500	0	0	0	Preliminary	Computer mapped confident by address	29.963384	-81.491477
342	**89286750**	700	0	0	0	Preliminary	Computer mapped confident by address	29.962633	-81.485978
343	**87346195**	4000	0	0	0	Preliminary	Computer mapped approximate by address	29.964231	-81.490431
344	**89285598**	1000	1	0	0	Verified	n/a	29.963378	-81.491494
345	**87345674**	22000	0	0	0	Verified	n/a	29.963378	-81.491494
346	**89286022**	3000	0	0	0	Verified	n/a	29.954873	-81.458497
347	**88404248**	31550	1	0	1	Verified	n/a	29.958042	-81.463347
348	**82383333**	7500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.941664	-81.439857
349	**89286023**	400	0	0	0	Preliminary	Computer mapped approximate by address	29.963439	-81.491602
350	**24079873**	3500	1	0	0	Preliminary	Editor Mapped	29.963871	-81.49113
351	**24080104**	3000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917804	-81.413407
352	**24080647**	15000	1	0	0	Verified	n/a	29.963164	-81.489927
353	**87346198**	6000	0	0	0	Preliminary	Computer mapped approximate by address	29.963439	-81.491602
354	**89285686**	15500	1	0	0	Verified	n/a	29.929407	-81.425056
355	**88402690**	9000	0	0	0	Verified	n/a	29.920605	-81.416404
356	**24080719**	1000	0	0	0	Verified	n/a	29.963372	-81.491461
357	**89286552**	2200	0	0	0	Preliminary	Computer mapped confident by address	29.963082	-81.48927
358	**88395403**	1750	0	0	0	Preliminary	Computer mapped confident by address	29.962014	-81.481437
359	**24080500**	200	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
360	**89286758**	1000	0	0	0	Preliminary	Computer mapped approximate by address	29.963512	-81.491331
361	**88682251**	1000	0	0	0	Preliminary	Computer mapped confident by address	29.917404	-81.412107
362	**24080012**	7000	0	0	0	Verified	n/a	29.962014	-81.481433
363	**88329241**	3000	0	0	0	Verified	n/a	29.917853	-81.412927
364	**24080225**	550	0	0	0	Preliminary	Computer mapped confident by address	29.963565	-81.491472
365	**89285688**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.962604	-81.492077
366	**24079633**	3500	0	0	0	Verified	n/a	29.963378	-81.491494
367	**88426813**	11000	1	0	0	Verified	n/a	29.917637	-81.413018
368	**88395414**	400	0	0	0	Verified	n/a	29.917676	-81.413162
369	**89285020**	5000	0	0	0	Preliminary	Computer mapped confident by address	29.962437	-81.484563
370	**87346200**	8000	1	0	0	Verified	n/a	29.963378	-81.491494
371	**89287326**	2000	0	0	0	Verified	n/a	29.963384	-81.491526
372	**89287203**	5000	0	0	0	Preliminary	Computer mapped approximate by address	29.963439	-81.491602
373	**88395420**	20000	1	0	0	Verified	n/a	29.951784	-81.454526
374	**88395426**	500	0	0	0	Verified	n/a	29.917286	-81.412932
375	**88405397**	7500	0	0	0	Verified	n/a	29.963378	-81.491494
376	**89285599**	7000	0	0	0	Preliminary	Computer mapped approximate by address	29.963439	-81.491602
377	**24079635**	2500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.962014	-81.481437
378	**88385312**	1500	0	0	0	Preliminary	Editor Mapped	29.917485	-81.412394
379	**88365189**	4000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
380	**24081529**	350	0	0	0	Preliminary	Computer plot approximate by lat/long	29.941664	-81.439857
381	**82400503**	600	0	0	0	Preliminary	Computer plot approximate by lat/long	29.919754	-81.415607
382	**88426825**	16000	0	0	1	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
383	**82383341**	200	0	0	0	Preliminary	Computer mapped approximate by address	29.963439	-81.491602
384	**88365197**	500	0	0	0	Preliminary	Computer mapped confident by address	29.963363	-81.491497

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ID Number	REPORT_NUMBER	S4_TOTAL_DAMAGE_AMOUNT	S4_TRANSPORT_BY_EMS_COUNT	S4_TRANSPORT_BY_LAW_ENFORCEMENT_COUNT	S4_TRANSPORT_BY_OTHER_COUNT	S4_GEOLOCATION_STATUS	S4_PRELIMINARY_GEOLOCATION_STATUS	S4_LATITUDE	S4_LONGITUDE
385	**88443245**	1500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
386	**24081632**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.923364	-81.418667
387	**88426829**	4000	0	0	0	Preliminary	Computer mapped confident by address	29.962014	-81.481437
388	**88420450**	2000	0	1	0	Preliminary	Computer mapped approximate by address	29.918284	-81.414327
389	**89286052**	1000	0	0	0	Preliminary	Computer mapped confident by address	29.963505	-81.491339
390	**88683177**	3100	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
391	**88385324**	20000	0	0	0	Preliminary	Editor Mapped	29.920677	-81.416467
392	**88380541**	3500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
393	**88407480**	8000	0	0	0	Preliminary	Computer mapped confident by address	29.947366	-81.447409
394	**24081977**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
395	**24081099**	400	0	0	0	Verified	n/a	29.95579	-81.45966
396	**89070038**	600	0	0	0	Preliminary	Editor Mapped	29.920882	-81.416631
397	**24081638**	4000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.941664	-81.439857
398	**24082059**	300	0	0	0	Preliminary	Computer mapped confident by address	29.963384	-81.491477
399	**24082174**	1000	0	0	0	Preliminary	Computer mapped confident by address	29.917404	-81.412107
400	**89068272**	5100	2	0	0	Preliminary	Computer mapped confident by address	29.963619	-81.491207
401	**88402772**	4500	0	0	0	Preliminary	Editor Mapped	29.917639	-81.412532
402	**24081155**	10000	0	0	0	Preliminary	Editor Mapped	29.917584	-81.412775
403	**24081784**	9500	0	0	0	Preliminary	Computer mapped confident by address	29.962014	-81.481437
404	**89286770**	600	0	0	0	Preliminary	Editor Mapped	29.963424	-81.491961
405	**24082180**	30000	0	0	0	Preliminary	Editor Mapped	29.946662	-81.446045
406	**24081021**	3000	0	0	0	Preliminary	Editor Mapped	29.918915	-81.414926
407	**88402776**	400	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
408	**24082447**	7000	0	0	0	Preliminary	Editor Mapped	29.91956	-81.415338
409	**88429379**	5000	0	0	0	Preliminary	Editor Mapped	29.917709	-81.41272
410	**24081125**	800	0	0	0	Preliminary	Computer mapped confident by address	29.963619	-81.491207
411	**24081126**	1200	1	0	0	Preliminary	Computer plot approximate by lat/long	29.958017	-81.463184
412	**88405407**	1000	0	0	0	Preliminary	Computer mapped confident by address	29.962629	-81.485948
413	**88420713**	2000	0	0	0	Preliminary	Editor Mapped	29.958001	-81.463294
414	**87347629**	5000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917594	-81.412797
415	**24082569**	400	0	0	0	Preliminary	Computer mapped confident by address	29.917404	-81.412107
416	**24082427**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.963439	-81.491602
417	**89286058**	10000	3	0	0	Preliminary	Editor Mapped	29.958037	-81.463233
418	**24082351**	4000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.920664	-81.416447
419	**24082043**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.963439	-81.491602
420	**88401521**	200	0	0	0	Preliminary	Editor Mapped	29.919638	-81.415363
421	**88417355**	6300	1	0	0	Preliminary	Computer mapped confident by address	29.925734	-81.420747
422	**88426851**	5000	0	0	0	Preliminary	Editor Mapped	29.922796	-81.418077
423	**82388688**	2000	0	0	0	Preliminary	Computer mapped confident by address	29.963465	-81.491577
424	**24318048**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
425	**88502198**	9500	0	0	0	Preliminary	Editor Mapped	29.917943	-81.412764
426	**88443276**	2600	0	0	0	Preliminary	Computer mapped confident by address	29.92073	-81.416502
427	**24318023**	650	0	0	0	Preliminary	Computer mapped approximate by address	29.963461	-81.49158
428	**88452766**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
429	**88452767**	5000	2	0	0	Preliminary	Editor Mapped	29.947155	-81.446999
430	**24318363**	2500	0	0	0	Preliminary	Computer mapped approximate by address	29.963439	-81.491602
431	**24318051**	800	0	0	0	Preliminary	Computer mapped confident by address	29.917404	-81.412107
432	**24318450**	7000	0	0	0	Preliminary	Editor Mapped	29.919777	-81.415592
433	**24317875**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
434	**88448163**	5000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
435	**24081492**	600	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
436	**88426862**	14000	0	0	0	Preliminary	Computer mapped confident by address	29.917404	-81.412107
437	**88501723**	4000	0	0	0	Preliminary	Editor Mapped	29.962975	-81.488522
438	**24317876**	25500	0	0	0	Verified	n/a	29.962856	-81.487651
439	**88448166**	29500	0	0	0	Preliminary	Editor Mapped	29.921216	-81.416913
440	**88405432**	7000	0	0	0	Preliminary	Editor Mapped	29.918168	-81.414067
441	**89285603**	8000	0	0	0	Preliminary	Computer mapped approximate by address	29.963439	-81.491602
442	**88334866**	4000	0	0	0	Preliminary	Computer mapped confident by address	29.917675	-81.413157
443	**88426866**	10000	0	0	0	Preliminary	Computer mapped confident by address	29.949715	-81.451588
444	**24318335**	4000	0	0	0	Preliminary	Computer mapped approximate by address	29.963439	-81.491602
445	**88401532**	350	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
446	**88506498**	10500	0	0	0	Preliminary	Editor Mapped	29.917576	-81.412274
447	**24081048**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
448	**24082049**	500	0	0	0	Preliminary	Computer mapped confident by address	29.962645	-81.486071

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ID Number	REPORT_NUMBER	S4_TOTAL_DAMAGE_AMOUNT	S4_TRANSPORT_BY_EMS_COUNT	S4_TRANSPORT_BY_LAW_ENFORCEMENT_COUNT	S4_TRANSPORT_BY_OTHER_COUNT	S4_GEOLOCATION_STATUS	S4_PRELIMINARY_GEOLOCATION_STATUS	S4_LATITUDE	S4_LONGITUDE
449	**88502213**	3500	0	0	0	Preliminary	Computer mapped confident by address	29.948226	-81.449017
450	**24318917**	20000	0	0	0	Preliminary	Computer mapped confident by address	29.962409	-81.484359
451	**88481712**	2500	0	0	0	Preliminary	Computer mapped approximate by address	29.924566	-81.419757
452	**24318467**	6000	0	0	0	Preliminary	Computer mapped confident by address	29.962139	-81.48237
453	**88513661**	2000	0	0	0	Preliminary	Editor Mapped	29.917422	-81.413011
454	**24317877**	5000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
455	**24318468**	2500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.958712	-81.465195
456	**24081108**	600	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
457	**24082434**	3000	0	0	0	Preliminary	Computer mapped confident by address	29.962014	-81.481437
458	**24082053**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
459	**24082471**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.962604	-81.492077
460	**24081950**	5000	1	0	0	Preliminary	Editor Mapped	29.925824	-81.420637
461	**24081326**	10000	1	0	0	Preliminary	Editor Mapped	29.962607	-81.485832
462	**24080626**	2500	0	0	0	Preliminary	Computer mapped approximate by address	29.963408	-81.491668
463	**88527343**	34000	1	0	0	Preliminary	Editor Mapped	29.931895	-81.429348
464	**24080868**	1000	0	0	0	Preliminary	Computer mapped approximate by address	29.964324	-81.490525
465	**24318993**	400	0	0	0	Preliminary	Computer plot approximate by lat/long	29.920664	-81.416447
466	**24081112**	800	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
467	**88501741**	900	0	0	0	Preliminary	Computer mapped confident by address	29.918284	-81.414327
468	**24318470**	700	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
469	**24318995**	800	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917724	-81.413087
470	**24318678**	17500	1	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
471	**24082247**	8000	1	0	0	Verified	n/a	29.962671	-81.486282
472	**88682613**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
473	**24319628**	4000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
474	**24082525**	510	0	0	0	Preliminary	Computer mapped approximate by address	29.918284	-81.414327
475	**89285604**	600	0	0	0	Preliminary	Computer mapped confident by address	29.963474	-81.491567
476	**24319866**	4000	0	0	0	Preliminary	Computer mapped confident by address	29.962621	-81.485896
477	**82382194**	3000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
478	**24319261**	2100	0	0	0	Preliminary	Computer mapped confident by address	29.96306	-81.489116
479	**82385168**	25000	2	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
480	**88527350**	15000	1	0	0	Preliminary	Editor Mapped	29.917632	-81.412898
481	**88396057**	40000	0	0	0	Preliminary	Editor Mapped	29.924395	-81.419382
482	**24319001**	700	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917694	-81.412787
483	**24318472**	500	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
484	**88482936**	1500	1	0	0	Verified	n/a	29.942209	-81.440334
485	**24318473**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.941593	-81.439935
486	**89068967**	1500	0	0	0	Preliminary	Computer mapped confident by address	29.954838	-81.458433
487	**24082533**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.963565	-81.491472
488	**24319758**	1001	0	0	0	Preliminary	Computer mapped approximate by address	29.964272	-81.490596
489	**89069285**	2500	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
490	**87346572**	700	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
491	**88502239**	10700	0	0	0	Preliminary	Computer mapped confident by address	29.956566	-81.460689
492	**88564463**	4500	0	0	0	Preliminary	Computer mapped confident by address	29.962234	-81.483088
493	**88506538**	4000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917704	-81.413251
494	**24320138**	12000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
495	**24319148**	600	0	0	0	Preliminary	Editor Mapped	29.963523	-81.491868
496	**88564468**	8500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.957891	-81.463106
497	**24319857**	4000	0	0	0	Preliminary	Editor Mapped	29.917586	-81.412903
498	**24082444**	10000	1	0	0	Preliminary	Editor Mapped	29.962792	-81.487168
499	**88401569**	650	0	0	0	Preliminary	Computer mapped confident by address	29.946009	-81.444803
500	**24318974**	1500	0	0	0	Preliminary	Editor Mapped	29.962255	-81.483147
501	**88502243**	9000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
502	**88501764**	600	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
503	**24319641**	1800	0	0	0	Preliminary	Computer mapped confident by address	29.917581	-81.412777
504	**88564473**	19000	0	0	0	Preliminary	Computer mapped confident by address	29.917404	-81.412107
505	**24082054**	300	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
506	**88401572**	3000	0	0	0	Preliminary	Editor Mapped	29.963682	-81.491339
507	**24319858**	1500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.918834	-81.414827
508	**24319644**	1200	0	0	0	Preliminary	Computer mapped approximate by address	29.918284	-81.414327
509	**88401577**	8000	0	0	0	Preliminary	Editor Mapped	29.920633	-81.416219
510	**88489712**	10000	0	0	0	Preliminary	Computer mapped confident by address	29.917516	-81.412529
511	**24317881**	1000	1	0	0	Verified	n/a	29.918237	-81.414283
512	**88489716**	11000	2	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107

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ID Number	REPORT_NUMBER	S4_TOTAL_DAMAGE_AMOUNT	S4_TRANSPORT_BY_EMS_COUNT	S4_TRANSPORT_BY_LAW_ENFORCEMENT_COUNT	S4_TRANSPORT_BY_OTHER_COUNT	S4_GEOLOCATION_STATUS	S4_PRELIMINARY_GEOLOCATION_STATUS	S4_LATITUDE	S4_LONGITUDE
513	**82390821**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917804	-81.413407
514	**24319989**	3000	0	0	0	Preliminary	Computer mapped confident by address	29.963384	-81.491477
515	**24320093**	1000	0	0	0	Preliminary	Computer mapped approximate by address	29.918284	-81.414327
516	**88564481**	3300	0	0	0	Preliminary	Editor Mapped	29.917879	-81.412895
517	**24319117**	3200	0	0	0	Preliminary	Computer mapped approximate by address	29.963611	-81.491423
518	**24081499**	5000	0	0	0	Preliminary	Editor Mapped	29.917466	-81.412326
519	**88486532**	2500	0	0	0	Preliminary	Computer mapped confident by address	29.921766	-81.417382
520	**24081683**	151	0	0	0	Preliminary	Computer mapped confident by address	29.963413	-81.491506
521	**88532738**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
522	**88506558**	6000	0	0	0	Preliminary	Editor Mapped	29.96322	-81.4902
523	**88564372**	1000	0	0	0	Preliminary	Editor Mapped	29.917858	-81.412795
524	**88681913**	4000	0	0	0	Preliminary	Computer mapped confident by address	29.963384	-81.491477
525	**24080989**	1000	0	0	0	Preliminary	Computer mapped approximate by address	29.963411	-81.491688
526	**24317802**	200	1	0	0	Preliminary	Computer plot approximate by lat/long	29.918834	-81.414827
527	**24320286**	600	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917804	-81.413407
528	**88409490**	200	0	0	0	Preliminary	Computer mapped approximate by address	29.963533	-81.492569
529	**88495938**	20000	0	0	0	Preliminary	Editor Mapped	29.93532	-81.43429
530	**24320287**	4000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.923364	-81.418667
531	**88495941**	55000	0	0	0	Preliminary	Editor Mapped	29.925805	-81.420593
532	**24318082**	10000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.958014	-81.463327
533	**24318084**	51	0	0	0	Preliminary	Computer plot approximate by lat/long	29.958014	-81.463327
534	**89069904**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
535	**24320028**	2100	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
536	**88501788**	500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
537	**82383910**	500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.958014	-81.463327
538	**88527387**	15000	1	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
539	**24760789**	3000	0	0	0	Preliminary	Computer mapped confident by address	29.918284	-81.414327
540	**24318554**	500	0	0	0	Preliminary	Editor Mapped	29.920897	-81.416581
541	**88113985**	18000	2	0	0	Verified	n/a	29.920933	-81.416681
542	**88531762**	2700	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
543	**88502265**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
544	**24319174**	3000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917724	-81.413087
545	**88582523**	8500	0	0	0	Preliminary	Editor Mapped	29.925811	-81.420623
546	**88564504**	6500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
547	**24082173**	2500	0	0	0	Preliminary	Computer mapped confident by address	29.963042	-81.488993
548	**89287565**	1000	0	0	0	Preliminary	Computer mapped approximate by address	29.918284	-81.414327
549	**88564560**	500	0	0	0	Preliminary	Computer mapped confident by address	29.921107	-81.416821
550	**89286886**	25000	1	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
551	**89565468**	4000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
552	**24760906**	1750	0	0	0	Preliminary	Computer plot approximate by lat/long	29.961516	-81.478105
553	**24760975**	1500	0	0	0	Preliminary	Computer mapped confident by address	29.918337	-81.414186
554	**88527398**	2000	0	0	0	Preliminary	Computer mapped confident by address	29.918354	-81.414211
555	**88564516**	9000	1	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
556	**89595402**	500	0	0	0	Preliminary	Computer mapped confident by address	29.919326	-81.415178
557	**88495954**	3400	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917996	-81.412869
558	**24320159**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
559	**88582537**	6200	2	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
560	**24320160**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
561	**24902685**	3000	0	0	0	Preliminary	Computer mapped confident by address	29.920221	-81.416073
562	**89572195**	7000	0	0	0	Preliminary	Computer mapped confident by address	29.91768	-81.413177
563	**24760974**	700	0	0	0	Preliminary	Computer mapped confident by address	29.918284	-81.414327
564	**24319862**	4000	0	0	0	Preliminary	Computer mapped confident by address	29.917435	-81.412222
565	**24761337**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917724	-81.413087
566	**88520018**	10000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
567	**24761742**	2001	0	0	0	Preliminary	Computer mapped confident by address	29.963474	-81.491567
568	**24760976**	4000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.958014	-81.463327
569	**89287637**	5000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.941664	-81.439857
570	**24884909**	10000	2	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
571	**82399490**	400	0	0	0	Preliminary	Computer mapped approximate by address	29.963282	-81.490703
572	**24320085**	2000	0	0	0	Preliminary	Computer mapped confident by address	29.917516	-81.412529
573	**24760863**	1050	0	0	0	Preliminary	Computer mapped confident by address	29.918284	-81.414327
574	**82401500**	2000	0	0	0	Preliminary	Computer mapped confident by address	29.918675	-81.414765
575	**24762613**	1500	1	0	0	Preliminary	Computer mapped approximate by address	29.918284	-81.414327
576	**24761772**	5000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	S4_TOTAL_DAMAGE_AMOUNT	S4_TRANSPORT_BY_EMS_COUNT	S4_TRANSPORT_BY_LAW_ENFORCEMENT_COUNT	S4_TRANSPORT_BY_OTHER_COUNT	S4_GEOLOCATION_STATUS	S4_PRELIMINARY_GEOLOCATION_STATUS	S4_LATITUDE	S4_LONGITUDE
577	**89595425**	2250	0	0	0	Preliminary	Computer mapped confident by address	29.92155	-81.417197
578	**89287640**	5000	0	0	0	Preliminary	Computer mapped confident by address	29.963384	-81.491477
579	**24760918**	1000	0	0	0	Preliminary	Computer mapped confident by address	29.962014	-81.481437
580	**24320454**	15000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
581	**88582552**	4000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
582	**24762132**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.962801	-81.486328
583	**24763092**	1500	0	0	0	Preliminary	Computer mapped approximate by address	29.917621	-81.412937
584	**24762931**	4000	0	0	0	Preliminary	Computer mapped confident by address	29.917474	-81.41237
585	**24898358**	3500	0	0	0	Preliminary	Computer mapped confident by address	29.918321	-81.414162
586	**89285859**	5000	0	0	0	Preliminary	Computer mapped confident by address	29.963384	-81.491477
587	**24761942**	70000	0	0	0	Preliminary	Computer mapped confident by address	29.962393	-81.484246
588	**24919958**	20000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.941728	-81.439833
589	**24938472**	7000	0	0	0	Preliminary	Computer mapped confident by address	29.919559	-81.415516
590	**24760920**	1250	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
591	**24761493**	16000	1	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
592	**24762937**	15000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.918834	-81.414827
593	**89287642**	11000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.961134	-81.475237
594	**89562814**	4500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
595	**89562815**	1000	0	0	0	Preliminary	Computer mapped approximate by address	29.963413	-81.491698
596	**82395563**	15000	0	0	0	Preliminary	Computer mapped confident by address	29.963384	-81.491477
597	**24760577**	1250	0	0	0	Preliminary	Computer mapped approximate by address	29.963385	-81.491483
598	**82400438**	5001	0	0	0	Preliminary	Computer mapped confident by address	29.963485	-81.491628
599	**24762518**	30000	3	0	0	Verified	n/a	29.963378	-81.491494
600	**24902726**	1200	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
601	**24950367**	35000	1	0	0	Preliminary	Computer mapped confident by address	29.917404	-81.412107
602	**85473995**	5000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
603	**24763218**	1000	0	0	0	Preliminary	Computer mapped confident by address	29.917404	-81.412107
604	**89567502**	1500	0	0	0	Preliminary	Computer mapped confident by address	29.918284	-81.414327
605	**86387773**	500	0	0	0	Preliminary	Computer mapped confident by address	29.918463	-81.414559
606	**82395398**	20000	0	0	0	Preliminary	Computer mapped confident by address	29.962754	-81.486882
607	**24318906**	4000	0	0	0	Preliminary	Computer mapped approximate by address	29.917404	-81.412107
608	**89287645**	2000	0	1	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
609	**86387774**	10000	0	0	0	Preliminary	Editor Mapped	29.917713	-81.413253
610	**86387775**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
611	**24938474**	8500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963474	-81.491567
612	**24761498**	10000	1	0	0	Preliminary	Computer plot approximate by lat/long	29.958014	-81.463327
613	**24762869**	7500	0	0	0	Preliminary	Computer mapped confident by address	29.963384	-81.491477
614	**24763247**	1000	0	0	0	Preliminary	Computer mapped confident by address	29.963056	-81.489085
615	**24320638**	0	0	0	0	Preliminary	Computer mapped confident by address	29.963384	-81.491477
616	**24320639**	10000	1	0	0	Preliminary	Editor Mapped	29.917941	-81.413499
617	**24762752**	2500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.923364	-81.418667
618	**87347385**	13000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
619	**89595458**	2500	0	0	0	Preliminary	Computer mapped approximate by address	29.925824	-81.420637
620	**24902744**	7000	3	0	0	Preliminary	Computer plot approximate by lat/long	29.935338	-81.434349
621	**24917177**	5000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.920664	-81.416447
622	**24763165**	5000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.920664	-81.416447
623	**24958001**	18000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.962014	-81.481437
624	**24319885**	2000	0	0	0	Preliminary	Computer mapped confident by address	29.918321	-81.414162
625	**24763110**	7500	0	0	0	Preliminary	Computer mapped approximate by address	29.918284	-81.414327
626	**24760954**	0	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917801	-81.413097
627	**89285337**	2100	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
628	**24958005**	4000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
629	**88334886**	5500	0	0	0	Preliminary	Computer mapped confident by address	29.939663	-81.438141
630	**24319617**	2000	0	0	0	Preliminary	Computer mapped confident by address	29.96328	-81.491575
631	**24970558**	1300	0	0	0	Preliminary	Computer mapped confident by address	29.917563	-81.412708
632	**25458687**	12000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.939322	-81.437801
633	**88680946**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917634	-81.412777
634	**89287648**	1500	1	0	0	Preliminary	Computer plot approximate by lat/long	29.963064	-81.489187
635	**24902753**	5000	0	0	0	Preliminary	Computer mapped confident by address	29.947588	-81.447832
636	**24964901**	1500	0	0	0	Preliminary	Computer mapped confident by address	29.917404	-81.412107
637	**24761531**	1600	0	0	0	Preliminary	Computer mapped confident by address	29.917516	-81.412529
638	**24958009**	3000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
639	**24935804**	2500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
640	**89068352**	2000	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	S4_TOTAL_DAMAGE_AMOUNT	S4_TRANSPORT_BY_EMS_COUNT	S4_TRANSPORT_BY_LAW_ENFORCEMENT_COUNT	S4_TRANSPORT_BY_OTHER_COUNT	S4_GEOLOCATION_STATUS	S4_PRELIMINARY_GEOLOCATION_STATUS	S4_LATITUDE	S4_LONGITUDE
641	**82389003**	200	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
642	**25458565**	2500	0	0	0	Preliminary	Editor Mapped	29.917955	-81.412896
643	**24958011**	1500	0	0	0	Preliminary	Computer mapped confident by address	29.917687	-81.413207
644	**24318595**	5750	0	0	0	Preliminary	Computer plot approximate by lat/long	29.920664	-81.416447
645	**82389005**	30000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.941684	-81.439867
646	**24970564**	17000	0	0	0	Preliminary	Computer mapped confident by address	29.918318	-81.414375
647	**25459025**	28000	2	0	0	Preliminary	Computer mapped approximate by address	29.956116	-81.460095
648	**88683188**	3000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917446	-81.411981
649	**24995292**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.958429	-81.464355
650	**24762957**	1500	0	0	0	Preliminary	Computer mapped approximate by address	29.96351	-81.492416
651	**24760867**	5500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
652	**24935812**	4500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.962624	-81.485917
653	**24318911**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
654	**86636950**	6250	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963064	-81.489147
655	**88331744**	8000	1	0	0	Preliminary	Computer mapped confident by address	29.962848	-81.48759
656	**88680730**	1700	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
657	**25459371**	500	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
658	**25459373**	500	0	0	0	Preliminary	Computer mapped approximate by address	29.963415	-81.491719
659	**24318596**	3000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
660	**24995297**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
661	**25459375**	1500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.923364	-81.418667
662	**24761881**	11000	0	0	0	Preliminary	Computer mapped confident by address	29.963064	-81.489147
663	**24970572**	90	0	0	0	Preliminary	Computer mapped approximate by address	29.918284	-81.414327
664	**24995300**	9000	0	1	0	Preliminary	Computer mapped confident by address	29.963407	-81.491657
665	**25459984**	2000	0	0	0	Preliminary	Computer mapped confident by address	29.918284	-81.414327
666	**24761272**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
667	**88680733**	1800	0	0	0	Preliminary	Computer mapped confident by address	29.917516	-81.412529
668	**25458635**	2300	0	0	0	Preliminary	Computer mapped confident by address	29.917404	-81.412107
669	**24964910**	25000	0	0	0	Preliminary	Computer mapped confident by address	29.925734	-81.420747
670	**24918573**	4000	0	0	0	Preliminary	Computer mapped approximate by address	29.918284	-81.414327
671	**82395634**	10000	0	0	0	Preliminary	Computer mapped confident by address	29.929847	-81.425834
672	**25459377**	5750	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
673	**25459378**	1250	0	0	0	Preliminary	Computer mapped confident by address	29.963349	-81.49151
674	**25002999**	20000	3	0	0	Preliminary	Computer mapped confident by address	29.917516	-81.412529
675	**89070462**	3500	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
676	**25459459**	700	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917814	-81.413397
677	**25459842**	1000	0	0	0	Preliminary	Computer mapped confident by address	29.918284	-81.414327
678	**25459601**	11000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.918044	-81.413827
679	**25459700**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917724	-81.413087
680	**25040052**	4000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
681	**24996929**	300	0	0	0	Preliminary	Computer mapped confident by address	29.963404	-81.491637
682	**25035909**	2500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
683	**25460242**	3000	0	0	0	Preliminary	Computer mapped confident by address	29.963384	-81.491477
684	**89068988**	10000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
685	**24996931**	100	0	0	0	Preliminary	Computer mapped confident by address	29.918284	-81.414327
686	**82385844**	3300	0	0	0	Preliminary	Computer plot approximate by lat/long	29.963384	-81.491557
687	**87730015**	600	0	0	0	Preliminary	Computer mapped approximate by address	29.963404	-81.491637
688	**24763259**	2500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.923364	-81.418667
689	**24964917**	500	0	0	0	Preliminary	Computer mapped confident by address	29.931864	-81.429297
690	**25458827**	4000	0	0	0	Preliminary	Computer mapped confident by address	29.917675	-81.413157
691	**89286730**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917724	-81.413087
692	**89285394**	600	1	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
693	**89070464**	15000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.927461	-81.421852
694	**82395448**	8000	0	0	0	Preliminary	Computer mapped confident by address	29.917703	-81.413258
695	**82385848**	1000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.958014	-81.463327
696	**25026690**	13000	1	0	0	Preliminary	Computer mapped confident by address	29.918304	-81.414137
697	**24964921**	4000	0	0	0	Preliminary	Computer mapped approximate by address	29.925734	-81.420747
698	**25459464**	1500	0	0	0	Preliminary	Computer mapped confident by address	29.962931	-81.488215
699	**25459490**	2000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.917404	-81.412107
700	**25459491**	1500	0	0	0	Preliminary	Computer plot approximate by lat/long	29.920664	-81.416447
701	**25040068**	20000	0	0	0	Preliminary	Computer mapped approximate by address	29.925734	-81.420747
702	**25458489**	6000	0	0	0	Preliminary	Computer mapped confident by address	29.963384	-81.491477
703	**25460707**	7000	1	0	0	Preliminary	Editor Mapped	29.962598	-81.48576
704	**25460710**	10000	2	0	0	Preliminary	Computer mapped confident by address	29.920664	-81.416447

Signal Four Analytics Crashes (2018-2022)

ID Number	REPORT_NUMBER	S4_TOTAL_DAMAGE_AMOUNT	S4_TRANSPORT_BY_EMS_COUNT	S4_TRANSPORT_BY_LAW_ENFORCEMENT_COUNT	S4_TRANSPORT_BY_OTHER_COUNT	S4_GEOLOCATION_STATUS	S4_PRELIMINARY_GEOLOCATION_STATUS	S4_LATITUDE	S4_LONGITUDE
705	**88680906**	2000	0	0	0	Preliminary	Computer mapped confident by address	29.917517	-81.412062
706	**25024047**	6500	1	0	0	Preliminary	Editor Mapped	29.920337	-81.416014
707	**25459467**	5000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.919754	-81.415607
708	**24950791**	5000	0	0	0	Preliminary	Computer plot approximate by lat/long	29.920664	-81.416447

SSOGis Crashes (2018-2022)

Calendar Year	FDOT Crash Number	Reporting Agency Case Number	Reporting Agency Type	FDOT Managing District	County Name	Crash Date	Crash Time	Day	DHSMV City	Crash Report City Code	In Town	On Roadway Name	Int Roadway Name	Reference Distance (Miles)	Reference Direction	Officer Latitude	Officer Longitude
2018	871565160	FHPG18OFF013795	FLORIDA HIGHWAY PATROL	02 SECOND	ST. JOHNS	43199	1740	TUESDAY	7800 UNINCORPORATED, ST. JOHNS	2000	N	CR 208	SR 16	0.001	W	29.9182899	-81.41433
2019	877308190	SJSO19CAD052750	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	43538	830	FRIDAY	7850 ST. AUGUSTINE	2050	N	SR 16	PACETTI RD	0.002	E	29.96339	-81.49156
2019	880166660	FHPG19OFF002699	FLORIDA HIGHWAY PATROL	02 SECOND	ST. JOHNS	43488	708	THURSDAY	7800 UNINCORPORATED, ST. JOHNS	2000	N	SR 16	INTERNATIONAL GOLF PKWY	0	0	29.9634045	-81.4914742
2019	880166960	FHPG19OFF014464	FLORIDA HIGHWAY PATROL	02 SECOND	ST. JOHNS	43585	1408	WEDNESDAY	7800 UNINCORPORATED, ST. JOHNS	2000	N	TOMS RD	SR 16	0.005	S	29.9206587	-81.4164645
2019	880198370	FHPG19OFF005157	FLORIDA HIGHWAY PATROL	02 SECOND	ST. JOHNS	43509	630	THURSDAY	7800 UNINCORPORATED, ST. JOHNS	2000	N	SR 16	INTERNATIONAL GOLF PKWY	0	0	29.96348	-81.4915699
2019	880726750	FHPG19OFF032388	FLORIDA HIGHWAY PATROL	02 SECOND	ST. JOHNS	43727	2107	FRIDAY	7850 ST. AUGUSTINE	2050	N	CR 208	SR 16	0.047	S	29.91831	-81.41414
2019	881331780	FHPG19OFF015074	FLORIDA HIGHWAY PATROL	02 SECOND	ST. JOHNS	43590	646	MONDAY	7800 UNINCORPORATED, ST. JOHNS	2000	N	SR 16	PACETTI RD	0	0	29.9633815	-81.4914666
2019	881651530	FHPG19OFF023770	FLORIDA HIGHWAY PATROL	02 SECOND	ST. JOHNS	43658	1545	SATURDAY	7850 ST. AUGUSTINE	2050	N	TOMS RD	SR 16	0.019	S	29.92067	-81.4164499
2019	882077610	FHPG19OFF042711	FLORIDA HIGHWAY PATROL	02 SECOND	ST. JOHNS	43810	829	THURSDAY	7800 UNINCORPORATED, ST. JOHNS	2000	N	SR 16	INTERNATIONAL GOLF PKWY	0.038	E	29.9632366	-81.490549
2019	886812350	SJSO19CAD226650	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	43777	610	SATURDAY	7850 ST. AUGUSTINE	2050	N	SR 16	PACETTI RD	0	0	29.9633962	-81.491557
2019	886816380	SJSO19CAD091804	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	43592	743	WEDNESDAY	7850 ST. AUGUSTINE	2050	N	CR 208	SR 16	0.002	W	29.9182859	-81.4143799
2019	890678710	SJSO19CAD234622	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	43788	1916	WEDNESDAY	7800 UNINCORPORATED, ST. JOHNS	2000	N	SR 16	INTERNATIONAL GOLF PKWY	0.034	W	29.96339	-81.49156
2019	890680540	SJSO19CAD2062238	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	43748	850	FRIDAY	7850 ST. AUGUSTINE	2050	N	CR 208	SR 16	0.002	S	29.9182615	-81.4143648
2019	892858900	SJSO19CAD234904	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	43789	724	THURSDAY	7800 UNINCORPORATED, ST. JOHNS	2000	N	SR 16	PACETTI RD	0.004	E	29.9630699	-81.4891899
2020	240796330	SJSO20CAD229068	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	44169	1815	SATURDAY	7850 ST. AUGUSTINE	2050	N	INTERNATIONAL GOLF PKWY	SR 16	0.003	N	29.96339	-81.49156
2020	240798870	SJSO20CAD154487	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	44056	1440	FRIDAY	7800 UNINCORPORATED, ST. JOHNS	2000	N	FRANCIS RD S	SR 16	0.006	N	29.95802	-81.4633299
2020	240807190	SJSO20CAD216066	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	44148	1625	SATURDAY	7800 UNINCORPORATED, ST. JOHNS	2000	N	SR 16	INTERNATIONAL GOLF PKWY	0.002	E	29.96339	-81.49156
2020	823823940	SJSO20CAD026710	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	43867	1551	FRIDAY	7800 UNINCORPORATED, ST. JOHNS	2000	N	CR 208	SR 16	0.024	S	29.9188399	-81.4148299
2020	823879210	SJSO20CAD039891	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	43885	1404	TUESDAY	7850 ST. AUGUSTINE	2050	N	SR 16	INTERNATIONAL GOLF PKWY	0	0	29.9635116	-81.4916733
2020	873456740	SJSO20CAD188472	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	44105	1720	FRIDAY	7800 UNINCORPORATED, ST. JOHNS	2000	N	SR 16	INTERNATIONAL GOLF PKWY	0.006	E	29.96315	-81.4895383
2020	873462000	SJSO20CAD234866	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	44179	1549	TUESDAY	7800 UNINCORPORATED, ST. JOHNS	2000	N	SR 16	INTERNATIONAL GOLF PKWY	0.002	E	29.9633948	-81.491552
2020	877285110	SJSO20OFF003899	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	43955	2322	TUESDAY	7800 UNINCORPORATED, ST. JOHNS	2000	N	PACETTI RD	SR 16	0.002	S	29.9410249	-81.3368066
2020	877312430	SJSO20OFFOO4660	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	43979	2234	FRIDAY	7850 ST. AUGUSTINE	2050	N	TOMS RD	SR 16	0.019	S	29.92068	-81.4164499
2020	884053970	FHPG20OFF041057	FLORIDA HIGHWAY PATROL	02 SECOND	ST. JOHNS	44194	645	WEDNESDAY	7800 UNINCORPORATED, ST. JOHNS	2000	N	SR 16	PACETTI RD	0.006	W	29.96341	-81.49164
2020	892855980	SJSO20CAD186961	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	44103	1408	WEDNESDAY	7850 ST. AUGUSTINE	2050	N	INTERNATIONAL GOLF PKWY	SR 16	0.009	N	29.9630144	-81.492547
2020	892868990	SJSO20CAD167133	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	44075	715	WEDNESDAY	7850 ST. AUGUSTINE	2050	N	CR 208	SR 16	0.002	S	29.91805	-81.41383
2022	247625180	SJSO22CAD111801	CITY POLICE DEPARTMENT	02 SECOND	ST. JOHNS	23-May-22	2258	TUESDAY	7850 ST. AUGUSTINE	2050	N	SR 16	INTERNATIONAL GOLF PKWY	0		29.96339	-81.49156

SSOGis Crashes (2018-2022)

FDOT Crash Number	FDOT Latitude	FDOT Longitude	FDOT Roadway	Nearest Inventory MP	Nearest Node From Crash	State Road #	US Highway	Crash Side of Road	Accident Lane Number	Travel Direction Vehicle 1	FDOT Road Category	DHSMV Road System Id	Relation to Junction	Crash Harmful Event Location	Intersection Type	Shoulder Type	FDOT Roadway SKID Test Result	FDOT Roadway SKID Test Date
871565160	29.9184645	-81.4145514	78060000	15.276	465	SR 16	0	T SIDE RD LEFT	1 THRU LANE 1	E EAST	26 RURAL 4-5LN 2WY DIVD RASD	04 COUNTY	03 INTERSECTION-RELATED	01 ON ROADWAY	01 NOT AT INTERSECTION	02 UNPAVED	43	43044
877308190	29.963384	-81.4914967	78060000	9.5	461	SR 16	0	L LEFT	1 THRU LANE 1	0	14 SUBURBAN 2-3LN 2WY DIVD PAVD	03 STATE	03 INTERSECTION-RELATED	01 ON ROADWAY	02 FOUR-WAY INTERSECTION	03 CURB	38	43044
880166660	29.963384	-81.4914967	78060000	9.5	461	SR 16	0	L LEFT	1 THRU LANE 1	E EAST	14 SUBURBAN 2-3LN 2WY DIVD PAVD	03 STATE	02 INTERSECTION	01 ON ROADWAY	02 FOUR-WAY INTERSECTION	03 CURB	38	43044
880166960	29.9206108	-81.4164069	78060000	15.091	1340	SR 16	0	S SIDE RD RIGHT	1 THRU LANE 1	N NORTH	26 RURAL 4-5LN 2WY DIVD RASD	05 LOCAL	03 INTERSECTION-RELATED	01 ON ROADWAY	01 NOT AT INTERSECTION	02 UNPAVED	43	43044
880198370	29.963384	-81.4914967	78060000	9.5	461	SR 16	0	L LEFT	1 THRU LANE 1	E EAST	14 SUBURBAN 2-3LN 2WY DIVD PAVD	04 COUNTY	02 INTERSECTION	01 ON ROADWAY	02 FOUR-WAY INTERSECTION	03 CURB	38	43044
880726750	29.9182697	-81.4143248	78060000	15.295	465	SR 16	0	S SIDE RD RIGHT	S SIDE OF ROAD	E EAST	26 RURAL 4-5LN 2WY DIVD RASD	03 STATE	01 NON-JUNCTION	01 ON ROADWAY	01 NOT AT INTERSECTION	02 UNPAVED	43	43044
881331780	29.963384	-81.4914967	78060000	9.5	461	SR 16	0	R RIGHT	1 THRU LANE 1	N NORTH	14 SUBURBAN 2-3LN 2WY DIVD PAVD	03 STATE	02 INTERSECTION	01 ON ROADWAY	02 FOUR-WAY INTERSECTION	02 UNPAVED	38	43044
881651530	29.9206108	-81.4164069	78060000	15.091	1340	SR 16	0	S SIDE RD RIGHT	1 THRU LANE 1	S SOUTH	26 RURAL 4-5LN 2WY DIVD RASD	05 LOCAL	01 NON-JUNCTION	01 ON ROADWAY	01 NOT AT INTERSECTION	01 PAVED	43	43044
882077610	29.963384	-81.4914967	78060000	9.5	461	SR 16	0	L LEFT	1 THRU LANE 1	W WEST	14 SUBURBAN 2-3LN 2WY DIVD PAVD	03 STATE	03 INTERSECTION-RELATED	01 ON ROADWAY	02 FOUR-WAY INTERSECTION	02 UNPAVED	38	43044
886812350	29.963384	-81.4914967	78060000	9.5	461	SR 16	0	R RIGHT	1 THRU LANE 1	S SOUTH	14 SUBURBAN 2-3LN 2WY DIVD PAVD	03 STATE	02 INTERSECTION	01 ON ROADWAY	02 FOUR-WAY INTERSECTION	01 PAVED	38	43044
886816380	29.9182697	-81.4143248	78060000	15.295	465	SR 16	0	T SIDE RD LEFT	R RIGHT TURN	E EAST	26 RURAL 4-5LN 2WY DIVD RASD	04 COUNTY	02 INTERSECTION	01 ON ROADWAY	77 OTHER (SEE NARRATIVE)	02 UNPAVED	43	43044
890678710	29.963384	-81.4914967	78060000	9.5	461	SR 16	0	R RIGHT	1 THRU LANE 1	E EAST	14 SUBURBAN 2-3LN 2WY DIVD PAVD	03 STATE	02 INTERSECTION	01 ON ROADWAY	02 FOUR-WAY INTERSECTION	03 CURB	38	43044
890680540	29.9182697	-81.4143248	78060000	15.295	465	SR 16	0	S SIDE RD RIGHT	1 THRU LANE 1	N NORTH	26 RURAL 4-5LN 2WY DIVD RASD	04 COUNTY	02 INTERSECTION	01 ON ROADWAY	04 Y-INTERSECTION	02 UNPAVED	43	43044
892858900	29.963373	-81.4914311	78060000	9.504	461	SR 16	0	R RIGHT	1 THRU LANE 1	E EAST	14 SUBURBAN 2-3LN 2WY DIVD PAVD	04 COUNTY	03 INTERSECTION-RELATED	01 ON ROADWAY	01 NOT AT INTERSECTION	02 UNPAVED	38	43044
240796330	29.963384	-81.4914967	78060000	9.5	461	SR 16	0	T SIDE RD LEFT	M MIDDLE	W WEST	20 URBAN 4-5LN 2WY DIVD RASD	04 COUNTY	03 INTERSECTION-RELATED	01 ON ROADWAY	02 FOUR-WAY INTERSECTION	01 PAVED	37	43984
240798870	29.9580472	-81.4633503	78060000	11.231	463	SR 16	0	T SIDE RD LEFT	1 THRU LANE 1	S SOUTH	14 SUBURBAN 2-3LN 2WY DIVD PAVD	04 COUNTY	03 INTERSECTION-RELATED	01 ON ROADWAY	03 T-INTERSECTION	02 UNPAVED	42	43984
240807190	29.9633781	-81.491464	78060000	9.502	461	SR 16	0	L LEFT	1 THRU LANE 1	W WEST	14 SUBURBAN 2-3LN 2WY DIVD PAVD	03 STATE	02 INTERSECTION	01 ON ROADWAY	02 FOUR-WAY INTERSECTION	01 PAVED	37	43984
823823940	29.9182697	-81.4143248	78060000	15.295	465	SR 16	0	S SIDE RD RIGHT	1 THRU LANE 1	S SOUTH	26 RURAL 4-5LN 2WY DIVD RASD	04 COUNTY	01 NON-JUNCTION	01 ON ROADWAY	77 OTHER (SEE NARRATIVE)	02 UNPAVED	38	43984
823879210	29.963384	-81.4914967	78060000	9.5	461	SR 16	0	L LEFT	1 THRU LANE 1	E EAST	20 URBAN 4-5LN 2WY DIVD RASD	03 STATE	02 INTERSECTION	01 ON ROADWAY	02 FOUR-WAY INTERSECTION	01 PAVED	37	43984
873456740	29.963384	-81.4914967	78060000	9.5	461	SR 16	0	L LEFT	1 THRU LANE 1	W WEST	20 URBAN 4-5LN 2WY DIVD RASD	03 STATE	03 INTERSECTION-RELATED	01 ON ROADWAY	02 FOUR-WAY INTERSECTION	02 UNPAVED	37	43984
873462000	29.963384	-81.4914967	78060000	9.5	461	SR 16	0	L LEFT	1 THRU LANE 1	W WEST	20 URBAN 4-5LN 2WY DIVD RASD	03 STATE	02 INTERSECTION	01 ON ROADWAY	02 FOUR-WAY INTERSECTION	01 PAVED	37	43984
877285110	29.963384	-81.4914967	78060000	9.5	461	SR 16	0	S SIDE RD RIGHT	1 THRU LANE 1	E EAST	20 URBAN 4-5LN 2WY DIVD RASD	04 COUNTY	01 NON-JUNCTION	01 ON ROADWAY	02 FOUR-WAY INTERSECTION	03 CURB	37	43984
877312430	29.9206108	-81.4164069	78060000	15.091	1340	SR 16	0	S SIDE RD RIGHT	1 THRU LANE 1	S SOUTH	26 RURAL 4-5LN 2WY DIVD RASD	04 COUNTY	01 NON-JUNCTION	01 ON ROADWAY	01 NOT AT INTERSECTION	01 PAVED	38	43984
884053970	29.963384	-81.4914967	78060000	9.5	461	SR 16	0	R RIGHT	L LEFT TURN	E EAST	20 URBAN 4-5LN 2WY DIVD RASD	03 STATE	01 NON-JUNCTION	01 ON ROADWAY	01 NOT AT INTERSECTION	03 CURB	37	43984
892855980	29.963384	-81.4914967	78060000	9.5	461	SR 16	0	T SIDE RD LEFT	2 THRU LANE 2	S SOUTH	20 URBAN 4-5LN 2WY DIVD RASD	04 COUNTY	01 NON-JUNCTION	01 ON ROADWAY	01 NOT AT INTERSECTION	02 UNPAVED	37	43984
892868990	29.9182697	-81.4143248	78060000	15.295	465	SR 16	0	S SIDE RD RIGHT	R RIGHT TURN	N NORTH	26 RURAL 4-5LN 2WY DIVD RASD	04 COUNTY	02 INTERSECTION	01 ON ROADWAY	03 T-INTERSECTION	01 PAVED	38	43984
247625180	29.963384	-81.4914967	78060000	9.5	00461	SR 16		L LEFT	1 THRU LANE 1	E EAST	20 URBAN 4-5LN 2WY DIVD RASD	03 STATE	02 INTERSECTION	01 ON ROADWAY	02 FOUR-WAY INTERSECTION	03 CURB	37	2-Jun-20

SSOGis Crashes (2018-2022)

FDOT Crash Number	Functional Class	RCI Surface Width	RCI Shoulder Type First	RCI Shoulder Width First	RCI Shoulder Type Second	RCI Shoulder Width Second	RCI Shoulder Type Third	RCI Shoulder Width Third	RCI Median Width	Avg Daily Traffic	AADT Source	RCI Avg Per Truck Traffic	RCI Horiz Curve Condition	Posted Speed Limit	Highest Injury in Crash	CAR Status Code	Alcohols/ Drug Involved	Site Location
871565160	04 RURAL PRIN ART OTHER	24	PAVED	5	LAWN	10	0	0	23	22500	RCI	2.7	5D00	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
877308190	14 URBAN PRIN ART OTHER	12	PAVED	5	LAWN	4	0	0	12	18000	RCI	3	0	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
880166660	14 URBAN PRIN ART OTHER	12	PAVED	5	LAWN	4	0	0	12	18000	RCI	3	0	45	2 POSSIBLE INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	02 AT INTERSECTION
880166960	04 RURAL PRIN ART OTHER	24	PAVED	5	LAWN	10	0	0	23	23500	RCI	3	0	45	2 POSSIBLE INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
880198370	14 URBAN PRIN ART OTHER	12	PAVED	5	LAWN	4	0	0	12	18000	RCI	3	0	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	02 AT INTERSECTION
880726750	04 RURAL PRIN ART OTHER	24	PAVED	5	LAWN	10	0	0	23	23500	RCI	3	5D00	45	3 NO-INCAPACITATING INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
881331780	14 URBAN PRIN ART OTHER	12	PAVED	5	LAWN	4	0	0	12	18000	RCI	3	0	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	02 AT INTERSECTION
881651530	04 RURAL PRIN ART OTHER	24	PAVED	5	LAWN	10	0	0	23	23500	RCI	3	0	45	2 POSSIBLE INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
882077610	14 URBAN PRIN ART OTHER	12	PAVED	5	LAWN	4	0	0	12	18000	RCI	3	0	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
886812350	14 URBAN PRIN ART OTHER	12	PAVED	5	LAWN	4	0	0	12	18000	RCI	3	0	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	02 AT INTERSECTION
886816380	04 RURAL PRIN ART OTHER	24	PAVED	5	LAWN	10	0	0	23	23500	RCI	3	5D00	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
890678710	14 URBAN PRIN ART OTHER	12	PAVED	5	LAWN	4	0	0	12	18000	RCI	3	0	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
890680540	04 RURAL PRIN ART OTHER	24	PAVED	5	LAWN	10	0	0	23	23500	RCI	3	5D00	45	3 NO-INCAPACITATING INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
892858900	14 URBAN PRIN ART OTHER	12	PAVED	5	LAWN	4	0	0	12	18000	RCI	3	0	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
240796330	14 URBAN PRIN ART OTHER	24	PAVED	4	CURB&GU	2	0	0	30	18000	RCI	3.1	0	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
240798870	14 URBAN PRIN ART OTHER	12	PAVED	5	LAWN	10	0	0	13	18000	RCI	3.1	1D15	60	2 POSSIBLE INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
240807190	14 URBAN PRIN ART OTHER	12	PAVED	5	LAWN	4	0	0	12	18000	RCI	3.1	0	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	02 AT INTERSECTION
823823940	04 RURAL PRIN ART OTHER	24	PAVED	5	LAWN	6	0	0	23	23500	RCI	3.1	5D00	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	04 DRIVEWAY ACCESS
823879210	14 URBAN PRIN ART OTHER	24	PAVED	4	CURB&GU	2	0	0	30	18000	RCI	3.1	0	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	02 AT INTERSECTION
873456740	14 URBAN PRIN ART OTHER	24	PAVED	4	CURB&GU	2	0	0	30	18000	RCI	3.1	0	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
873462000	14 URBAN PRIN ART OTHER	24	PAVED	4	CURB&GU	2	0	0	30	18000	RCI	3.1	0	45	2 POSSIBLE INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
877285110	14 URBAN PRIN ART OTHER	24	PAVED	4	CURB&GU	2	0	0	30	18000	RCI	3.1	0	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	1 ALC	03 INFLUENCED BY INTERSECTION
877312430	04 RURAL PRIN ART OTHER	24	PAVED	5	LAWN	6	0	0	23	23500	RCI	3.1	0	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	1 ALC	03 INFLUENCED BY INTERSECTION
884053970	14 URBAN PRIN ART OTHER	24	PAVED	4	CURB&GU	2	0	0	30	18000	RCI	3.1	0	45	1 NO INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
892855980	14 URBAN PRIN ART OTHER	24	PAVED	4	CURB&GU	2	0	0	30	18000	RCI	3.1	0	45	3 NO-INCAPACITATING INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
892868990	04 RURAL PRIN ART OTHER	24	PAVED	5	LAWN	6	0	0	23	23500	RCI	3.1	5D00	45	2 POSSIBLE INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	03 INFLUENCED BY INTERSECTION
247625180	14 URBAN PRIN ART OTHER	24	PAVED	4	CURB&GU	2		0	30	19400	RCI	2.4		45	4 INCAPACITATING INJURY	31 Q/C COMPLETED - LOC VERIFIED	0 NO	02 AT INTERSECTION

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FDOT Crash Number	Lighting	Weather	Road Surface	Roadway Grade	Roadway Alignment	Traffic Way Vehicle 1	Traffic Way Vehicle 2	Traffic Control Vehicle 1	Traffic Control Vehicle 2	Count of Lanes	Road Condition 1	Road Condition 2	Road Condition 3	Environment Condition 1
871565160	01 DAYLIGHT	03 RAIN	02 WET	01 LEVEL	1 STRAIGHT	TWO-WAY, DIVIDED, POSITIVE MED	TWO-WAY, DIVIDED, POSITIVE MED	STOP SIGN	STOP SIGN	4	NONE	NOT CODED	NOT CODED	NONE
877308190	01 DAYLIGHT	01 CLEAR	01 DRY	00 NOT CODED	0 NOT CODED	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	2	NONE	NOT CODED	NOT CODED	NONE
880166660	05 DARK-NOT LIGHTED	03 RAIN	02 WET	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	2	NONE	NOT CODED	NOT CODED	NONE
880166960	01 DAYLIGHT	01 CLEAR	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	4	NONE	NOT CODED	NOT CODED	NONE
880198370	01 DAYLIGHT	01 CLEAR	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	2	NONE	NOT CODED	NOT CODED	NONE
880726750	05 DARK-NOT LIGHTED	01 CLEAR	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	STOP SIGN	STOP SIGN	4	NONE	NOT CODED	NOT CODED	NONE
881331780	03 DAWN	02 CLOUDY	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, DIVIDED, UNPROTECTED	TWO-WAY, NOT DIVIDED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	2	NONE	NOT CODED	NOT CODED	NONE
881651530	01 DAYLIGHT	01 CLEAR	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	4	NONE	NOT CODED	NOT CODED	NONE
882077610	01 DAYLIGHT	01 CLEAR	02 WET	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	2	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE
886812350	05 DARK-NOT LIGHTED	02 CLOUDY	02 WET	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	2	NONE	NOT CODED	NOT CODED	NONE
886816380	01 DAYLIGHT	01 CLEAR	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	STOP SIGN	STOP SIGN	4	NONE	NOT CODED	NOT CODED	NONE
890678710	05 DARK-NOT LIGHTED	01 CLEAR	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIV, W/CONT LTURN	TWO-WAY, NOT DIV, W/CONT LTURN	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	2	NONE	NOT CODED	NOT CODED	NONE
890680540	01 DAYLIGHT	01 CLEAR	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	STOP SIGN	STOP SIGN	4	NONE	NOT CODED	NOT CODED	NONE
892858900	01 DAYLIGHT	01 CLEAR	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, DIVIDED, POSITIVE MED	TWO-WAY, DIVIDED, POSITIVE MED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	2	NONE	NOT CODED	NOT CODED	NONE
240796330	05 DARK-NOT LIGHTED	01 CLEAR	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, DIVIDED, POSITIVE MED		0 NO CONTROLS	NOT CODED	4	NONE	NOT CODED	NOT CODED	NONE
240798870	01 DAYLIGHT	02 CLOUDY	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	STOP SIGN	STOP SIGN	2	NONE	NOT CODED	NOT CODED	NONE
240807190	01 DAYLIGHT	01 CLEAR	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	2	NONE	NOT CODED	NOT CODED	NONE
823823940	01 DAYLIGHT	01 CLEAR	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	YIELD SIGN	NO CONTROLS	4	NONE	NOT CODED	NOT CODED	NONE
823879210	01 DAYLIGHT	03 RAIN	02 WET	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	4	NONE	NOT CODED	NOT CODED	NONE
873456740	01 DAYLIGHT	01 CLEAR	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, DIVIDED, UNPROTECTED	TWO-WAY, DIVIDED, UNPROTECTED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	4	NONE	NOT CODED	NOT CODED	NONE
873462000	01 DAYLIGHT	02 CLOUDY	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	4	NONE	NOT CODED	NOT CODED	NONE
877285110	04 DARK-LIGHTED	01 CLEAR	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, DIVIDED, POSITIVE MED	TWO-WAY, DIVIDED, POSITIVE MED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	4	NONE	NOT CODED	NOT CODED	NONE
877312430	04 DARK-LIGHTED	03 RAIN	02 WET	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	NO CONTROLS	TRAFFIC CONTROL SIGNAL	4	NONE	NOT CODED	NOT CODED	NONE
884053970	03 DAWN	01 CLEAR	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	4	NONE	NOT CODED	NOT CODED	NONE
892855980	01 DAYLIGHT	01 CLEAR	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, DIVIDED, POSITIVE MED	TWO-WAY, DIVIDED, POSITIVE MED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	4	NONE	NOT CODED	NOT CODED	NONE
892868990	01 DAYLIGHT	01 CLEAR	01 DRY	01 LEVEL	2 CURVE RIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	STOP SIGN	STOP SIGN	4	NONE	NOT CODED	NOT CODED	NONE
247625180	04 DARK-LIGHTED	01 CLEAR	01 DRY	01 LEVEL	1 STRAIGHT	TWO-WAY, NOT DIVIDED	TWO-WAY, NOT DIVIDED	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	4	NONE	NOT CODED	NOT CODED	NONE

SSOGis Crashes (2018-2022)

FDOT Crash Number	Environment Condition 2	Environment Condition 3	Crash Harmful Event	Manner of Collision	Vehicle Movement	Driver Action Vehicle 1	Driver Action Vehicle 2	Location Within Workzone	Type of Workzone	Workers Present in Workzone	Law Enforcement Present in Workzone
871565160	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	01 FRONT TO REAR	01 STRAIGHT AHEAD	OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
877308190	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	01 FRONT TO REAR	00 NOT CODED	NOT CODED	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
880166660	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	02 FRONT TO FRONT	03 TURNING LEFT	FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
880166960	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	01 FRONT TO REAR	01 STRAIGHT AHEAD	OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	04 ACTIVITY AREA	03 WORK ON SHOULDER OR MEDIAN	02 YES	01 NO
880198370	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	77 OTHER (SEE NARRATIVE)	03 TURNING LEFT	FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
880726750	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	01 FRONT TO REAR	01 STRAIGHT AHEAD	OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
881331780	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	03 ANGLE	05 TURNING RIGHT	FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
881651530	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	01 FRONT TO REAR	04 BACKING	IMPROPER BACKING	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
882077610	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	01 FRONT TO REAR	01 STRAIGHT AHEAD	OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
886812350	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	03 ANGLE	03 TURNING LEFT	NOT CODED	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
886816380	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	01 FRONT TO REAR	05 TURNING RIGHT	FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
890678710	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	01 FRONT TO REAR	01 STRAIGHT AHEAD	NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
890680540	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	01 FRONT TO REAR	01 STRAIGHT AHEAD	NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
892858900	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	04 SIDESWIPE, SAME DIRECTION	06 CHANGING LANES	FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
240796330	NOT CODED	NOT CODED	24 CURB	77 OTHER (SEE NARRATIVE)	01 STRAIGHT AHEAD	NO CONTRIBUTING ACTION	NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
240798870	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	01 FRONT TO REAR	01 STRAIGHT AHEAD	FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
240807190	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	77 OTHER (SEE NARRATIVE)	01 STRAIGHT AHEAD	OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
823823940	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	02 FRONT TO FRONT	03 TURNING LEFT	FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
823879210	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	02 FRONT TO FRONT	03 TURNING LEFT	FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
873456740	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	01 FRONT TO REAR	01 STRAIGHT AHEAD	OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
873462000	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	01 FRONT TO REAR	01 STRAIGHT AHEAD	OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
877285110	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	01 FRONT TO REAR	01 STRAIGHT AHEAD	FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
877312430	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	05 SIDESWIPE, OPPOSITE DIRECTION	01 STRAIGHT AHEAD	WRONG SIDE OF WRONG WAY	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
884053970	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	01 FRONT TO REAR	01 STRAIGHT AHEAD	OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
892855980	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	01 FRONT TO REAR	01 STRAIGHT AHEAD	OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
892868990	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	01 FRONT TO REAR	05 TURNING RIGHT	FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED
247625180	NOT CODED	NOT CODED	14 MOTOR VEHICLE IN TRANSPORT	02 FRONT TO FRONT	01 STRAIGHT AHEAD	RAN RED LIGHT	NO CONTRIBUTING ACTION	00 NOT CODED	00 NOT CODED	00 NOT CODED	00 NOT CODED

SSOGis Crashes (2018-2022)

FDOT Crash Number	School Bus Related	Count of Nonfatal Injuries	Count of Traffic Fatalities	Count of Serious Injuries	Count of Pedestrians	Count of Drivers	Count of Bicyclists	Count of Vehicles	Count of Persons	Wrong Way	Workzone Inv	Commercial Vehicle Inv	Intersection Inv	Lane Departure	Speeding	Agressive Driving	Impaired Driver	Impaired Pedestrian	Impaired Bicyclist	Distracted Driver	Speeding or Aggressive Driving	Pedestrian Related	Bicyclist Related	Pedestrian or Bicyclist Related
871565160	01 NO	0	0	0	0	2	0	2	2	N	N	N	Y	N	N	N	N	N	N	Y	N	N	N	N
877308190	01 NO	0	0	0	0	1	0	2	1	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N
880166660	01 NO	1	0	0	0	2	0	2	2	N	N	Y	Y	N	N	N	N	N	N	N	N	N	N	N
880166960	01 NO	1	0	0	0	2	0	2	3	N	Y	N	Y	N	N	N	N	N	N	Y	N	N	N	N
880198370	01 NO	0	0	0	0	2	0	2	2	N	N	N	Y	N	N	N	N	N	N	Y	N	N	N	N
880726750	01 NO	2	0	0	0	2	0	2	2	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N
881331780	01 NO	0	0	0	0	2	0	2	2	N	N	N	Y	N	N	N	N	N	N	Y	N	N	N	N
881651530	01 NO	1	0	0	0	2	0	2	2	N	N	Y	Y	N	N	N	N	N	N	N	N	N	N	N
882077610	01 NO	0	0	0	0	3	0	3	3	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N
886812350	01 NO	0	0	0	0	1	0	2	1	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N
886816380	01 NO	0	0	0	0	2	0	2	2	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N
890678710	01 NO	0	0	0	0	3	0	3	4	N	N	N	Y	N	N	N	N	N	N	Y	N	N	N	N
890680540	01 NO	1	0	0	0	2	0	2	2	N	N	N	Y	N	N	N	N	N	N	Y	N	N	N	N
892858900	02 YES, SCHOOL BUS DIRECTLY INVOL	0	0	0	0	2	0	2	5	N	N	Y	Y	N	N	N	N	N	N	Y	N	N	N	N
240796330	01 NO	0	0	0	0	1	0	1	1	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N
240798870	01 NO	1	0	0	0	2	0	2	2	N	N	N	Y	N	N	N	N	N	N	Y	N	N	N	N
240807190	01 NO	0	0	0	0	2	0	2	2	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N
823823940	01 NO	0	0	0	0	2	0	2	6	N	N	N	N	Y	N	N	N	N	N	Y	N	N	N	N
823879210	01 NO	0	0	0	0	2	0	2	3	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N
873456740	01 NO	0	0	0	0	4	0	4	7	N	N	N	Y	N	N	N	N	N	N	Y	N	N	N	N
873462000	01 NO	1	0	0	0	2	0	2	2	N	N	N	Y	N	N	N	N	N	N	Y	N	N	N	N
877285110	01 NO	0	0	0	0	2	0	2	2	N	N	N	Y	N	N	N	Y	N	N	N	N	N	N	N
877312430	01 NO	0	0	0	0	2	0	2	2	Y	N	N	Y	N	N	N	Y	N	N	N	N	N	N	N
884053970	01 NO	0	0	0	0	3	0	3	3	N	N	N	Y	N	N	N	N	N	N	Y	N	N	N	N
892855980	01 NO	2	0	0	0	2	0	2	5	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N
892868990	01 NO	1	0	0	0	2	0	2	3	N	N	N	Y	N	N	N	N	N	N	Y	N	N	N	N
247625180	01 NO	3	0	1	0	2	0	2	3	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N

SSOGis Crashes (2018-2022)

FDOT Crash Number	Motorcycle Inv	No Belt	No Belt - Ages 1-4	No Belt - Ages 5-12	No Belt - Ages 13-17	Driver - Ages Teen	Driver - Ages 65 plus	Driver - Ages 65-69	Driver - Ages 70-74	Driver - Ages 75-79	Driver - Ages 80 plus	ARBM Latitude	ARBM Longitude	UTM Zone 17N X	UTM Zone 17N Y	ARBM Side of Road	Urban Rural Indicator	GIS Street Source	Extract Date	OBJECTID	x	y
871565160	N	N	N	N	N	Y	N	N	N	N	N	29.91856	-81.41445	459994.57	3309833	L	0	ARBM15Q1R2	44620	3268037	-9063015	3493086
877308190	N	N	N	N	N	N	N	N	N	N	N	29.96338	-81.49141	452587.2	3314828.6	C	0	ARBM15Q1R2	44621	2476152	-9071582	3498844
880166660	N	N	N	N	N	N	N	N	N	N	N	29.96338	-81.49141	452587.2	3314828.6	C	0	ARBM15Q1R2	44621	2784614	-9071582	3498844
880166960	N	N	N	N	N	N	N	N	N	N	N	29.9206	-81.4164	459807.51	3310060.5	R	0	ARBM15Q1R2	44621	3317051	-9063232	3493349
880198370	N	N	N	N	N	N	N	N	N	N	N	29.96338	-81.49141	452587.2	3314828.6	C	0	ARBM15Q1R2	44621	2752237	-9071582	3498844
880726750	N	N	N	N	N	N	N	N	N	N	N	29.91827	-81.41431	460007.99	3309801.3	R	0	ARBM15Q1R2	44621	2611225	-9063000	3493049
881331780	N	N	N	N	N	N	N	N	N	N	N	29.96338	-81.49141	452587.2	3314828.6	C	0	ARBM15Q1R2	44621	3327568	-9071582	3498844
881651530	N	N	N	N	N	N	N	N	N	N	N	29.9206	-81.4164	459807.51	3310060.5	R	0	ARBM15Q1R2	44621	2753140	-9063232	3493349
882077610	N	N	N	N	N	N	N	N	N	N	N	29.96338	-81.49141	452587.2	3314828.6	C	0	ARBM15Q1R2	44621	2769127	-9071582	3498844
886812350	N	N	N	N	N	N	N	N	N	N	N	29.96338	-81.49141	452587.2	3314828.6	C	0	ARBM15Q1R2	44621	3327636	-9071582	3498844
886816380	N	N	N	N	N	N	N	N	N	N	N	29.91836	-81.41423	460016.07	3309811.5	L	0	ARBM15Q1R2	44621	3329190	-9062990	3493061
890678710	N	N	N	N	N	N	Y	Y	N	N	N	29.96338	-81.49141	452587.2	3314828.6	C	0	ARBM15Q1R2	44621	3321365	-9071582	3498844
890680540	Y	N	N	N	N	N	N	N	N	N	N	29.91827	-81.41431	460007.99	3309801.3	R	0	ARBM15Q1R2	44621	2670069	-9063000	3493049
892858900	N	N	N	N	N	N	N	N	N	N	N	29.96337	-81.49134	452593.56	3314827.6	C	0	ARBM15Q1R2	44621	2682892	-9071575	3498843
240796330	N	N	N	N	N	N	Y	N	N	Y	N	29.96338	-81.49141	452587.2	3314828.6	C	0	ARBM15Q1R2	44962	2578112	-9071582	3498844
240798870	N	N	N	N	N	N	N	N	N	N	N	29.95802	-81.4633	455297.1	3314224.4	C	0	ARBM15Q1R2	44962	2581867	-9068453	3498156
240807190	N	N	N	N	N	Y	N	N	N	N	N	29.96337	-81.49137	452590.38	3314828.1	C	0	ARBM15Q1R2	44962	3127069	-9071579	3498843
823823940	N	N	N	N	N	N	Y	Y	N	N	N	29.91827	-81.41431	460007.99	3309801.3	R	0	ARBM15Q1R2	44962	2586033	-9063000	3493049
823879210	N	N	N	N	N	N	N	N	N	N	N	29.96338	-81.49141	452587.2	3314828.6	C	0	ARBM15Q1R2	44962	2586030	-9071582	3498844
873456740	N	N	N	N	N	Y	N	N	N	N	N	29.96338	-81.49141	452587.2	3314828.6	C	0	ARBM15Q1R2	44962	1837117	-9071582	3498844
873462000	N	N	N	N	N	N	N	N	N	N	N	29.96338	-81.49141	452587.2	3314828.6	C	0	ARBM15Q1R2	44962	3125572	-9071582	3498844
877285110	N	N	N	N	N	N	N	N	N	N	N	29.96338	-81.49141	452587.2	3314828.6	C	0	ARBM15Q1R2	44962	2830946	-9071582	3498844
877312430	N	N	N	N	N	N	N	N	N	N	N	29.9206	-81.4164	459807.51	3310060.5	R	0	ARBM15Q1R2	44962	2829261	-9063232	3493349
884053970	N	N	N	N	N	N	N	N	N	N	N	29.96338	-81.49141	452587.2	3314828.6	C	0	ARBM15Q1R2	44962	2860715	-9071582	3498844
892855980	N	N	N	N	N	N	N	N	N	N	N	29.96338	-81.49141	452587.2	3314828.6	C	0	ARBM15Q1R2	44962	2798815	-9071582	3498844
892868990	N	N	N	N	N	N	N	N	N	N	N	29.91827	-81.41431	460007.99	3309801.3	R	0	ARBM15Q1R2	44962	2795465	-9063000	3493049
247625180	N	Y	N	N	N	N	N	N	N	N	N	29.96338	-81.49141	452587.2	3314828.6	C		ARBM15Q1R2	10-Jun-23	-9071582	3498844	

Appendix B

Existing Traffic Counts

S1-SR 16 & International Golf Pkwy-Pacetti R... - TMC

Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108311, Location: 29.963437, -81.491517

PEGGY MALONE & ASSOCIATES
TRAFFIC DATA COLLECTION

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

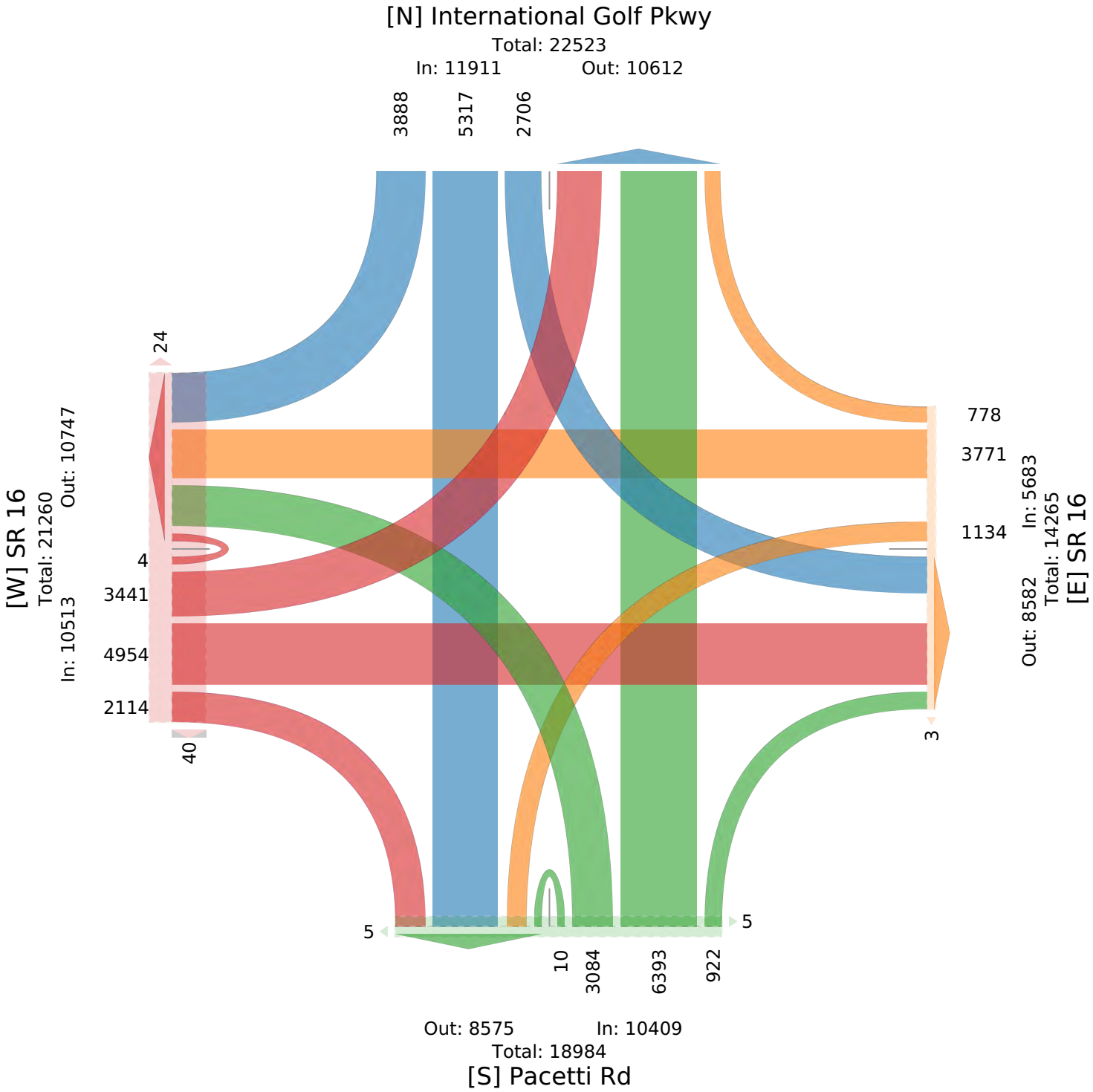
Leg	International Golf Pkwy						SR 16						Pacetti Rd						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-09-27 7:00AM	43	79	13	0	**135**	0	14	69	15	0	**98**	0	29	206	68	0	**303**	0	55	126	68	0	**249**	0	**785**
7:15AM	55	52	26	0	**133**	0	36	76	9	0	**121**	0	5	167	62	0	**234**	0	37	122	75	0	**234**	1	**722**
7:30AM	57	76	34	0	**167**	0	31	74	10	0	**115**	0	12	209	76	0	**297**	0	29	125	73	0	**227**	1	**806**
7:45AM	41	59	44	0	**144**	0	34	79	21	0	**134**	0	11	151	39	0	**201**	0	36	132	113	0	**281**	1	**760**
Hourly Total	196	266	117	0	**579**	0	115	298	55	0	**468**	0	57	733	245	0	**1035**	0	157	505	329	0	**991**	3	**3073**
8:00AM	72	90	79	0	**241**	0	45	72	21	0	**138**	0	9	161	50	0	**220**	1	27	94	67	0	**188**	14	**787**
8:15AM	67	81	66	0	**214**	0	25	94	21	0	**140**	0	10	159	62	0	**231**	1	25	118	84	0	**227**	5	**812**
8:30AM	48	91	60	0	**199**	0	22	47	22	0	**91**	0	16	158	38	0	**212**	2	35	124	108	0	**267**	3	**769**
8:45AM	58	85	51	0	**194**	0	28	92	28	0	**148**	0	10	147	35	0	**192**	0	39	141	93	0	**273**	0	**807**
Hourly Total	245	347	256	0	**848**	0	120	305	92	0	**517**	0	45	625	185	0	**855**	4	126	477	352	0	**955**	22	**3175**
9:00AM	52	101	51	0	**204**	0	23	66	21	0	**110**	0	31	122	48	0	**201**	0	19	105	59	1	**184**	2	**699**
9:15AM	66	93	44	0	**203**	0	9	63	14	0	**86**	0	17	106	58	1	**182**	0	29	119	67	0	**215**	1	**686**
9:30AM	51	57	40	0	**148**	0	17	61	28	0	**106**	0	26	102	40	0	**168**	0	48	87	69	0	**204**	0	**626**
9:45AM	53	59	54	0	**166**	0	7	63	19	0	**89**	0	13	123	41	1	**178**	0	37	92	68	0	**197**	0	**630**
Hourly Total	222	310	189	0	**721**	0	56	253	82	0	**391**	0	87	453	187	2	**729**	0	133	403	263	1	**800**	3	**2641**
10:00AM	49	66	27	0	**142**	0	20	57	22	0	**99**	0	17	122	51	0	**190**	0	39	85	73	1	**198**	0	**629**
10:15AM	51	66	39	0	**156**	0	12	60	22	0	**94**	0	24	121	47	0	**192**	0	27	99	57	0	**183**	0	**625**
10:30AM	63	69	46	0	**178**	0	23	46	22	0	**91**	0	26	117	54	0	**197**	0	25	78	59	0	**162**	0	**628**
10:45AM	57	73	47	0	**177**	0	11	59	28	0	**98**	0	22	135	56	0	**213**	0	28	88	63	0	**179**	2	**667**
Hourly Total	220	274	159	0	**653**	0	66	222	94	0	**382**	0	89	495	208	0	**792**	0	119	350	252	1	**722**	2	**2549**
11:00AM	78	85	49	0	**212**	0	16	70	18	0	**104**	0	19	122	63	0	**204**	0	42	84	66	0	**192**	0	**712**
11:15AM	52	67	50	0	**169**	0	10	65	22	0	**97**	0	21	124	55	0	**200**	0	36	111	68	0	**215**	0	**681**
11:30AM	73	99	53	0	**225**	0	7	65	21	0	**93**	0	25	110	47	0	**182**	0	43	95	60	1	**199**	0	**699**
11:45AM	76	67	65	0	**208**	0	16	71	36	0	**123**	0	23	115	46	0	**184**	0	41	129	73	0	**243**	0	**758**
Hourly Total	279	318	217	0	**814**	0	49	271	97	0	**417**	0	88	471	211	0	**770**	0	162	419	267	1	**849**	0	**2850**
12:00PM	53	116	45	0	**214**	0	14	84	38	0	**136**	0	27	128	69	0	**224**	0	49	90	58	0	**197**	0	**771**
12:15PM	61	118	53	0	**232**	0	20	82	35	0	**137**	0	18	115	69	0	**202**	0	46	101	77	0	**224**	0	**795**
12:30PM	75	107	58	0	**240**	0	20	76	28	0	**124**	0	15	114	65	3	**197**	0	43	100	88	0	**231**	0	**792**
12:45PM	78	117	67	0	**262**	0	19	75	28	0	**122**	0	12	114	71	1	**198**	0	43	95	84	0	**222**	0	**804**
Hourly Total	267	458	223	0	**948**	0	73	317	129	0	**519**	0	72	471	274	4	**821**	0	181	386	307	0	**874**	0	**3162**
1:00PM	80	96	51	0	**227**	0	26	53	21	0	**100**	0	18	166	88	0	**272**	0	31	77	65	0	**173**	0	**772**
1:15PM	72	81	47	0	**200**	0	14	88	31	0	**133**	0	25	121	58	0	**204**	0	35	92	75	0	**202**	0	**739**
1:30PM	73	86	47	0	**206**	0	20	87	32	0	**139**	0	20	137	78	0	**235**	0	42	86	86	0	**214**	0	**794**
1:45PM	78	125	77	0	**280**	0	30	84	27	0	**141**	0	23	120	56	0	**199**	0	59	75	64	0	**198**	3	**818**
Hourly Total	303	388	222	0	**913**	0	90	312	111	0	**513**	0	86	544	280	0	**910**	0	167	330	290	0	**787**	3	**3123**
2:00PM	94	133	84	0	**311**	0	21	78	21	0	**120**	0	23	118	48	0	**189**	0	43	108	62	0	**213**	2	**833**
2:15PM	87	119	83	0	**289**	0	16	79	18	0	**113**	0	14	154	73	0	**241**	0	31	106	60	0	**197**	1	**840**
2:30PM	66	110	44	0	**220**	0	11	92	31	0	**134**	0	20	166	59	0	**245**	0	38	124	73	0	**235**	1	**834**
2:45PM	85	95	57	0	**237**	0	14	97	22	0	**133**	0	21	146	78	0	**245**	1	43	120	79	0	**242**	2	**857**
Hourly Total	332	457	268	0	**1057**	0	62	346	92	0	**500**	0	78	584	258	0	**920**	1	155	458	274	0	**887**	6	**3364**
3:00PM	122	151	71	0	**344**	0	9	76	20	0	**105**	0	16	112	81	0	**209**	5	38	100	71	0	**209**	14	**867**
3:15PM	109	163	66	0	**338**	0	10	111	18	0	**139**	3	21	141	85	0	**247**	0	46	86	65	1	**198**	0	**922**
3:30PM	124	151	69	0	**344**	0	8	102	18	0	**128**	0	25	131	71	0	**227**	0	80	105	78	0	**263**	2	**962**
3:45PM	127	148	69	0	**344**	0	4	102	17	0	**123**	0	22	123	64	0	**209**	0	84	111	77	0	**272**	1	**948**
Hourly Total	482	613	275	0	**1370**	0	31	391	73	0	**495**	3	84	507	301	0	**892**	5	248	402	291	1	**942**	17	**3699**
4:00PM	116	128	71	0	**315**	0	12	103	23	0	**138**	0	22	128	83	0	**233**	0	51	87	57	0	**195**	1	**881**
4:15PM	102	172	66	0	**340**	0	13	88	26	0	**127**	0	23	138	62	2	**225**	0	53	103	51	0	**207**	0	**899**
4:30PM	111	148	70	0	**329**	0	11	101	25	0	**137**	0	14	130	76	0	**220**	0	68	126	59	0	**253**	2	**939**
4:45PM	129	192	76	0	**397**	0	4	91	33	0	**128**	0	17	127	71	0	**215**	0	70	109	80	0	**259**	1	**999**
Hourly Total	458	640	283	0	**1381**	0	40	383	107	0	**530**	0	76	523	292	2	**893**	0	242	425	247	0	**914**	4	**3718**
5:00PM	136	169	75	0	**380**	0	5	88	26	0	**119**	0	20	125	70	0	**215**	0	70	107	65	0	**242**	0	**956**
5:15PM	144	181	54	0	**379**	0	7	104	20	0	**131**	0	17	159	77	0	**253**	0	50	113	81	0	**244**	0	**1007**
5:30PM	135	161	88	0	**384**	0	2	102	22	0	**126**	0	25	116	79	0	**220**	0	49	124	66	0	**239**	2	**969**
5:45PM	106	193	66	0	**365**	0	9	99	34	0	**142**	0	18	108	78	0	**204**	0	67	113	78	0	**258**	1	**969**
Hourly Total	521	704	283	0	**1508**	0	23	393	102	0	**518**	0	80	508	304	0	**892**	0	236	457	290	0	**983**	3	**3901**
6:00PM	103	150	64	0	**317**	0	11	76	30	0	**117**	0	19	149	85	0	**253**	0	50	98	84	0	**232**	0	**919**
6:15PM	95	145	47	0	**287**	0	16	76	29	0	**121**	0	27	110	87	2	**226**	0	51	91	84	0	**226**	0	**860**
6:30PM	97	121	62	0	**280**	0	12	68	21	0	**101**	0	15	96	66	0	**177**	0	46	84	66	0	**196**	1	**754**
6:45PM	68	126	41	0	**235**	0	14	60	20	0	**94**	0	19	124	101	0	**244**	0	41	69	45	0	**155**	0	**728**
Hourly Total	363	542	214	0	**1119**	0	53	280	100	0	**433**	0	80	479	339	2	**900**	0	188	342	279	0	**809**	1	**3261**
Total	3888	5317	2706	0	**11911**	0	778	3771	1134	0	**5683**	3	922	6393	3084	10	**10409**	10	2114	4954	3441	4	**10513**	64	**38516**

Leg Direction	International Golf Pkwy Southbound						SR 16 Westbound						Pacetti Rd Northbound						SR 16 Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
% Approach	32.6%	44.6%	22.7%	0%	**-**	-	13.7%	66.4%	20.0%	0%	**-**	-	8.9%	61.4%	29.6%	0.1%	**-**	-	20.1%	47.1%	32.7%	0%	**-**	-	**-**
% Total	10.1%	13.8%	7.0%	0%	**30.9%**	-	2.0%	9.8%	2.9%	0%	**14.8%**	-	2.4%	16.6%	8.0%	0%	**27.0%**	-	5.5%	12.9%	8.9%	0%	**27.3%**	-	**-**
Lights and Motorcycles	3681	5179	2648	0	**11508**	-	763	3548	1089	0	**5400**	-	905	6167	2978	10	**10060**	-	2032	4712	3255	4	**10003**	-	36971
% Lights and Motorcycles	94.7%	97.4%	97.9%	0%	**96.6%**	-	98.1%	94.1%	96.0%	0%	**95.0%**	-	98.2%	96.5%	96.6%	100%	**96.6%**	-	96.1%	95.1%	94.6%	100%	**95.1%**	-	96.0%
Heavy	207	138	58	0	**403**	-	15	223	45	0	**283**	-	17	226	106	0	**349**	-	82	242	186	0	**510**	-	1545
% Heavy	5.3%	2.6%	2.1%	0%	**3.4%**	-	1.9%	5.9%	4.0%	0%	**5.0%**	-	1.8%	3.5%	3.4%	0%	**3.4%**	-	3.9%	4.9%	5.4%	0%	**4.9%**	-	4.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	8	-	-	-	-	-	50	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	80.0%	-	-	-	-	-	78.1%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	14	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	20.0%	-	-	-	-	-	21.9%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

S1-SR 16 & International Golf Pkwy-Pacetti R... - TMC
Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108311, Location: 29.963437, -81.491517

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



S1-SR 16 & International Golf Pkwy-Pacetti R... - TMC

Wed Sep 27, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108311, Location: 29.963437, -81.491517

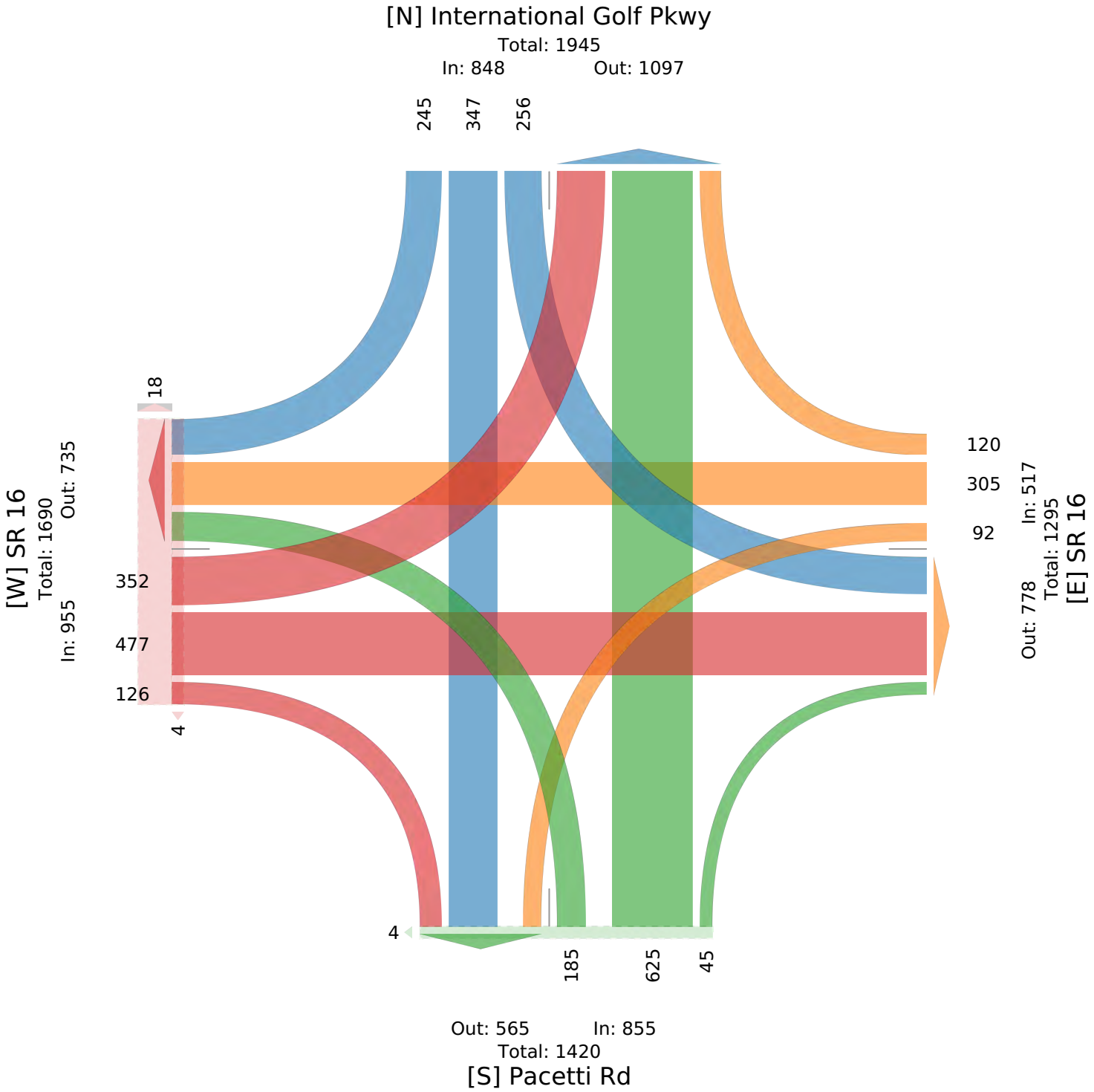
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg	International Golf Pkwy						SR 16						Pacetti Rd						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 8:00AM	72	90	79	0	**241**	0	45	72	21	0	**138**	0	9	161	50	0	**220**	1	27	94	67	0	**188**	14	**787**
8:15AM	67	81	66	0	**214**	0	25	94	21	0	**140**	0	10	159	62	0	**231**	1	25	118	84	0	**227**	5	**812**
8:30AM	48	91	60	0	**199**	0	22	47	22	0	**91**	0	16	158	38	0	**212**	2	35	124	108	0	**267**	3	**769**
8:45AM	58	85	51	0	**194**	0	28	92	28	0	**148**	0	10	147	35	0	**192**	0	39	141	93	0	**273**	0	**807**
Total	245	347	256	0	**848**	0	120	305	92	0	**517**	0	45	625	185	0	**855**	4	126	477	352	0	**955**	22	**3175**
% Approach	28.9%	40.9%	30.2%	0%	**-**	-	23.2%	59.0%	17.8%	0%	**-**	-	5.3%	73.1%	21.6%	0%	**-**	-	13.2%	49.9%	36.9%	0%	**-**	-	**-**
% Total	7.7%	10.9%	8.1%	0%	**26.7%**	-	3.8%	9.6%	2.9%	0%	**16.3%**	-	1.4%	19.7%	5.8%	0%	**26.9%**	-	4.0%	15.0%	11.1%	0%	**30.1%**	-	**-**
PHF	0.851	0.953	0.810	-	**0.880**	-	0.667	0.811	0.821	-	**0.873**	-	0.703	0.970	0.746	-	**0.925**	-	0.808	0.846	0.815	-	**0.875**	-	0.978
Lights and Motorcycles	218	331	245	0	**794**	-	119	292	90	0	**501**	-	43	597	174	0	**814**	-	121	452	334	0	**907**	-	3016
% Lights and Motorcycles	89.0%	95.4%	95.7%	0%	**93.6%**	-	99.2%	95.7%	97.8%	0%	**96.9%**	-	95.6%	95.5%	94.1%	0%	**95.2%**	-	96.0%	94.8%	94.9%	0%	**95.0%**	-	95.0%
Heavy	27	16	11	0	**54**	-	1	13	2	0	**16**	-	2	28	11	0	**41**	-	5	25	18	0	**48**	-	159
% Heavy	11.0%	4.6%	4.3%	0%	**6.4%**	-	0.8%	4.3%	2.2%	0%	**3.1%**	-	4.4%	4.5%	5.9%	0%	**4.8%**	-	4.0%	5.2%	5.1%	0%	**5.0%**	-	5.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	18	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	81.8%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	18.2%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

S1-SR 16 & International Golf Pkwy-Pacetti R... - TMC
Wed Sep 27, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108311, Location: 29.963437, -81.491517

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



S1-SR 16 & International Golf Pkwy-Pacetti R... - TMC

Wed Sep 27, 2023
Midday Peak (12:15 PM - 1:15 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108311, Location: 29.963437, -81.491517

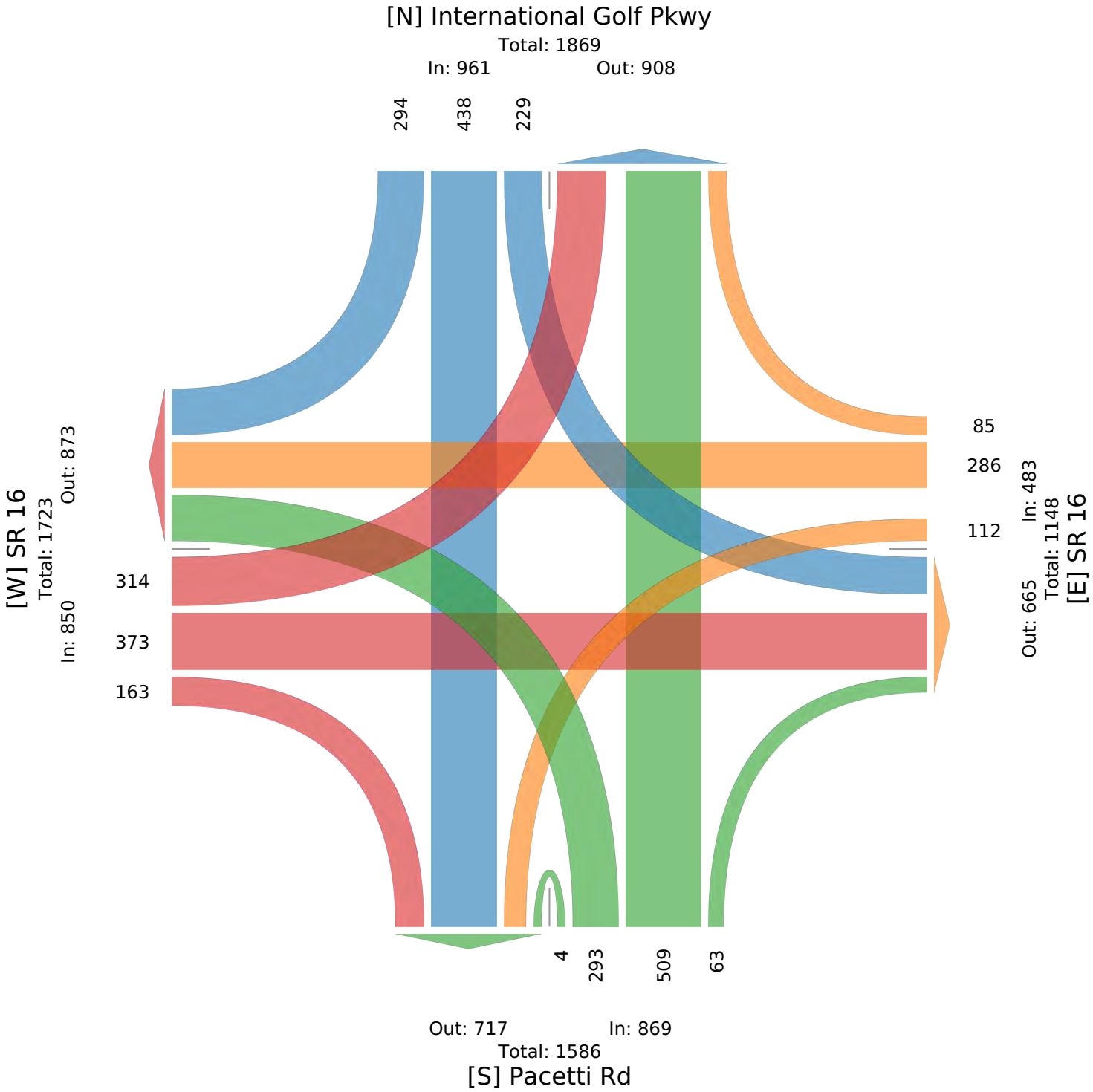
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg	International Golf Pkwy						SR 16						Pacetti Rd						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 12:15PM	61	118	53	0	**232**	0	20	82	35	0	**137**	0	18	115	69	0	**202**	0	46	101	77	0	**224**	0	**795**
12:30PM	75	107	58	0	**240**	0	20	76	28	0	**124**	0	15	114	65	3	**197**	0	43	100	88	0	**231**	0	**792**
12:45PM	78	117	67	0	**262**	0	19	75	28	0	**122**	0	12	114	71	1	**198**	0	43	95	84	0	**222**	0	**804**
1:00PM	80	96	51	0	**227**	0	26	53	21	0	**100**	0	18	166	88	0	**272**	0	31	77	65	0	**173**	0	**772**
Total	294	438	229	0	**961**	0	85	286	112	0	**483**	0	63	509	293	4	**869**	0	163	373	314	0	**850**	0	**3163**
% Approach	30.6%	45.6%	23.8%	0%	**-**	-	17.6%	59.2%	23.2%	0%	**-**	-	7.2%	58.6%	33.7%	0.5%	**-**	-	19.2%	43.9%	36.9%	0%	**-**	-	-
% Total	9.3%	13.8%	7.2%	0%	**30.4%**	-	2.7%	9.0%	3.5%	0%	**15.3%**	-	2.0%	16.1%	9.3%	0.1%	**27.5%**	-	5.2%	11.8%	9.9%	0%	**26.9%**	-	-
PHF	0.919	0.928	0.854	-	**0.917**	-	0.817	0.872	0.800	-	**0.881**	-	0.875	0.767	0.832	0.333	**0.799**	-	0.886	0.923	0.892	-	**0.920**	-	0.984
Lights and Motorcycles	277	430	225	0	**932**	-	82	257	104	0	**443**	-	62	480	273	4	**819**	-	158	349	289	0	**796**	-	2990
% Lights and Motorcycles	94.2%	98.2%	98.3%	0%	**97.0%**	-	96.5%	89.9%	92.9%	0%	**91.7%**	-	98.4%	94.3%	93.2%	100%	**94.2%**	-	96.9%	93.6%	92.0%	0%	**93.6%**	-	94.5%
Heavy	17	8	4	0	**29**	-	3	29	8	0	**40**	-	1	29	20	0	**50**	-	5	24	25	0	**54**	-	173
% Heavy	5.8%	1.8%	1.7%	0%	**3.0%**	-	3.5%	10.1%	7.1%	0%	**8.3%**	-	1.6%	5.7%	6.8%	0%	**5.8%**	-	3.1%	6.4%	8.0%	0%	**6.4%**	-	5.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

S1-SR 16 & International Golf Pkwy-Pacetti R... - TMC
Wed Sep 27, 2023
Midday Peak (12:15 PM - 1:15 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108311, Location: 29.963437, -81.491517

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



S1-SR 16 & International Golf Pkwy-Pacetti R... - TMC

Wed Sep 27, 2023
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108311, Location: 29.963437, -81.491517

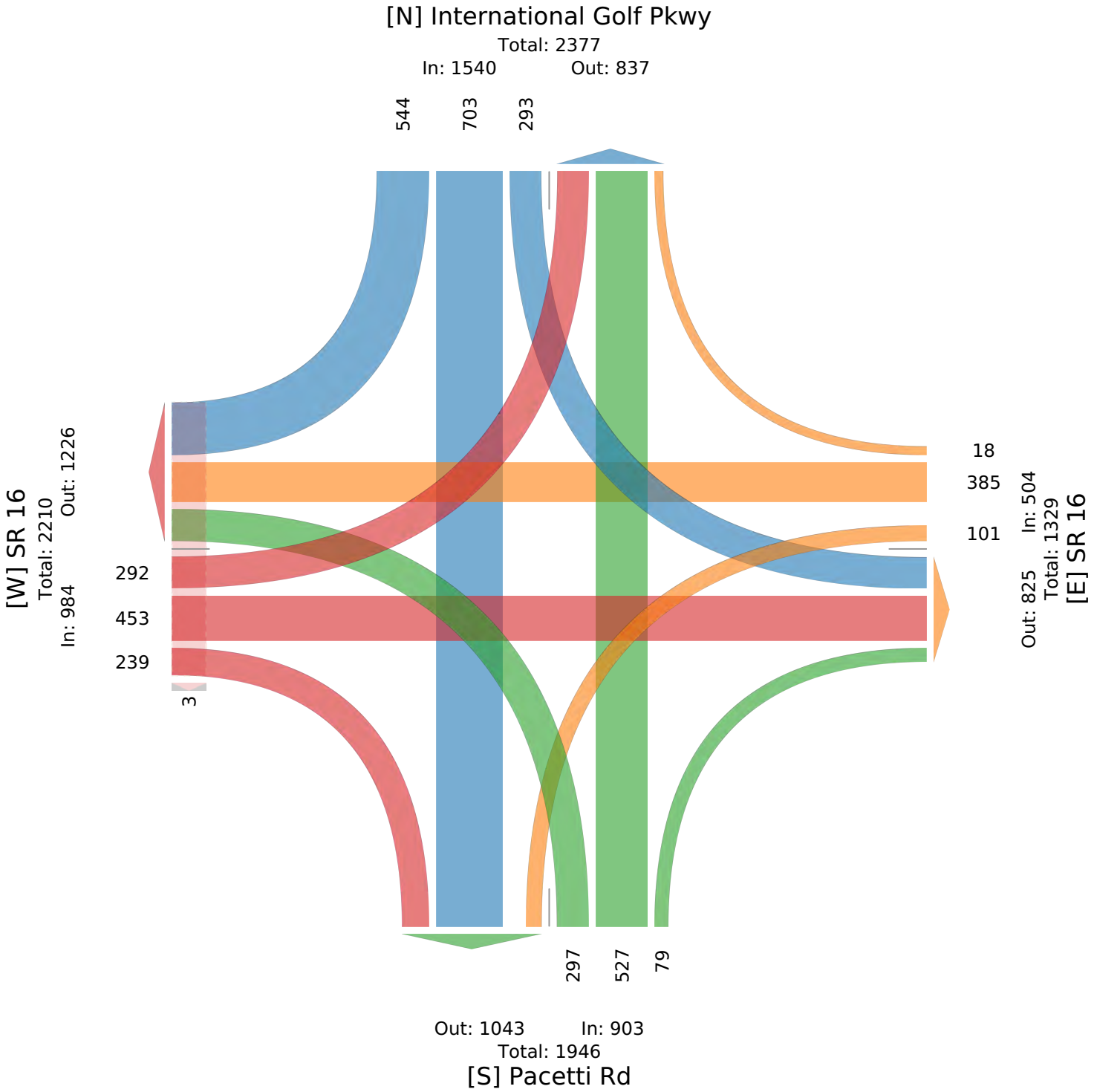
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg	International Golf Pkwy						SR 16						Pacetti Rd						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 4:45PM	129	192	76	0	**397**	0	4	91	33	0	**128**	0	17	127	71	0	**215**	0	70	109	80	0	**259**	1	**999**
5:00PM	136	169	75	0	**380**	0	5	88	26	0	**119**	0	20	125	70	0	**215**	0	70	107	65	0	**242**	0	**956**
5:15PM	144	181	54	0	**379**	0	7	104	20	0	**131**	0	17	159	77	0	**253**	0	50	113	81	0	**244**	0	**1007**
5:30PM	135	161	88	0	**384**	0	2	102	22	0	**126**	0	25	116	79	0	**220**	0	49	124	66	0	**239**	2	**969**
Total	544	703	293	0	**1540**	0	18	385	101	0	**504**	0	79	527	297	0	**903**	0	239	453	292	0	**984**	3	**3931**
% Approach	35.3%	45.6%	19.0%	0%	**-**	-	3.6%	76.4%	20.0%	0%	**-**	-	8.7%	58.4%	32.9%	0%	**-**	-	24.3%	46.0%	29.7%	0%	**-**	-	**-**
% Total	13.8%	17.9%	7.5%	0%	**39.2%**	-	0.5%	9.8%	2.6%	0%	**12.8%**	-	2.0%	13.4%	7.6%	0%	**23.0%**	-	6.1%	11.5%	7.4%	0%	**25.0%**	-	**-**
PHF	0.944	0.915	0.832	-	**0.970**	-	0.643	0.925	0.765	-	**0.962**	-	0.790	0.829	0.940	-	**0.892**	-	0.854	0.913	0.901	-	**0.950**	-	0.976
Lights and Motorcycles	536	700	292	0	**1528**	-	18	380	101	0	**499**	-	79	520	295	0	**894**	-	238	441	286	0	**965**	-	3886
% Lights and Motorcycles	98.5%	99.6%	99.7%	0%	**99.2%**	-	100%	98.7%	100%	0%	**99.0%**	-	100%	98.7%	99.3%	0%	**99.0%**	-	99.6%	97.4%	97.9%	0%	**98.1%**	-	98.9%
Heavy	8	3	1	0	**12**	-	0	5	0	0	**5**	-	0	7	2	0	**9**	-	1	12	6	0	**19**	-	45
% Heavy	1.5%	0.4%	0.3%	0%	**0.8%**	-	0%	1.3%	0%	0%	**1.0%**	-	0%	1.3%	0.7%	0%	**1.0%**	-	0.4%	2.6%	2.1%	0%	**1.9%**	-	1.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

S1-SR 16 & International Golf Pkwy-Pacetti R... - TMC
Wed Sep 27, 2023
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108311, Location: 29.963437, -81.491517

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U2-SR 16 & Murabella Pkwy (FL23-271) - TMC

Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108312, Location: 29.963073, -81.489224

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

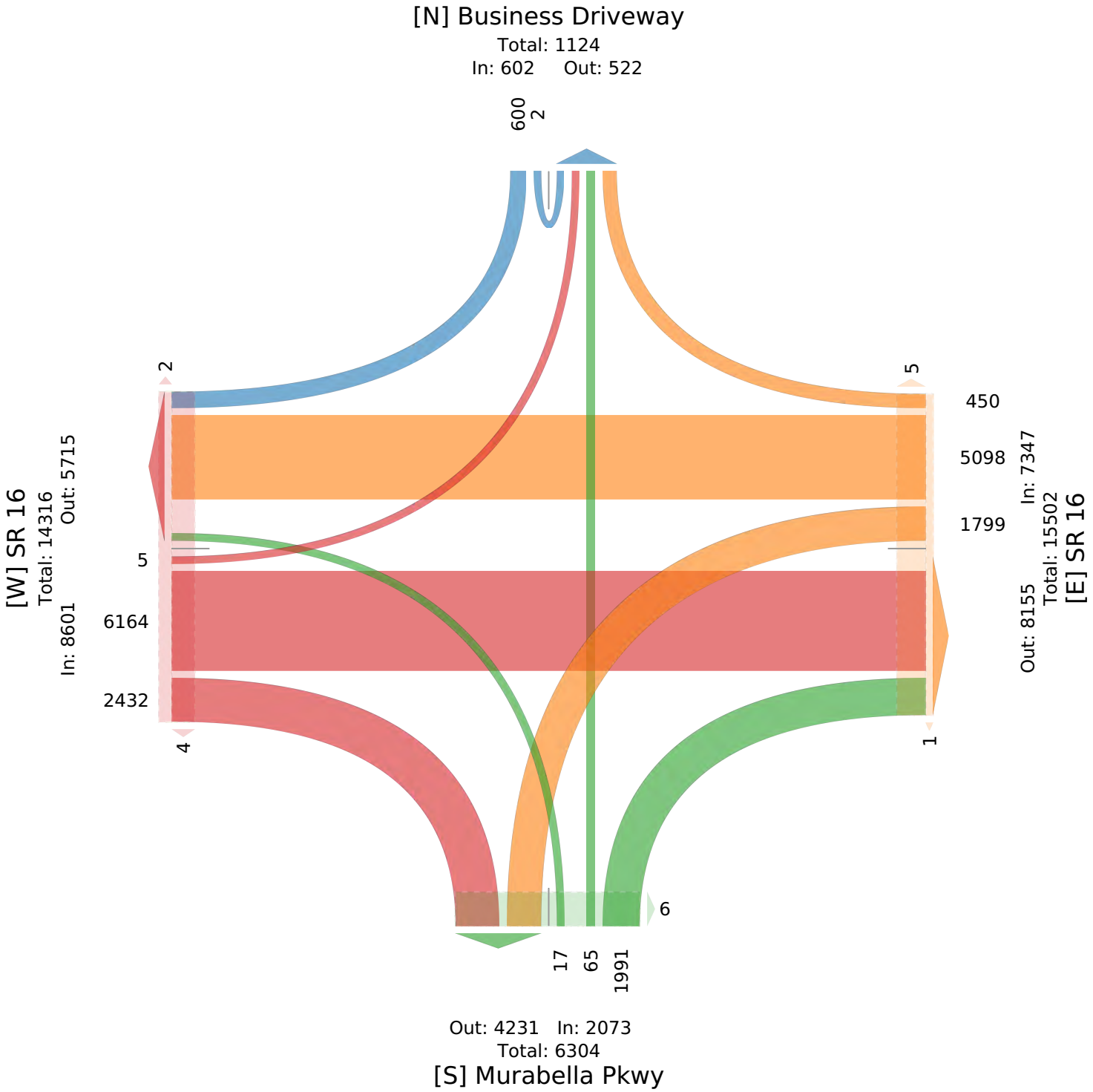
Leg	Business Driveway						SR 16						Murabella Pkwy						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-09-27 7:00AM	12	0	0	0	**12**	0	9	91	13	0	**113**	0	35	3	1	0	**39**	0	27	144	0	0	**171**	0	**335**
7:15AM	11	0	0	0	**11**	0	12	114	9	0	**135**	0	68	3	2	0	**73**	0	30	117	0	0	**147**	0	**366**
7:30AM	4	0	0	0	**4**	0	10	116	13	0	**139**	0	63	5	0	0	**68**	0	28	143	3	0	**174**	0	**385**
7:45AM	10	0	0	0	**10**	0	13	113	27	0	**153**	0	55	4	2	0	**61**	0	29	169	0	0	**198**	0	**422**
Hourly Total	37	0	0	0	**37**	0	44	434	62	0	**540**	0	221	15	5	0	**241**	0	114	573	3	0	**690**	0	**1508**
8:00AM	15	0	0	0	**15**	0	8	138	23	0	**169**	0	77	5	1	0	**83**	0	37	146	0	0	**183**	0	**450**
8:15AM	13	0	0	0	**13**	0	12	119	27	0	**158**	0	91	2	0	0	**93**	0	29	165	0	0	**194**	0	**458**
8:30AM	11	0	0	0	**11**	0	8	83	32	0	**123**	0	70	7	1	0	**78**	0	48	154	0	0	**202**	0	**414**
8:45AM	8	0	0	0	**8**	0	11	128	49	0	**188**	0	77	7	0	0	**84**	0	50	153	0	0	**203**	0	**483**
Hourly Total	47	0	0	0	**47**	0	39	468	131	0	**638**	0	315	21	2	0	**338**	0	164	618	0	0	**782**	0	**1805**
9:00AM	5	0	0	0	**5**	0	5	101	30	0	**136**	0	48	0	0	0	**48**	0	41	146	0	0	**187**	0	**376**
9:15AM	9	0	0	0	**9**	0	10	76	20	0	**106**	0	27	1	1	0	**29**	0	41	144	0	0	**185**	0	**329**
9:30AM	15	0	0	0	**15**	0	15	95	34	0	**144**	0	18	0	0	0	**18**	0	37	116	0	0	**153**	0	**330**
9:45AM	6	0	0	0	**6**	0	7	80	30	0	**117**	0	21	1	1	0	**23**	0	57	103	0	0	**160**	0	**306**
Hourly Total	35	0	0	0	**35**	0	37	352	114	0	**503**	0	114	2	2	0	**118**	0	176	509	0	0	**685**	0	**1341**
10:00AM	13	0	0	0	**13**	0	6	89	21	0	**116**	0	35	2	0	0	**37**	0	35	92	0	0	**127**	0	**293**
10:15AM	13	0	0	0	**13**	0	7	78	24	0	**109**	0	29	0	0	0	**29**	0	47	119	0	0	**166**	0	**317**
10:30AM	13	0	0	0	**13**	0	5	82	21	0	**108**	0	25	1	0	0	**26**	0	44	108	0	0	**152**	0	**299**
10:45AM	15	0	0	0	**15**	0	4	89	25	0	**118**	0	20	1	0	0	**21**	0	44	119	0	0	**163**	0	**317**
Hourly Total	54	0	0	0	**54**	0	22	338	91	0	**451**	0	109	4	0	0	**113**	0	170	438	0	0	**608**	0	**1226**
11:00AM	12	0	0	0	**12**	0	9	92	28	0	**129**	0	30	1	0	0	**31**	0	56	97	0	0	**153**	0	**325**
11:15AM	12	0	0	0	**12**	0	6	86	28	0	**120**	0	32	2	0	0	**34**	0	55	130	0	0	**185**	0	**351**
11:30AM	12	0	0	0	**12**	0	4	81	36	0	**121**	0	29	1	1	0	**31**	0	64	104	0	0	**168**	0	**332**
11:45AM	16	0	0	0	**16**	0	7	105	34	0	**146**	0	41	0	0	0	**41**	0	65	147	0	0	**212**	0	**415**
Hourly Total	52	0	0	0	**52**	0	26	364	126	0	**516**	0	132	4	1	0	**137**	0	240	478	0	0	**718**	0	**1423**
12:00PM	14	0	0	0	**14**	0	5	130	42	0	**177**	0	42	0	0	0	**42**	0	54	115	0	0	**169**	0	**402**
12:15PM	14	0	0	0	**14**	0	8	122	52	0	**182**	0	40	4	0	0	**44**	0	50	122	0	0	**172**	0	**412**
12:30PM	13	0	0	0	**13**	0	10	112	42	0	**164**	0	30	2	0	0	**32**	0	61	109	0	0	**170**	0	**379**
12:45PM	19	0	0	0	**19**	0	8	94	43	0	**145**	0	33	1	0	0	**34**	0	60	118	0	0	**178**	0	**376**
Hourly Total	60	0	0	0	**60**	0	31	458	179	0	**668**	0	145	7	0	0	**152**	0	225	464	0	0	**689**	0	**1569**
1:00PM	10	0	0	0	**10**	0	12	91	38	0	**141**	0	46	0	3	0	**49**	0	44	103	1	0	**148**	0	**348**
1:15PM	15	0	0	0	**15**	0	16	118	34	0	**168**	0	39	0	0	0	**39**	0	49	123	0	0	**172**	0	**394**
1:30PM	14	0	0	0	**14**	0	9	122	37	0	**168**	0	50	1	0	0	**51**	0	48	104	0	0	**152**	0	**385**
1:45PM	17	0	0	0	**17**	0	8	132	38	0	**178**	0	43	2	0	0	**45**	0	57	124	0	0	**181**	0	**421**
Hourly Total	56	0	0	0	**56**	0	45	463	147	0	**655**	0	178	3	3	0	**184**	0	198	454	1	0	**653**	0	**1548**
2:00PM	14	0	0	0	**14**	0	15	109	43	0	**167**	0	39	0	0	0	**39**	0	48	159	0	0	**207**	0	**427**
2:15PM	16	0	0	0	**16**	0	9	91	39	0	**139**	0	42	1	0	0	**43**	0	64	145	0	0	**209**	0	**407**
2:30PM	19	0	0	0	**19**	0	17	116	44	0	**177**	1	45	1	0	0	**46**	0	47	128	1	0	**176**	0	**418**
2:45PM	12	0	0	0	**12**	0	8	118	42	0	**168**	0	56	5	3	0	**64**	0	52	151	0	0	**203**	2	**447**
Hourly Total	61	0	0	0	**61**	0	49	434	168	0	**651**	1	182	7	3	0	**192**	0	211	583	1	0	**795**	2	**1699**
3:00PM	20	0	0	2	**22**	0	15	89	47	0	**151**	0	48	0	0	0	**48**	2	48	112	0	0	**160**	0	**381**
3:15PM	10	0	0	0	**10**	0	6	126	56	0	**188**	1	43	0	0	0	**43**	0	50	122	0	0	**172**	0	**413**
3:30PM	17	0	0	0	**17**	0	12	118	48	0	**178**	4	38	0	0	0	**38**	4	51	143	0	0	**194**	0	**427**
3:45PM	8	0	0	0	**8**	0	10	127	60	0	**197**	0	26	0	0	0	**26**	0	62	129	0	0	**191**	0	**422**
Hourly Total	55	0	0	2	**57**	0	43	460	211	0	**714**	5	155	0	0	0	**155**	6	211	506	0	0	**717**	0	**1643**
4:00PM	15	0	0	0	**15**	0	16	122	54	0	**192**	0	35	0	0	0	**35**	0	49	124	0	0	**173**	2	**415**
4:15PM	10	0	0	0	**10**	0	10	131	38	0	**179**	0	41	0	0	0	**41**	0	50	152	0	0	**202**	0	**432**
4:30PM	10	0	0	0	**10**	0	5	117	50	0	**172**	0	29	0	0	0	**29**	0	51	157	0	0	**208**	0	**419**
4:45PM	9	0	0	0	**9**	0	8	121	60	0	**189**	0	35	0	0	0	**35**	0	72	129	0	0	**201**	2	**434**
Hourly Total	44	0	0	0	**44**	0	39	491	202	0	**732**	0	140	0	0	0	**140**	0	222	562	0	0	**784**	4	**1700**
5:00PM	16	0	0	0	**16**	0	11	119	58	0	**188**	0	42	0	0	0	**42**	0	71	135	0	0	**206**	0	**452**
5:15PM	11	0	0	0	**11**	0	12	115	53	0	**180**	0	46	0	0	0	**46**	0	61	131	0	0	**192**	0	**429**
5:30PM	11	0	0	0	**11**	0	12	114	62	0	**188**	0	42	0	0	0	**42**	0	74	153	0	0	**227**	0	**468**
5:45PM	10	0	0	0	**10**	0	11	114	59	0	**184**	0	40	0	1	0	**41**	0	63	133	0	0	**196**	0	**431**
Hourly Total	48	0	0	0	**48**	0	46	462	232	0	**740**	0	170	0	1	0	**171**	0	269	552	0	0	**821**	0	**1780**
6:00PM	17	0	0	0	**17**	0	11	99	40	0	**150**	0	45	0	0	0	**45**	0	66	133	0	0	**199**	0	**411**

Leg	Business Driveway						SR 16						Murabella Pkwy						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
6:15PM	13	0	0	0	**13**	0	5	103	39	0	**147**	0	35	1	0	0	**36**	0	54	113	0	0	**167**	0	**363**
6:30PM	7	0	0	0	**7**	0	7	97	21	0	**125**	0	24	0	0	0	**24**	0	62	95	0	0	**157**	0	**313**
6:45PM	14	0	0	0	**14**	0	6	75	36	0	**117**	0	26	1	0	0	**27**	0	50	86	0	0	**136**	0	**294**
Hourly Total	51	0	0	0	**51**	0	29	374	136	0	**539**	0	130	2	0	0	**132**	0	232	427	0	0	**659**	0	**1381**
Total	600	0	0	2	**602**	0	450	5098	1799	0	**7347**	6	1991	65	17	0	**2073**	6	2432	6164	5	0	**8601**	6	**18623**
% Approach	99.7%	0%	0%	0.3%	**-**	-	6.1%	69.4%	24.5%	0%	**-**	-	96.0%	3.1%	0.8%	0%	**-**	-	28.3%	71.7%	0.1%	0%	**-**	-	**-**
% Total	3.2%	0%	0%	0%	**3.2%**	-	2.4%	27.4%	9.7%	0%	**39.5%**	-	10.7%	0.3%	0.1%	0%	**11.1%**	-	13.1%	33.1%	0%	0%	**46.2%**	-	**-**
Lights and Motorcycles	586	0	0	2	**588**	-	443	4813	1774	0	**7030**	-	1953	65	17	0	**2035**	-	2406	5864	5	0	**8275**	-	17928
% Lights and Motorcycles	97.7%	0%	0%	100%	**97.7%**	-	98.4%	94.4%	98.6%	0%	**95.7%**	-	98.1%	100%	100%	0%	**98.2%**	-	98.9%	95.1%	100%	0%	**96.2%**	-	96.3%
Heavy	14	0	0	0	**14**	-	7	285	25	0	**317**	-	38	0	0	0	**38**	-	26	300	0	0	**326**	-	695
% Heavy	2.3%	0%	0%	0%	**2.3%**	-	1.6%	5.6%	1.4%	0%	**4.3%**	-	1.9%	0%	0%	0%	**1.8%**	-	1.1%	4.9%	0%	0%	**3.8%**	-	3.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	6	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U2-SR 16 & Murabella Pkwy (FL23-271) - TMC
Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108312, Location: 29.963073, -81.489224

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U2-SR 16 & Murabella Pkwy (FL23-271) - TMC

Wed Sep 27, 2023
AM Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108312, Location: 29.963073, -81.489224

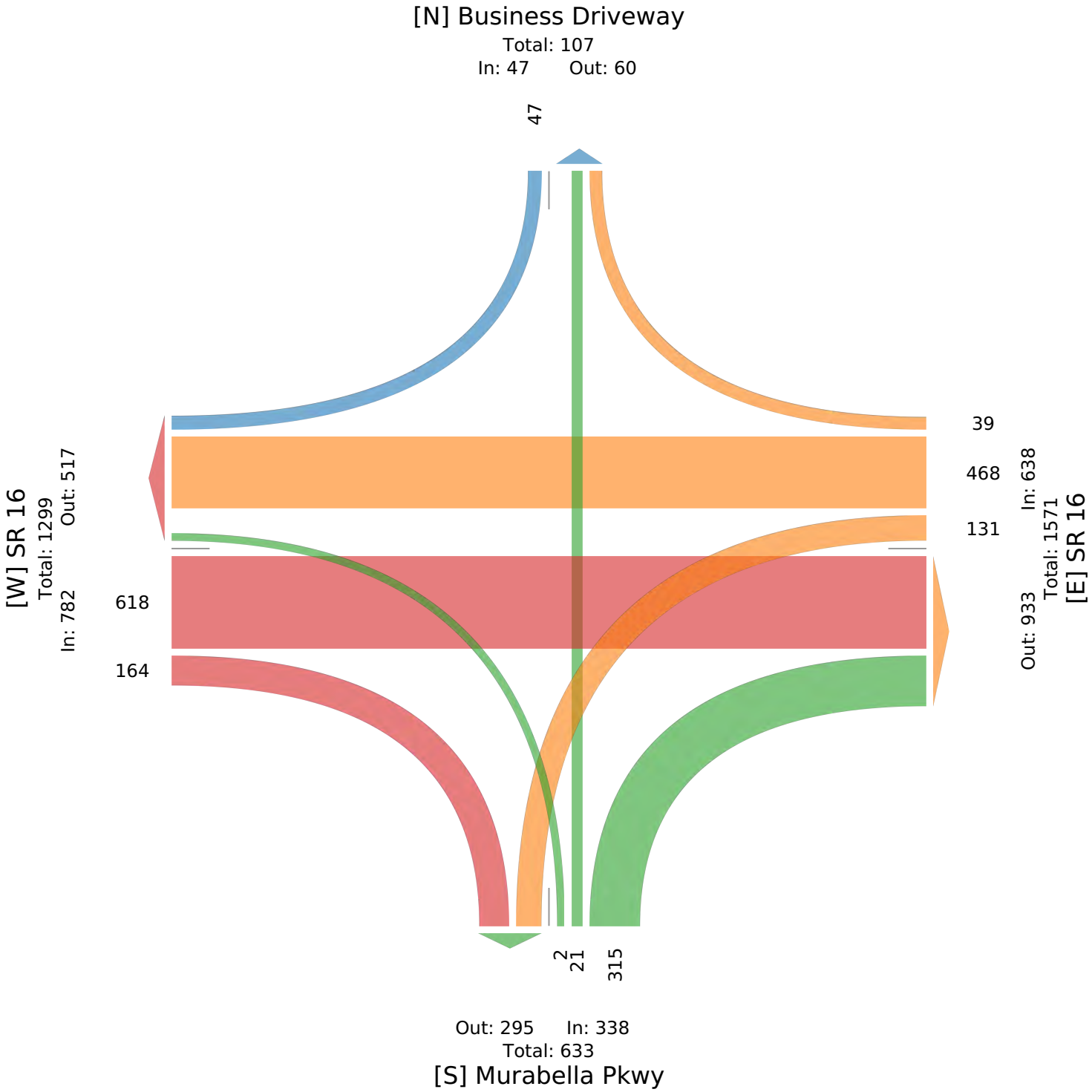
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Business Driveway Southbound						SR 16 Westbound						Murabella Pkwy Northbound						SR 16 Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 8:00AM	15	0	0	0	**15**	0	8	138	23	0	**169**	0	77	5	1	0	**83**	0	37	146	0	0	**183**	0	**450**
8:15AM	13	0	0	0	**13**	0	12	119	27	0	**158**	0	91	2	0	0	**93**	0	29	165	0	0	**194**	0	**458**
8:30AM	11	0	0	0	**11**	0	8	83	32	0	**123**	0	70	7	1	0	**78**	0	48	154	0	0	**202**	0	**414**
8:45AM	8	0	0	0	**8**	0	11	128	49	0	**188**	0	77	7	0	0	**84**	0	50	153	0	0	**203**	0	**483**
Total	47	0	0	0	**47**	0	39	468	131	0	**638**	0	315	21	2	0	**338**	0	164	618	0	0	**782**	0	**1805**
% Approach	100%	0%	0%	0%	**-**	-	6.1%	73.4%	20.5%	0%	**-**	-	93.2%	6.2%	0.6%	0%	**-**	-	21.0%	79.0%	0%	0%	**-**	-	**-**
% Total	2.6%	0%	0%	0%	**2.6%**	-	2.2%	25.9%	7.3%	0%	**35.3%**	-	17.5%	1.2%	0.1%	0%	**18.7%**	-	9.1%	34.2%	0%	0%	**43.3%**	-	**-**
PHF	0.783	-	-	-	**0.783**	-	0.813	0.848	0.668	-	**0.848**	-	0.865	0.750	0.500	-	**0.909**	-	0.820	0.936	-	-	**0.963**	-	0.934
Lights and Motorcycles	42	0	0	0	**42**	-	39	454	131	0	**624**	-	310	21	2	0	**333**	-	157	588	0	0	**745**	-	1744
% Lights and Motorcycles	89.4%	0%	0%	0%	**89.4%**	-	100%	97.0%	100%	0%	**97.8%**	-	98.4%	100%	100%	0%	**98.5%**	-	95.7%	95.1%	0%	0%	**95.3%**	-	96.6%
Heavy	5	0	0	0	**5**	-	0	14	0	0	**14**	-	5	0	0	0	**5**	-	7	30	0	0	**37**	-	61
% Heavy	10.6%	0%	0%	0%	**10.6%**	-	0%	3.0%	0%	0%	**2.2%**	-	1.6%	0%	0%	0%	**1.5%**	-	4.3%	4.9%	0%	0%	**4.7%**	-	3.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U2-SR 16 & Murabella Pkwy (FL23-271) - TMC
Wed Sep 27, 2023
AM Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108312, Location: 29.963073, -81.489224

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U2-SR 16 & Murabella Pkwy (FL23-271) - TMC

Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108312, Location: 29.963073, -81.489224

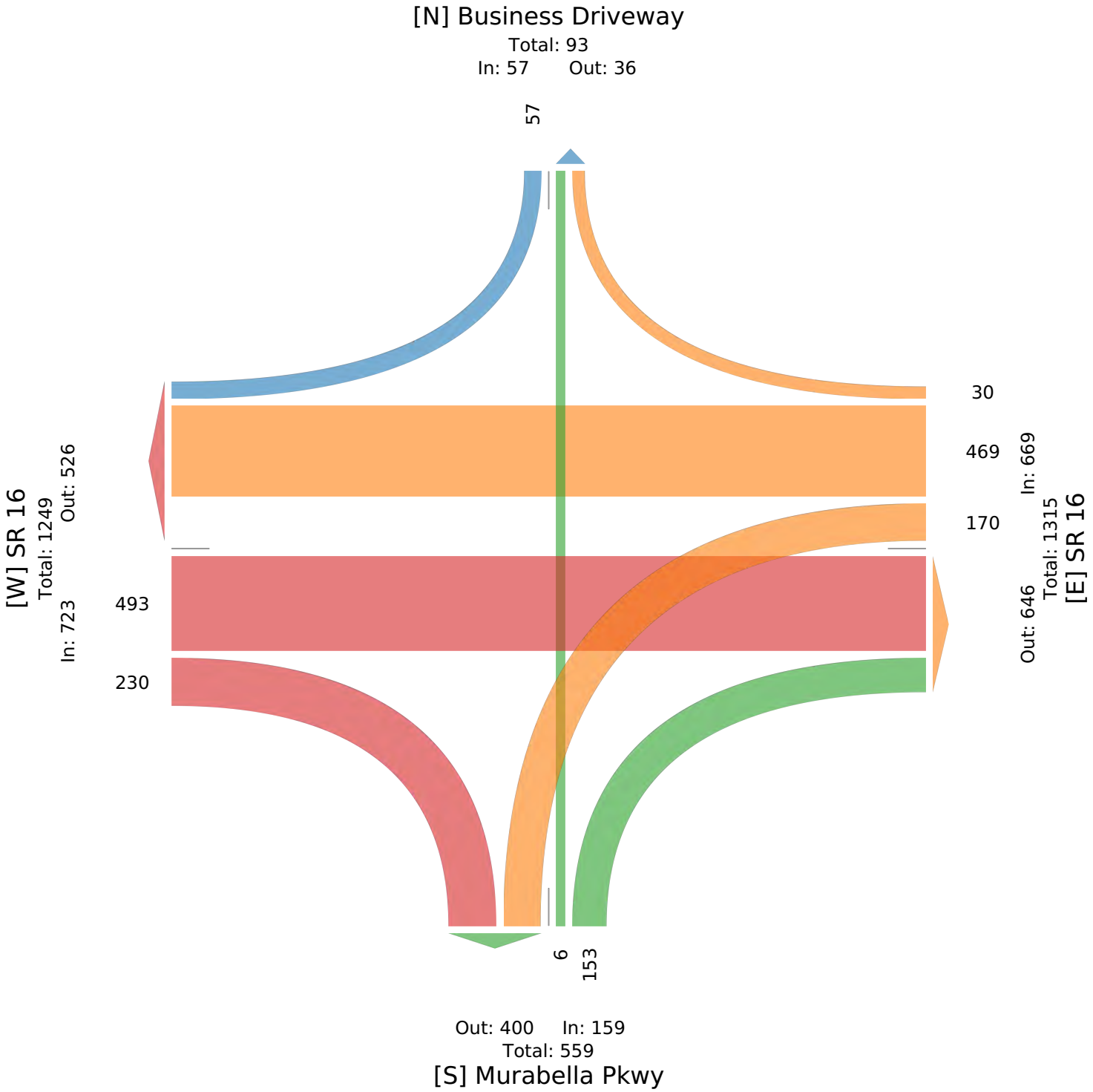
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Business Driveway Southbound						SR 16 Westbound						Murabella Pkwy Northbound						SR 16 Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 11:45AM	16	0	0	0	**16**	0	7	105	34	0	**146**	0	41	0	0	0	**41**	0	65	147	0	0	**212**	0	**415**
12:00PM	14	0	0	0	**14**	0	5	130	42	0	**177**	0	42	0	0	0	**42**	0	54	115	0	0	**169**	0	**402**
12:15PM	14	0	0	0	**14**	0	8	122	52	0	**182**	0	40	4	0	0	**44**	0	50	122	0	0	**172**	0	**412**
12:30PM	13	0	0	0	**13**	0	10	112	42	0	**164**	0	30	2	0	0	**32**	0	61	109	0	0	**170**	0	**379**
Total	57	0	0	0	**57**	0	30	469	170	0	**669**	0	153	6	0	0	**159**	0	230	493	0	0	**723**	0	**1608**
% Approach	100%	0%	0%	0%	**-**	-	4.5%	70.1%	25.4%	0%	**-**	-	96.2%	3.8%	0%	0%	**-**	-	31.8%	68.2%	0%	0%	**-**	-	-
% Total	3.5%	0%	0%	0%	**3.5%**	-	1.9%	29.2%	10.6%	0%	**41.6%**	-	9.5%	0.4%	0%	0%	**9.9%**	-	14.3%	30.7%	0%	0%	**45.0%**	-	-
PHF	0.891	-	-	-	**0.891**	-	0.750	0.902	0.817	-	**0.919**	-	0.911	0.375	-	-	**0.903**	-	0.885	0.838	-	-	**0.853**	-	0.969
Lights and Motorcycles	56	0	0	0	**56**	-	30	416	170	0	**616**	-	146	6	0	0	**152**	-	227	461	0	0	**688**	-	1512
% Lights and Motorcycles	98.2%	0%	0%	0%	**98.2%**	-	100%	88.7%	100%	0%	**92.1%**	-	95.4%	100%	0%	0%	**95.6%**	-	98.7%	93.5%	0%	0%	**95.2%**	-	94.0%
Heavy	1	0	0	0	**1**	-	0	53	0	0	**53**	-	7	0	0	0	**7**	-	3	32	0	0	**35**	-	96
% Heavy	1.8%	0%	0%	0%	**1.8%**	-	0%	11.3%	0%	0%	**7.9%**	-	4.6%	0%	0%	0%	**4.4%**	-	1.3%	6.5%	0%	0%	**4.8%**	-	6.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U2-SR 16 & Murabella Pkwy (FL23-271) - TMC
Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108312, Location: 29.963073, -81.489224

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U2-SR 16 & Murabella Pkwy (FL23-271) - TMC

Wed Sep 27, 2023
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108312, Location: 29.963073, -81.489224

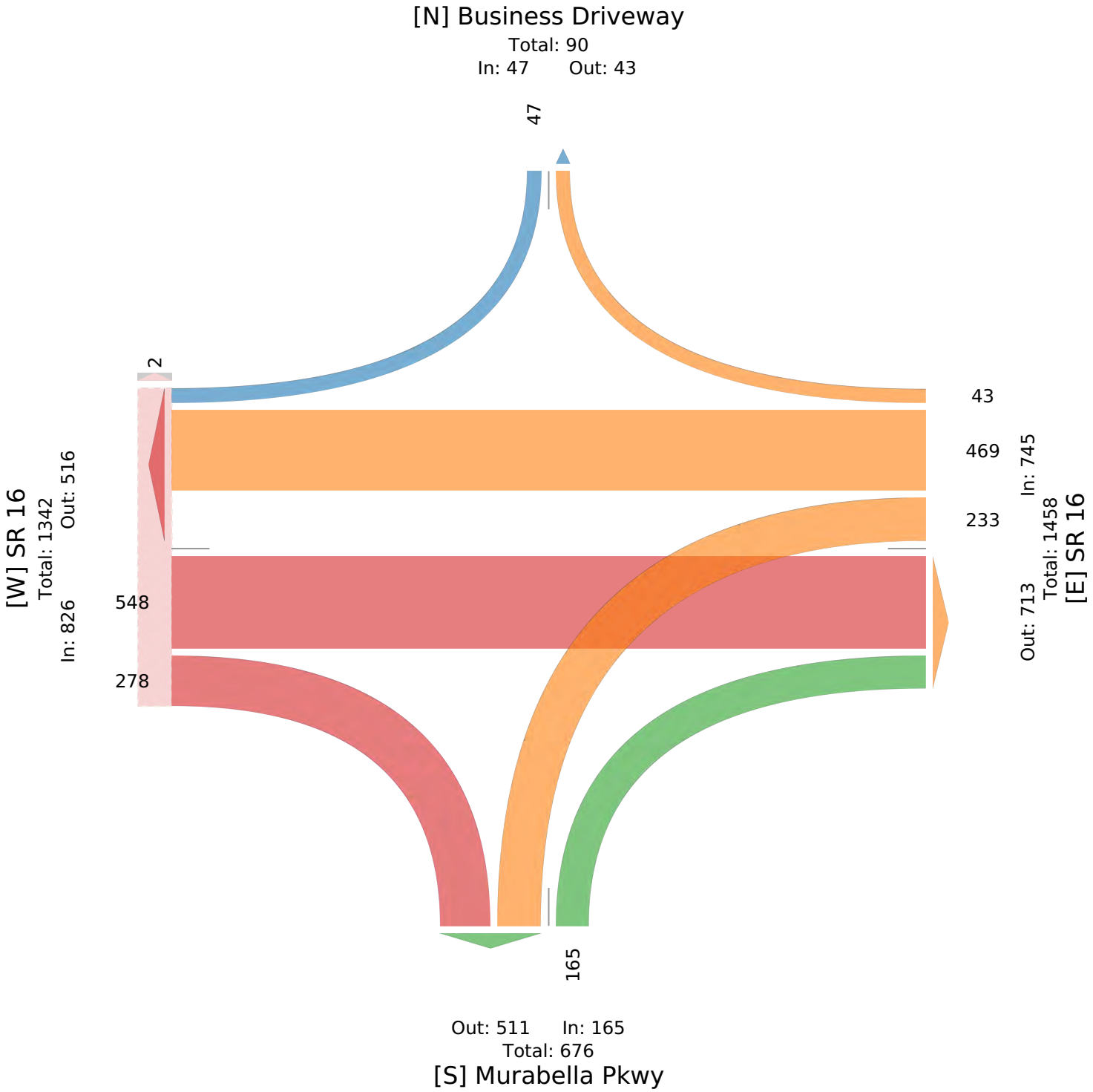
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Business Driveway Southbound						SR 16 Westbound						Murabella Pkwy Northbound						SR 16 Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 4:45PM	9	0	0	0	**9**	0	8	121	60	0	**189**	0	35	0	0	0	**35**	0	72	129	0	0	**201**	2	**434**
5:00PM	16	0	0	0	**16**	0	11	119	58	0	**188**	0	42	0	0	0	**42**	0	71	135	0	0	**206**	0	**452**
5:15PM	11	0	0	0	**11**	0	12	115	53	0	**180**	0	46	0	0	0	**46**	0	61	131	0	0	**192**	0	**429**
5:30PM	11	0	0	0	**11**	0	12	114	62	0	**188**	0	42	0	0	0	**42**	0	74	153	0	0	**227**	0	**468**
Total	47	0	0	0	**47**	0	43	469	233	0	**745**	0	165	0	0	0	**165**	0	278	548	0	0	**826**	2	**1783**
% Approach	100%	0%	0%	0%	**-**	-	5.8%	63.0%	31.3%	0%	**-**	-	100%	0%	0%	0%	**-**	-	33.7%	66.3%	0%	0%	**-**	-	**-**
% Total	2.6%	0%	0%	0%	**2.6%**	-	2.4%	26.3%	13.1%	0%	**41.8%**	-	9.3%	0%	0%	0%	**9.3%**	-	15.6%	30.7%	0%	0%	**46.3%**	-	**-**
PHF	0.734	-	-	-	**0.734**	-	0.896	0.969	0.940	-	**0.985**	-	0.897	-	-	-	**0.897**	-	0.939	0.895	-	-	**0.910**	-	0.952
Lights and Motorcycles	47	0	0	0	**47**	-	43	464	231	0	**738**	-	161	0	0	0	**161**	-	277	539	0	0	**816**	-	1762
% Lights and Motorcycles	100%	0%	0%	0%	**100%**	-	100%	98.9%	99.1%	0%	**99.1%**	-	97.6%	0%	0%	0%	**97.6%**	-	99.6%	98.4%	0%	0%	**98.8%**	-	98.8%
Heavy	0	0	0	0	**0**	-	0	5	2	0	**7**	-	4	0	0	0	**4**	-	1	9	0	0	**10**	-	21
% Heavy	0%	0%	0%	0%	**0%**	-	0%	1.1%	0.9%	0%	**0.9%**	-	2.4%	0%	0%	0%	**2.4%**	-	0.4%	1.6%	0%	0%	**1.2%**	-	1.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U2-SR 16 & Murabella Pkwy (FL23-271) - TMC
Wed Sep 27, 2023
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108312, Location: 29.963073, -81.489224

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U3-SR 16 & Verona Way (FL23-271) - TMC

Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108313, Location: 29.962592, -81.485967

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

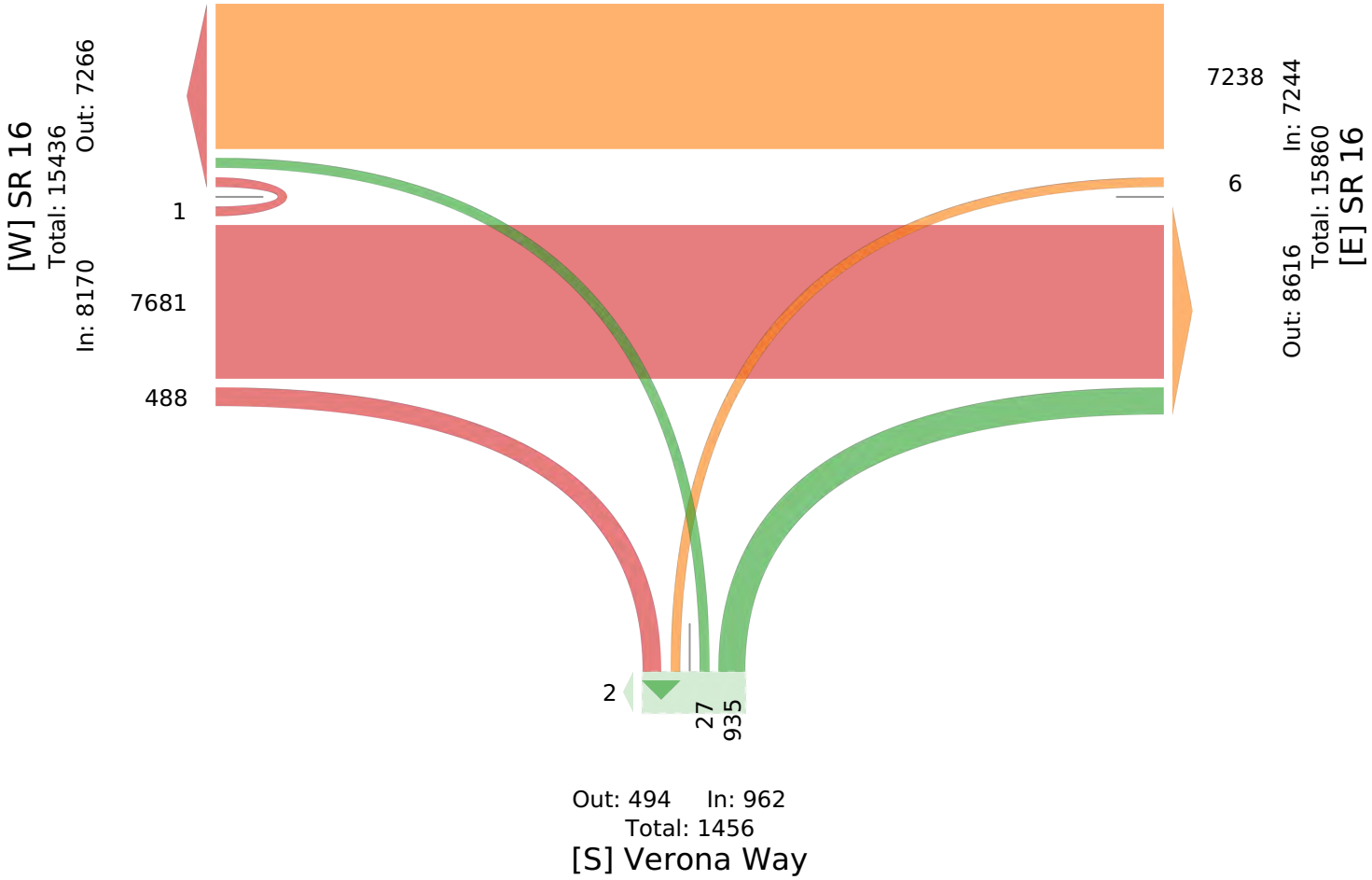
Leg Direction	SR 16 Westbound					Verona Way Northbound					SR 16 Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-09-27 7:00AM	114	0	0	**114**	0	21	0	0	**21**	0	1	169	0	**170**	0	**305**
7:15AM	127	0	0	**127**	0	31	2	0	**33**	0	0	186	0	**186**	0	**346**
7:30AM	138	0	0	**138**	0	30	1	0	**31**	0	5	204	0	**209**	0	**378**
7:45AM	153	0	0	**153**	0	35	1	0	**36**	0	7	215	0	**222**	0	**411**
Hourly Total	532	0	0	**532**	0	117	4	0	**121**	0	13	774	0	**787**	0	**1440**
8:00AM	160	0	0	**160**	0	40	1	0	**41**	0	12	203	0	**215**	0	**416**
8:15AM	154	0	0	**154**	0	25	1	0	**26**	0	9	246	0	**255**	0	**435**
8:30AM	129	0	0	**129**	0	53	0	0	**53**	0	6	219	0	**225**	0	**407**
8:45AM	187	0	0	**187**	0	41	0	0	**41**	0	7	215	0	**222**	0	**450**
Hourly Total	630	0	0	**630**	0	159	2	0	**161**	0	34	883	0	**917**	0	**1708**
9:00AM	133	0	0	**133**	0	21	0	0	**21**	0	3	190	0	**193**	0	**347**
9:15AM	105	0	0	**105**	0	10	0	0	**10**	0	3	169	0	**172**	0	**287**
9:30AM	145	0	0	**145**	0	11	1	0	**12**	0	8	124	0	**132**	0	**289**
9:45AM	113	0	0	**113**	0	21	1	0	**22**	0	5	113	0	**118**	0	**253**
Hourly Total	496	0	0	**496**	0	63	2	0	**65**	0	19	596	0	**615**	0	**1176**
10:00AM	116	0	0	**116**	0	21	0	0	**21**	1	6	122	0	**128**	0	**265**
10:15AM	109	1	0	**110**	0	13	0	0	**13**	0	4	139	0	**143**	0	**266**
10:30AM	102	0	0	**102**	0	9	1	0	**10**	0	13	125	0	**138**	0	**250**
10:45AM	115	0	0	**115**	0	10	0	0	**10**	0	9	131	0	**140**	0	**265**
Hourly Total	442	1	0	**443**	0	53	1	0	**54**	1	32	517	0	**549**	0	**1046**
11:00AM	124	0	0	**124**	0	13	0	0	**13**	0	9	118	0	**127**	0	**264**
11:15AM	121	0	0	**121**	0	11	1	0	**12**	0	8	158	0	**166**	0	**299**
11:30AM	118	0	0	**118**	0	12	0	0	**12**	0	8	126	0	**134**	0	**264**
11:45AM	145	0	0	**145**	0	23	1	0	**24**	0	12	173	0	**185**	0	**354**
Hourly Total	508	0	0	**508**	0	59	2	0	**61**	0	37	575	0	**612**	0	**1181**
12:00PM	182	0	0	**182**	0	19	0	0	**19**	0	15	145	0	**160**	0	**361**
12:15PM	176	2	0	**178**	0	20	1	0	**21**	0	17	142	0	**159**	0	**358**
12:30PM	163	0	0	**163**	0	18	2	0	**20**	0	8	134	0	**142**	0	**325**
12:45PM	143	2	0	**145**	0	12	2	0	**14**	0	11	135	0	**146**	0	**305**
Hourly Total	664	4	0	**668**	0	69	5	0	**74**	0	51	556	0	**607**	0	**1349**
1:00PM	135	0	0	**135**	0	21	1	0	**22**	0	8	138	1	**147**	0	**304**
1:15PM	168	0	0	**168**	0	17	0	0	**17**	0	10	155	0	**165**	0	**350**
1:30PM	162	0	0	**162**	0	17	2	0	**19**	0	10	143	0	**153**	0	**334**
1:45PM	179	0	0	**179**	0	17	1	0	**18**	0	9	156	0	**165**	0	**362**
Hourly Total	644	0	0	**644**	0	72	4	0	**76**	0	37	592	1	**630**	0	**1350**
2:00PM	168	1	0	**169**	0	19	1	0	**20**	0	17	187	0	**204**	0	**393**
2:15PM	139	0	0	**139**	0	30	0	0	**30**	0	9	179	0	**188**	0	**357**
2:30PM	173	0	0	**173**	0	25	2	0	**27**	0	11	165	0	**176**	0	**376**
2:45PM	169	0	0	**169**	0	21	0	0	**21**	0	7	200	0	**207**	0	**397**
Hourly Total	649	1	0	**650**	0	95	3	0	**98**	0	44	731	0	**775**	0	**1523**
3:00PM	183	0	0	**183**	0	12	0	0	**12**	0	13	165	0	**178**	0	**373**
3:15PM	183	0	0	**183**	0	16	0	0	**16**	0	10	154	0	**164**	0	**363**
3:30PM	169	0	0	**169**	0	13	1	0	**14**	0	12	178	0	**190**	0	**373**
3:45PM	181	0	0	**181**	0	15	0	0	**15**	0	10	153	0	**163**	0	**359**
Hourly Total	716	0	0	**716**	0	56	1	0	**57**	0	45	650	0	**695**	0	**1468**
4:00PM	168	0	0	**168**	0	11	1	0	**12**	0	14	141	0	**155**	0	**335**
4:15PM	167	0	0	**167**	0	15	0	0	**15**	0	22	170	0	**192**	0	**374**
4:30PM	174	0	0	**174**	0	27	0	0	**27**	0	20	166	0	**186**	0	**387**
4:45PM	189	0	0	**189**	0	12	0	0	**12**	0	14	151	0	**165**	0	**366**
Hourly Total	698	0	0	**698**	0	65	1	0	**66**	0	70	628	0	**698**	0	**1462**
5:00PM	195	0	0	**195**	0	16	1	0	**17**	0	15	165	0	**180**	0	**392**
5:15PM	178	0	0	**178**	0	24	0	0	**24**	0	11	165	0	**176**	0	**378**
5:30PM	191	0	0	**191**	0	15	0	0	**15**	0	17	180	0	**197**	0	**403**

Leg	SR 16					Verona Way					SR 16					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
5:45PM	169	0	0	**169**	0	10	0	0	**10**	1	15	165	0	**180**	0	**359**
Hourly Total	733	0	0	**733**	0	65	1	0	**66**	1	58	675	0	**733**	0	**1532**
6:00PM	140	0	0	**140**	0	24	1	0	**25**	0	14	162	0	**176**	0	**341**
6:15PM	144	0	0	**144**	0	19	0	0	**19**	0	11	135	0	**146**	0	**309**
6:30PM	131	0	0	**131**	0	10	0	0	**10**	0	14	106	0	**120**	0	**261**
6:45PM	111	0	0	**111**	0	9	0	0	**9**	0	9	101	0	**110**	0	**230**
Hourly Total	526	0	0	**526**	0	62	1	0	**63**	0	48	504	0	**552**	0	**1141**
Total	7238	6	0	**7244**	0	935	27	0	**962**	2	488	7681	1	**8170**	0	**16376**
% Approach	99.9%	0.1%	0%	**-**	-	97.2%	2.8%	0%	**-**	-	6.0%	94.0%	0%	**-**	-	**-**
% Total	44.2%	0%	0%	**44.2%**	-	5.7%	0.2%	0%	**5.9%**	-	3.0%	46.9%	0%	**49.9%**	-	**-**
Lights and Motorcycles	6932	6	0	**6938**	-	923	24	0	**947**	-	481	7350	1	**7832**	-	15717
% Lights and Motorcycles	95.8%	100%	0%	**95.8%**	-	98.7%	88.9%	0%	**98.4%**	-	98.6%	95.7%	100%	**95.9%**	-	96.0%
Heavy	306	0	0	**306**	-	12	3	0	**15**	-	7	331	0	**338**	-	659
% Heavy	4.2%	0%	0%	**4.2%**	-	1.3%	11.1%	0%	**1.6%**	-	1.4%	4.3%	0%	**4.1%**	-	4.0%
Pedestrians	-	-	-	-	0	-	-	-	-	2	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U3-SR 16 & Verona Way (FL23-271) - TMC
Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108313, Location: 29.962592, -81.485967

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U3-SR 16 & Verona Way (FL23-271) - TMC

Wed Sep 27, 2023
AM Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108313, Location: 29.962592, -81.485967

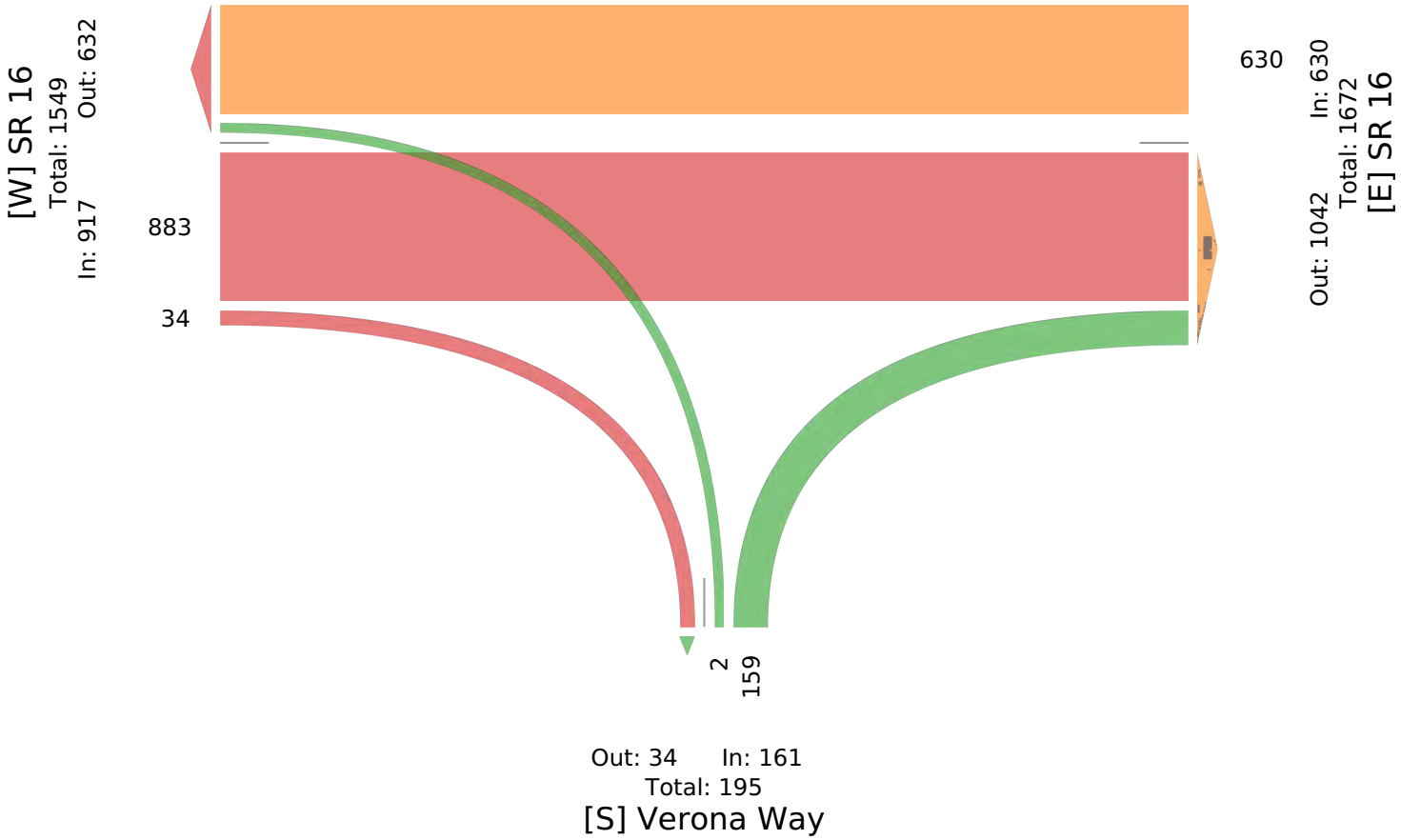
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR 16 Westbound					Verona Way Northbound					SR 16 Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-09-27 8:00AM	160	0	0	**160**	0	40	1	0	**41**	0	12	203	0	**215**	0	**416**
8:15AM	154	0	0	**154**	0	25	1	0	**26**	0	9	246	0	**255**	0	**435**
8:30AM	129	0	0	**129**	0	53	0	0	**53**	0	6	219	0	**225**	0	**407**
8:45AM	187	0	0	**187**	0	41	0	0	**41**	0	7	215	0	**222**	0	**450**
Total	630	0	0	**630**	0	159	2	0	**161**	0	34	883	0	**917**	0	**1708**
% Approach	100%	0%	0%	**-**	-	98.8%	1.2%	0%	**-**	-	3.7%	96.3%	0%	**-**	-	**-**
% Total	36.9%	0%	0%	**36.9%**	-	9.3%	0.1%	0%	**9.4%**	-	2.0%	51.7%	0%	**53.7%**	-	**-**
PHF	0.842	-	-	**0.842**	-	0.750	0.500	-	**0.759**	-	0.708	0.897	-	**0.899**	-	0.949
Lights and Motorcycles	616	0	0	**616**	-	158	2	0	**160**	-	34	849	0	**883**	-	1659
% Lights and Motorcycles	97.8%	0%	0%	**97.8%**	-	99.4%	100%	0%	**99.4%**	-	100%	96.1%	0%	**96.3%**	-	97.1%
Heavy	14	0	0	**14**	-	1	0	0	**1**	-	0	34	0	**34**	-	49
% Heavy	2.2%	0%	0%	**2.2%**	-	0.6%	0%	0%	**0.6%**	-	0%	3.9%	0%	**3.7%**	-	2.9%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U3-SR 16 & Verona Way (FL23-271) - TMC
Wed Sep 27, 2023
AM Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108313, Location: 29.962592, -81.485967

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U3-SR 16 & Verona Way (FL23-271) - TMC

Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108313, Location: 29.962592, -81.485967

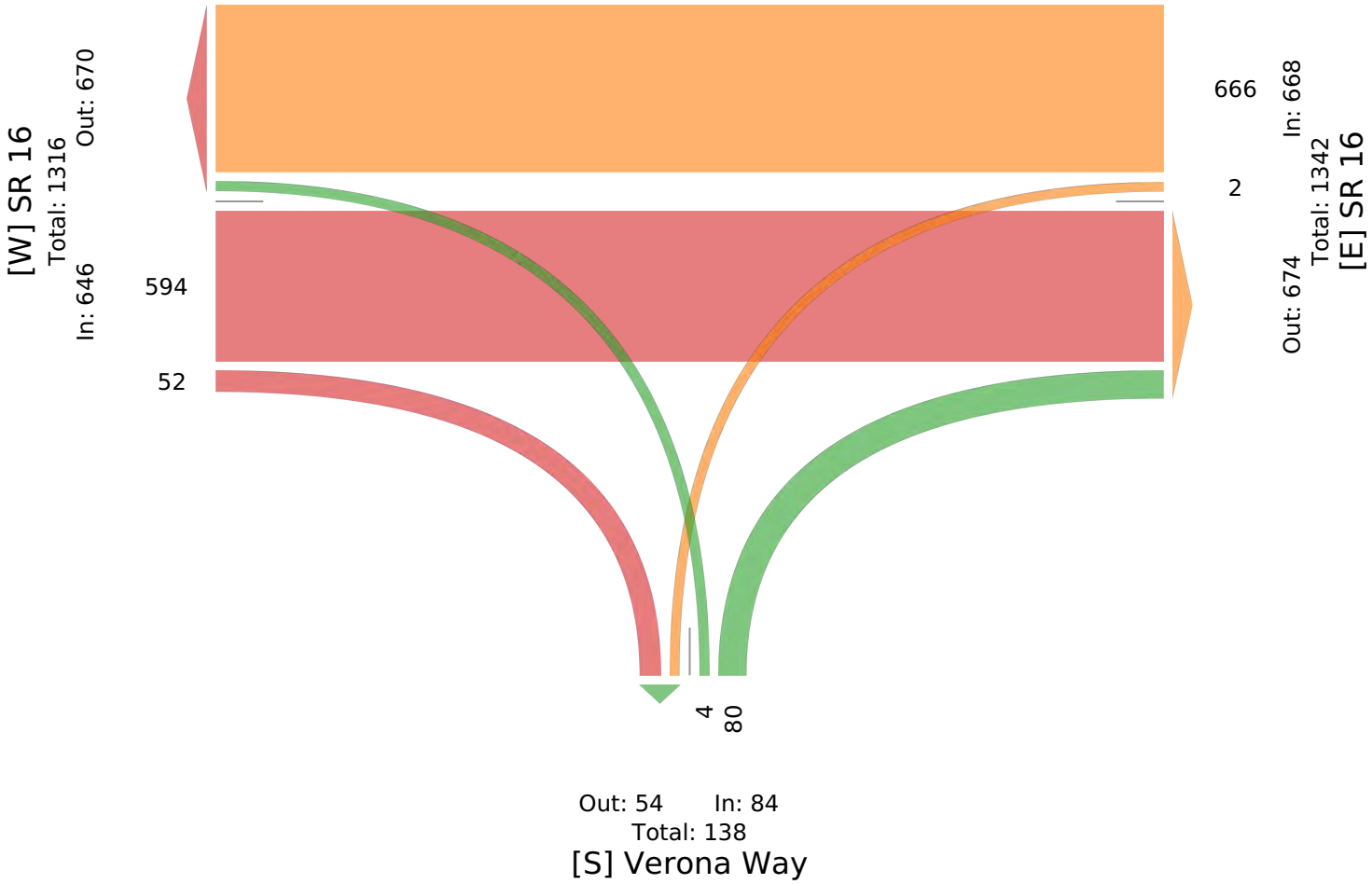
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR 16 Westbound					Verona Way Northbound					SR 16 Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-09-27 11:45AM	145	0	0	**145**	0	23	1	0	**24**	0	12	173	0	**185**	0	**354**
12:00PM	182	0	0	**182**	0	19	0	0	**19**	0	15	145	0	**160**	0	**361**
12:15PM	176	2	0	**178**	0	20	1	0	**21**	0	17	142	0	**159**	0	**358**
12:30PM	163	0	0	**163**	0	18	2	0	**20**	0	8	134	0	**142**	0	**325**
Total	666	2	0	**668**	0	80	4	0	**84**	0	52	594	0	**646**	0	**1398**
% Approach	99.7%	0.3%	0%	**-**	-	95.2%	4.8%	0%	**-**	-	8.0%	92.0%	0%	**-**	-	**-**
% Total	47.6%	0.1%	0%	**47.8%**	-	5.7%	0.3%	0%	**6.0%**	-	3.7%	42.5%	0%	**46.2%**	-	**-**
PHF	0.915	0.250	-	**0.918**	-	0.870	0.500	-	**0.875**	-	0.765	0.858	-	**0.873**	-	0.968
Lights and Motorcycles	614	2	0	**616**	-	79	3	0	**82**	-	51	555	0	**606**	-	1304
% Lights and Motorcycles	92.2%	100%	0%	**92.2%**	-	98.8%	75.0%	0%	**97.6%**	-	98.1%	93.4%	0%	**93.8%**	-	93.3%
Heavy	52	0	0	**52**	-	1	1	0	**2**	-	1	39	0	**40**	-	94
% Heavy	7.8%	0%	0%	**7.8%**	-	1.3%	25.0%	0%	**2.4%**	-	1.9%	6.6%	0%	**6.2%**	-	6.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U3-SR 16 & Verona Way (FL23-271) - TMC
Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108313, Location: 29.962592, -81.485967

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U3-SR 16 & Verona Way (FL23-271) - TMC

Wed Sep 27, 2023
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108313, Location: 29.962592, -81.485967

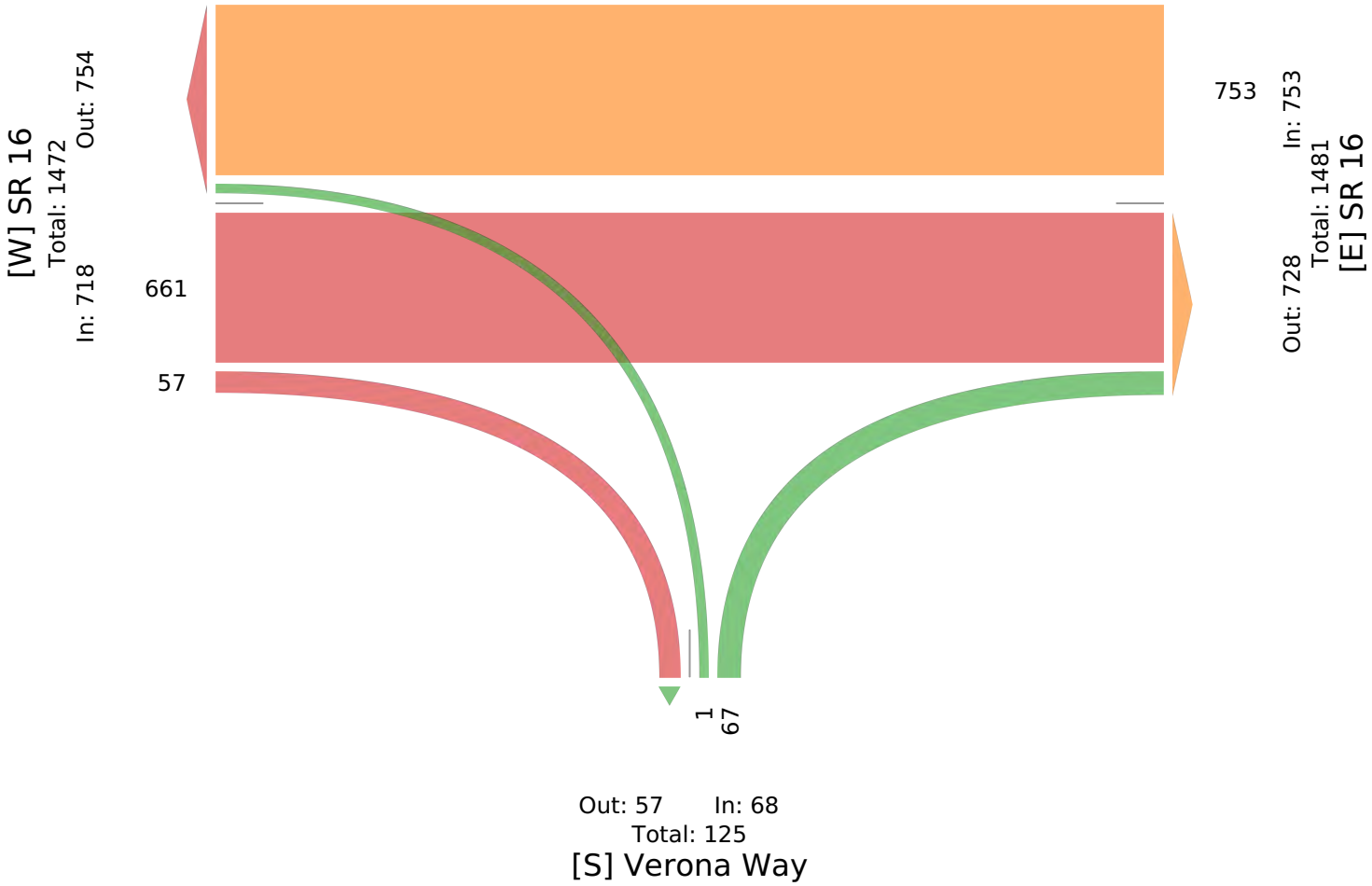
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR 16 Westbound					Verona Way Northbound					SR 16 Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-09-27 4:45PM	189	0	0	**189**	0	12	0	0	**12**	0	14	151	0	**165**	0	**366**
5:00PM	195	0	0	**195**	0	16	1	0	**17**	0	15	165	0	**180**	0	**392**
5:15PM	178	0	0	**178**	0	24	0	0	**24**	0	11	165	0	**176**	0	**378**
5:30PM	191	0	0	**191**	0	15	0	0	**15**	0	17	180	0	**197**	0	**403**
Total	753	0	0	**753**	0	67	1	0	**68**	0	57	661	0	**718**	0	**1539**
% Approach	100%	0%	0%	**-**	-	98.5%	1.5%	0%	**-**	-	7.9%	92.1%	0%	**-**	-	**-**
% Total	48.9%	0%	0%	**48.9%**	-	4.4%	0.1%	0%	**4.4%**	-	3.7%	42.9%	0%	**46.7%**	-	**-**
PHF	0.965	-	-	**0.965**	-	0.698	0.250	-	**0.708**	-	0.838	0.918	-	**0.911**	-	0.955
Lights and Motorcycles	745	0	0	**745**	-	67	1	0	**68**	-	56	649	0	**705**	-	1518
% Lights and Motorcycles	98.9%	0%	0%	**98.9%**	-	100%	100%	0%	**100%**	-	98.2%	98.2%	0%	**98.2%**	-	98.6%
Heavy	8	0	0	**8**	-	0	0	0	**0**	-	1	12	0	**13**	-	21
% Heavy	1.1%	0%	0%	**1.1%**	-	0%	0%	0%	**0%**	-	1.8%	1.8%	0%	**1.8%**	-	1.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U3-SR 16 & Verona Way (FL23-271) - TMC
Wed Sep 27, 2023
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108313, Location: 29.962592, -81.485967

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U4-SR 16 & Commerce Plz Blvd (FL23-271) - TMC

Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108314, Location: 29.962475, -81.484717

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

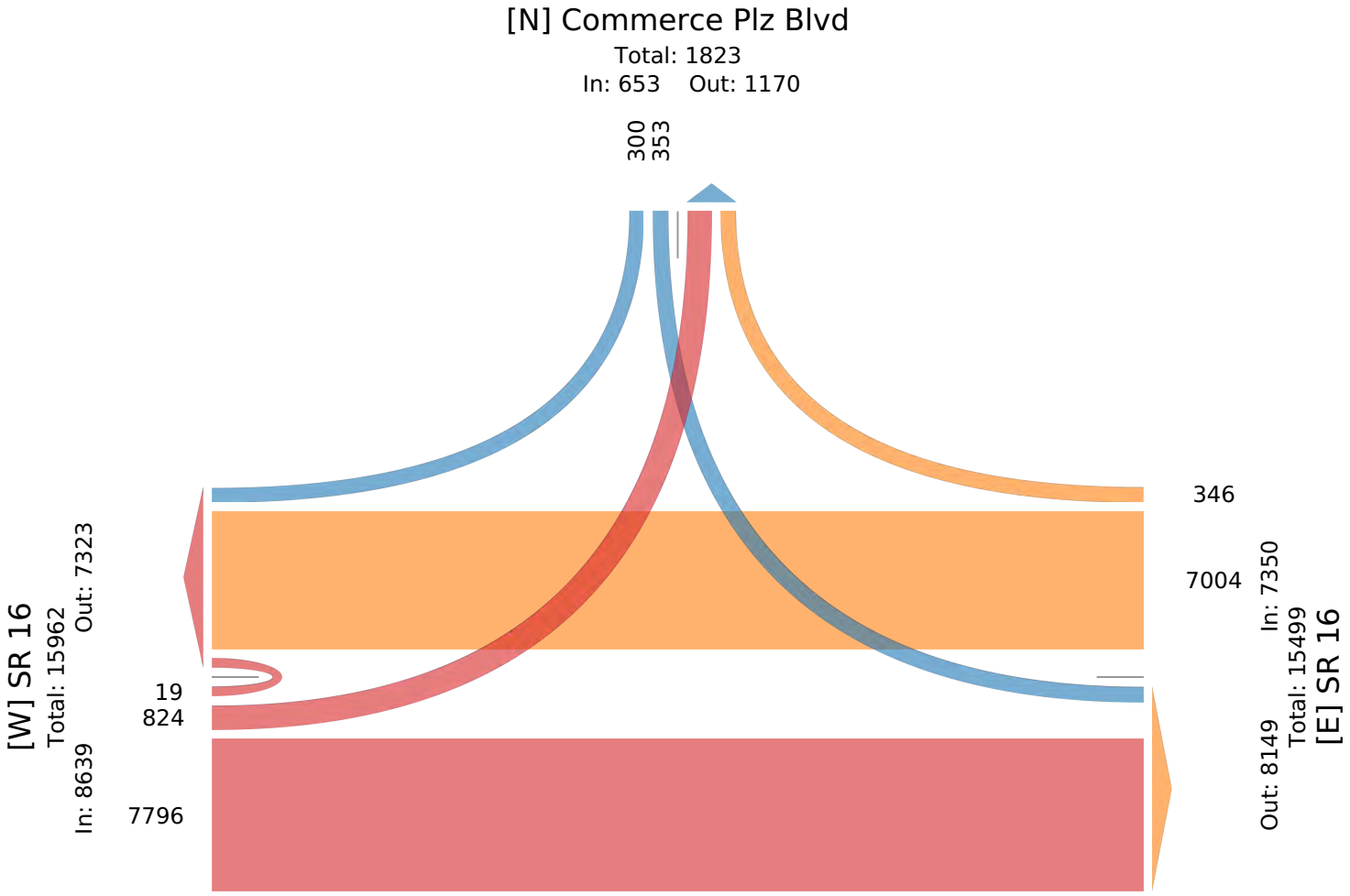
Leg Direction	Commerce Plz Blvd Southbound					SR 16 Westbound					SR 16 Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2023-09-27 7:00AM	2	6	0	**8**	0	0	111	0	**111**	0	182	5	1	**188**	0	**307**
7:15AM	3	7	0	**10**	0	0	125	0	**125**	0	189	29	1	**219**	0	**354**
7:30AM	3	11	0	**14**	0	0	138	0	**138**	0	212	24	0	**236**	0	**388**
7:45AM	4	4	0	**8**	0	1	153	0	**154**	0	206	43	0	**249**	0	**411**
Hourly Total	12	28	0	**40**	0	1	527	0	**528**	0	789	101	2	**892**	0	**1460**
8:00AM	2	3	0	**5**	0	0	161	0	**161**	0	200	43	0	**243**	0	**409**
8:15AM	5	7	0	**12**	0	1	147	0	**148**	0	217	55	0	**272**	0	**432**
8:30AM	5	7	0	**12**	0	0	126	0	**126**	0	208	57	0	**265**	0	**403**
8:45AM	9	4	0	**13**	0	0	175	0	**175**	0	172	89	0	**261**	0	**449**
Hourly Total	21	21	0	**42**	0	1	609	0	**610**	0	797	244	0	**1041**	0	**1693**
9:00AM	6	3	0	**9**	0	9	125	0	**134**	0	184	32	0	**216**	0	**359**
9:15AM	1	8	0	**9**	0	5	104	0	**109**	0	175	3	0	**178**	0	**296**
9:30AM	3	6	0	**9**	0	2	141	0	**143**	0	130	5	0	**135**	0	**287**
9:45AM	5	9	0	**14**	0	5	106	0	**111**	0	125	7	1	**133**	0	**258**
Hourly Total	15	26	0	**41**	0	21	476	0	**497**	0	614	47	1	**662**	0	**1200**
10:00AM	5	7	0	**12**	0	5	111	0	**116**	0	136	6	0	**142**	0	**270**
10:15AM	5	8	0	**13**	0	2	105	0	**107**	0	139	11	1	**151**	0	**271**
10:30AM	1	6	0	**7**	0	1	103	0	**104**	0	131	3	2	**136**	0	**247**
10:45AM	4	6	0	**10**	0	8	109	0	**117**	0	134	6	1	**141**	0	**268**
Hourly Total	15	27	0	**42**	0	16	428	0	**444**	0	540	26	4	**570**	0	**1056**
11:00AM	3	5	0	**8**	0	0	124	0	**124**	0	124	5	0	**129**	0	**261**
11:15AM	3	3	0	**6**	0	1	123	0	**124**	0	160	6	0	**166**	0	**296**
11:30AM	6	8	0	**14**	0	4	114	0	**118**	0	132	8	0	**140**	0	**272**
11:45AM	7	3	0	**10**	0	1	137	0	**138**	0	186	9	0	**195**	0	**343**
Hourly Total	19	19	0	**38**	0	6	498	0	**504**	0	602	28	0	**630**	0	**1172**
12:00PM	6	7	0	**13**	0	6	178	0	**184**	0	155	10	0	**165**	0	**362**
12:15PM	10	8	0	**18**	0	8	167	0	**175**	0	149	13	1	**163**	0	**356**
12:30PM	8	10	0	**18**	0	5	152	0	**157**	0	144	8	1	**153**	0	**328**
12:45PM	10	5	0	**15**	0	8	135	0	**143**	0	142	7	1	**150**	0	**308**
Hourly Total	34	30	0	**64**	0	27	632	0	**659**	0	590	38	3	**631**	0	**1354**
1:00PM	4	13	0	**17**	0	9	134	0	**143**	0	149	9	1	**159**	0	**319**
1:15PM	4	9	0	**13**	0	7	165	0	**172**	0	167	5	0	**172**	0	**357**
1:30PM	4	2	0	**6**	0	6	160	0	**166**	0	143	17	1	**161**	0	**333**
1:45PM	13	12	0	**25**	0	8	169	0	**177**	0	149	22	3	**174**	0	**376**
Hourly Total	25	36	0	**61**	0	30	628	0	**658**	0	608	53	5	**666**	0	**1385**
2:00PM	15	10	0	**25**	0	11	152	0	**163**	0	183	20	0	**203**	0	**391**
2:15PM	12	7	0	**19**	0	11	127	0	**138**	0	193	18	0	**211**	0	**368**
2:30PM	4	4	0	**8**	0	7	172	0	**179**	0	169	20	0	**189**	0	**376**
2:45PM	10	1	0	**11**	0	12	159	0	**171**	0	197	26	0	**223**	0	**405**
Hourly Total	41	22	0	**63**	0	41	610	0	**651**	0	742	84	0	**826**	0	**1540**
3:00PM	12	15	0	**27**	0	16	179	0	**195**	0	163	14	1	**178**	0	**400**
3:15PM	8	12	0	**20**	0	24	171	0	**195**	0	160	15	0	**175**	0	**390**
3:30PM	4	9	0	**13**	0	18	171	0	**189**	0	170	17	0	**187**	0	**389**
3:45PM	5	9	0	**14**	0	16	179	0	**195**	0	161	9	1	**171**	0	**380**
Hourly Total	29	45	0	**74**	0	74	700	0	**774**	0	654	55	2	**711**	0	**1559**
4:00PM	5	6	0	**11**	0	11	172	0	**183**	0	143	13	0	**156**	0	**350**
4:15PM	5	13	0	**18**	0	13	167	0	**180**	0	177	9	0	**186**	0	**384**
4:30PM	7	12	0	**19**	0	12	170	0	**182**	0	174	20	0	**194**	0	**395**
4:45PM	12	4	0	**16**	0	8	182	0	**190**	0	154	9	0	**163**	0	**369**
Hourly Total	29	35	0	**64**	0	44	691	0	**735**	0	648	51	0	**699**	0	**1498**
5:00PM	14	11	0	**25**	0	12	179	0	**191**	0	169	12	0	**181**	0	**397**
5:15PM	5	8	0	**13**	0	22	185	0	**207**	0	178	14	0	**192**	0	**412**
5:30PM	7	4	0	**11**	0	19	181	0	**200**	0	178	18	0	**196**	0	**407**

Leg	Commerce Plz Blvd					SR 16					SR 16					
Direction	Southbound					Westbound					Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
5:45PM	12	9	0	**21**	0	11	156	0	**167**	0	163	13	0	**176**	0	**364**
Hourly Total	38	32	0	**70**	0	64	701	0	**765**	0	688	57	0	**745**	0	**1580**
6:00PM	2	6	0	**8**	0	4	137	0	**141**	0	165	21	1	**187**	0	**336**
6:15PM	8	5	0	**13**	0	10	135	0	**145**	0	143	8	1	**152**	0	**310**
6:30PM	5	8	0	**13**	0	2	127	0	**129**	0	112	5	0	**117**	0	**259**
6:45PM	7	13	0	**20**	0	5	105	0	**110**	0	104	6	0	**110**	0	**240**
Hourly Total	22	32	0	**54**	0	21	504	0	**525**	0	524	40	2	**566**	0	**1145**
Total	300	353	0	**653**	0	346	7004	0	**7350**	0	7796	824	19	**8639**	0	**16642**
% Approach	45.9%	54.1%	0%	**-**	-	4.7%	95.3%	0%	**-**	-	90.2%	9.5%	0.2%	**-**	-	**-**
% Total	1.8%	2.1%	0%	**3.9%**	-	2.1%	42.1%	0%	**44.2%**	-	46.8%	5.0%	0.1%	**51.9%**	-	**-**
Lights and Motorcycles	300	346	0	**646**	-	337	6696	0	**7033**	-	7466	815	19	**8300**	-	15979
% Lights and Motorcycles	100%	98.0%	0%	**98.9%**	-	97.4%	95.6%	0%	**95.7%**	-	95.8%	98.9%	100%	**96.1%**	-	96.0%
Heavy	0	7	0	**7**	-	9	308	0	**317**	-	330	9	0	**339**	-	663
% Heavy	0%	2.0%	0%	**1.1%**	-	2.6%	4.4%	0%	**4.3%**	-	4.2%	1.1%	0%	**3.9%**	-	4.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U4-SR 16 & Commerce Plz Blvd (FL23-271) - TMC
Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108314, Location: 29.962475, -81.484717

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U4-SR 16 & Commerce Plz Blvd (FL23-271) - TMC

Wed Sep 27, 2023
AM Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108314, Location: 29.962475, -81.484717

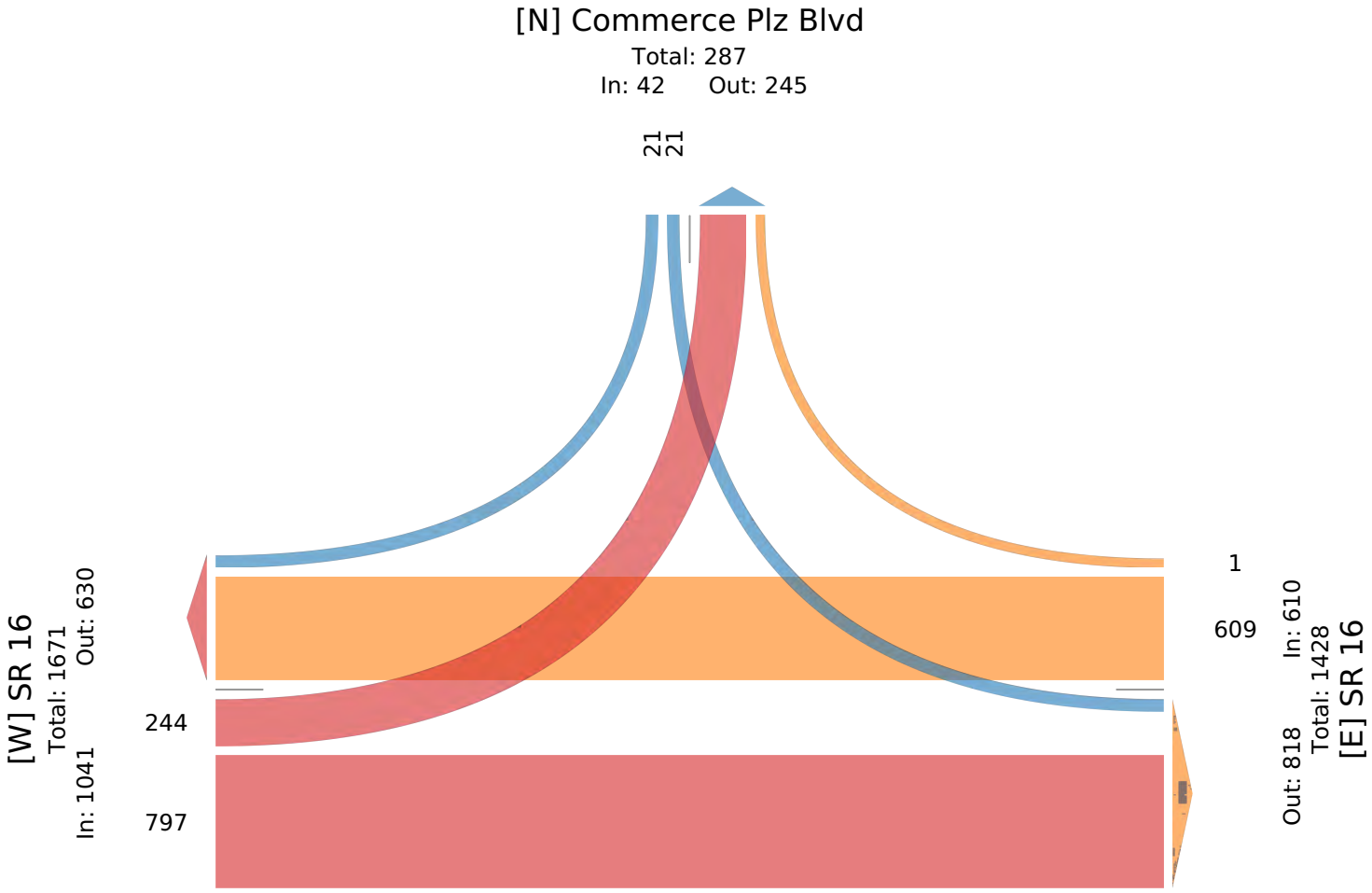
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Commerce Plz Blvd Southbound					SR 16 Westbound					SR 16 Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2023-09-27 8:00AM	2	3	0	**5**	0	0	161	0	**161**	0	200	43	0	**243**	0	**409**
8:15AM	5	7	0	**12**	0	1	147	0	**148**	0	217	55	0	**272**	0	**432**
8:30AM	5	7	0	**12**	0	0	126	0	**126**	0	208	57	0	**265**	0	**403**
8:45AM	9	4	0	**13**	0	0	175	0	**175**	0	172	89	0	**261**	0	**449**
Total	21	21	0	**42**	0	1	609	0	**610**	0	797	244	0	**1041**	0	**1693**
% Approach	50.0%	50.0%	0%	**-**	-	0.2%	99.8%	0%	**-**	-	76.6%	23.4%	0%	**-**	-	**-**
% Total	1.2%	1.2%	0%	**2.5%**	-	0.1%	36.0%	0%	**36.0%**	-	47.1%	14.4%	0%	**61.5%**	-	**-**
PHF	0.583	0.750	-	**0.808**	-	0.250	0.870	-	**0.871**	-	0.918	0.685	-	**0.957**	-	0.943
Lights and Motorcycles	21	21	0	**42**	-	1	594	0	**595**	-	764	243	0	**1007**	-	1644
% Lights and Motorcycles	100%	100%	0%	**100%**	-	100%	97.5%	0%	**97.5%**	-	95.9%	99.6%	0%	**96.7%**	-	97.1%
Heavy	0	0	0	**0**	-	0	15	0	**15**	-	33	1	0	**34**	-	49
% Heavy	0%	0%	0%	**0%**	-	0%	2.5%	0%	**2.5%**	-	4.1%	0.4%	0%	**3.3%**	-	2.9%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U4-SR 16 & Commerce Plz Blvd (FL23-271) - TMC
Wed Sep 27, 2023
AM Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108314, Location: 29.962475, -81.484717

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U4-SR 16 & Commerce Plz Blvd (FL23-271) - TMC

Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108314, Location: 29.962475, -81.484717

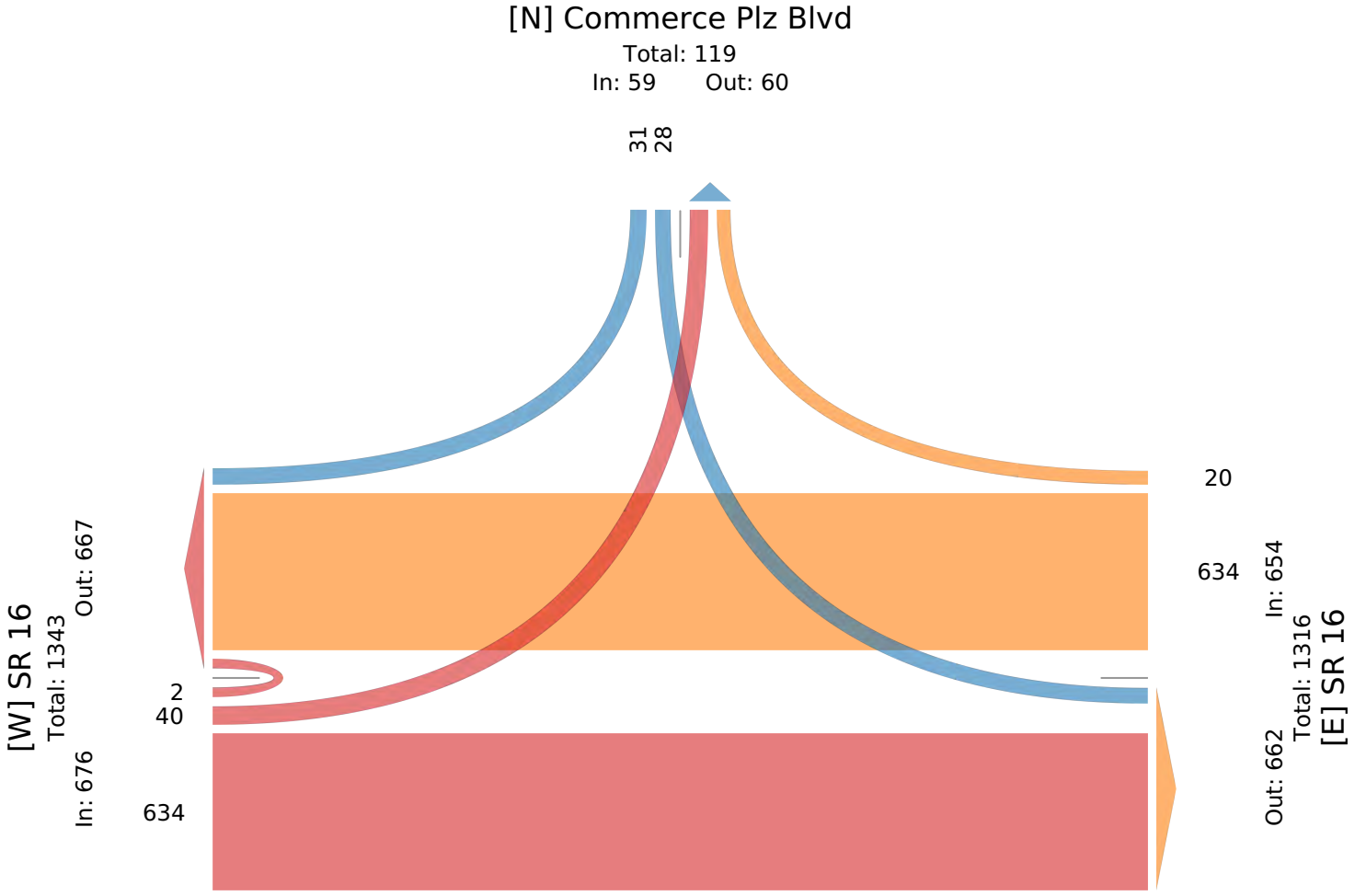
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Commerce Plz Blvd Southbound					SR 16 Westbound					SR 16 Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2023-09-27 11:45AM	7	3	0	**10**	0	1	137	0	**138**	0	186	9	0	**195**	0	**343**
12:00PM	6	7	0	**13**	0	6	178	0	**184**	0	155	10	0	**165**	0	**362**
12:15PM	10	8	0	**18**	0	8	167	0	**175**	0	149	13	1	**163**	0	**356**
12:30PM	8	10	0	**18**	0	5	152	0	**157**	0	144	8	1	**153**	0	**328**
Total	31	28	0	**59**	0	20	634	0	**654**	0	634	40	2	**676**	0	**1389**
% Approach	52.5%	47.5%	0%	**-**	-	3.1%	96.9%	0%	**-**	-	93.8%	5.9%	0.3%	**-**	-	**-**
% Total	2.2%	2.0%	0%	**4.2%**	-	1.4%	45.6%	0%	**47.1%**	-	45.6%	2.9%	0.1%	**48.7%**	-	**-**
PHF	0.775	0.700	-	**0.819**	-	0.625	0.890	-	**0.889**	-	0.852	0.769	0.500	**0.867**	-	0.959
Lights and Motorcycles	31	25	0	**56**	-	20	581	0	**601**	-	593	40	2	**635**	-	1292
% Lights and Motorcycles	100%	89.3%	0%	**94.9%**	-	100%	91.6%	0%	**91.9%**	-	93.5%	100%	100%	**93.9%**	-	93.0%
Heavy	0	3	0	**3**	-	0	53	0	**53**	-	41	0	0	**41**	-	97
% Heavy	0%	10.7%	0%	**5.1%**	-	0%	8.4%	0%	**8.1%**	-	6.5%	0%	0%	**6.1%**	-	7.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U4-SR 16 & Commerce Plz Blvd (FL23-271) - TMC
Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108314, Location: 29.962475, -81.484717

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U4-SR 16 & Commerce Plz Blvd (FL23-271) - TMC

Wed Sep 27, 2023
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108314, Location: 29.962475, -81.484717

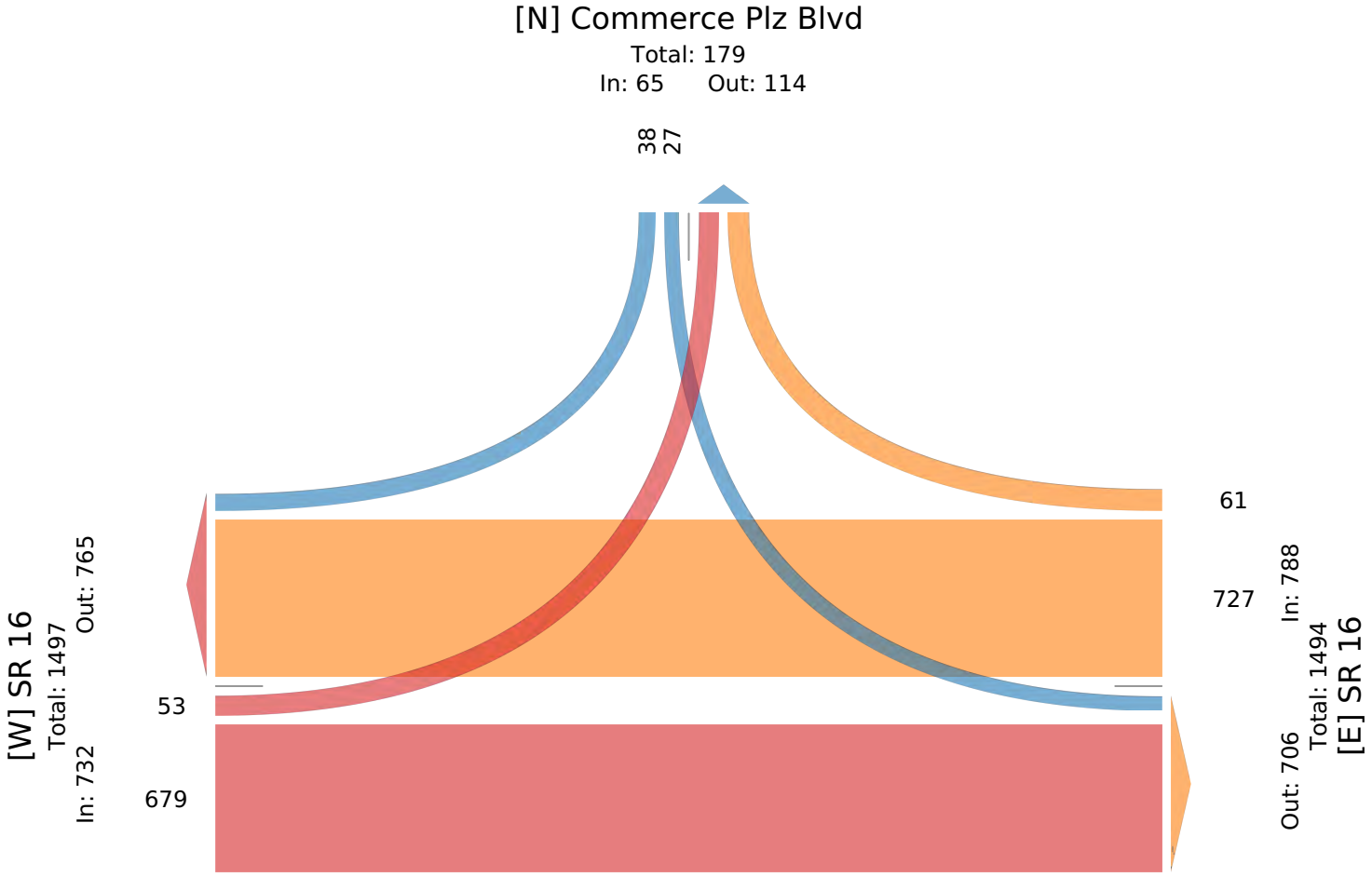
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Commerce Plz Blvd Southbound					SR 16 Westbound					SR 16 Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2023-09-27 4:45PM	12	4	0	**16**	0	8	182	0	**190**	0	154	9	0	**163**	0	**369**
5:00PM	14	11	0	**25**	0	12	179	0	**191**	0	169	12	0	**181**	0	**397**
5:15PM	5	8	0	**13**	0	22	185	0	**207**	0	178	14	0	**192**	0	**412**
5:30PM	7	4	0	**11**	0	19	181	0	**200**	0	178	18	0	**196**	0	**407**
Total	38	27	0	**65**	0	61	727	0	**788**	0	679	53	0	**732**	0	**1585**
% Approach	58.5%	41.5%	0%	**-**	-	7.7%	92.3%	0%	**-**	-	92.8%	7.2%	0%	**-**	-	**-**
% Total	2.4%	1.7%	0%	**4.1%**	-	3.8%	45.9%	0%	**49.7%**	-	42.8%	3.3%	0%	**46.2%**	-	**-**
PHF	0.679	0.614	-	**0.650**	-	0.693	0.982	-	**0.952**	-	0.954	0.736	-	**0.934**	-	0.962
Lights and Motorcycles	38	26	0	**64**	-	61	719	0	**780**	-	667	53	0	**720**	-	1564
% Lights and Motorcycles	100%	96.3%	0%	**98.5%**	-	100%	98.9%	0%	**99.0%**	-	98.2%	100%	0%	**98.4%**	-	98.7%
Heavy	0	1	0	**1**	-	0	8	0	**8**	-	12	0	0	**12**	-	21
% Heavy	0%	3.7%	0%	**1.5%**	-	0%	1.1%	0%	**1.0%**	-	1.8%	0%	0%	**1.6%**	-	1.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U4-SR 16 & Commerce Plz Blvd (FL23-271) - TMC
Wed Sep 27, 2023
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108314, Location: 29.962475, -81.484717

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U5-SR 16 & San Giacomo Rd (FL23-271) - TMC

Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108315, Location: 29.962019, -81.481496

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

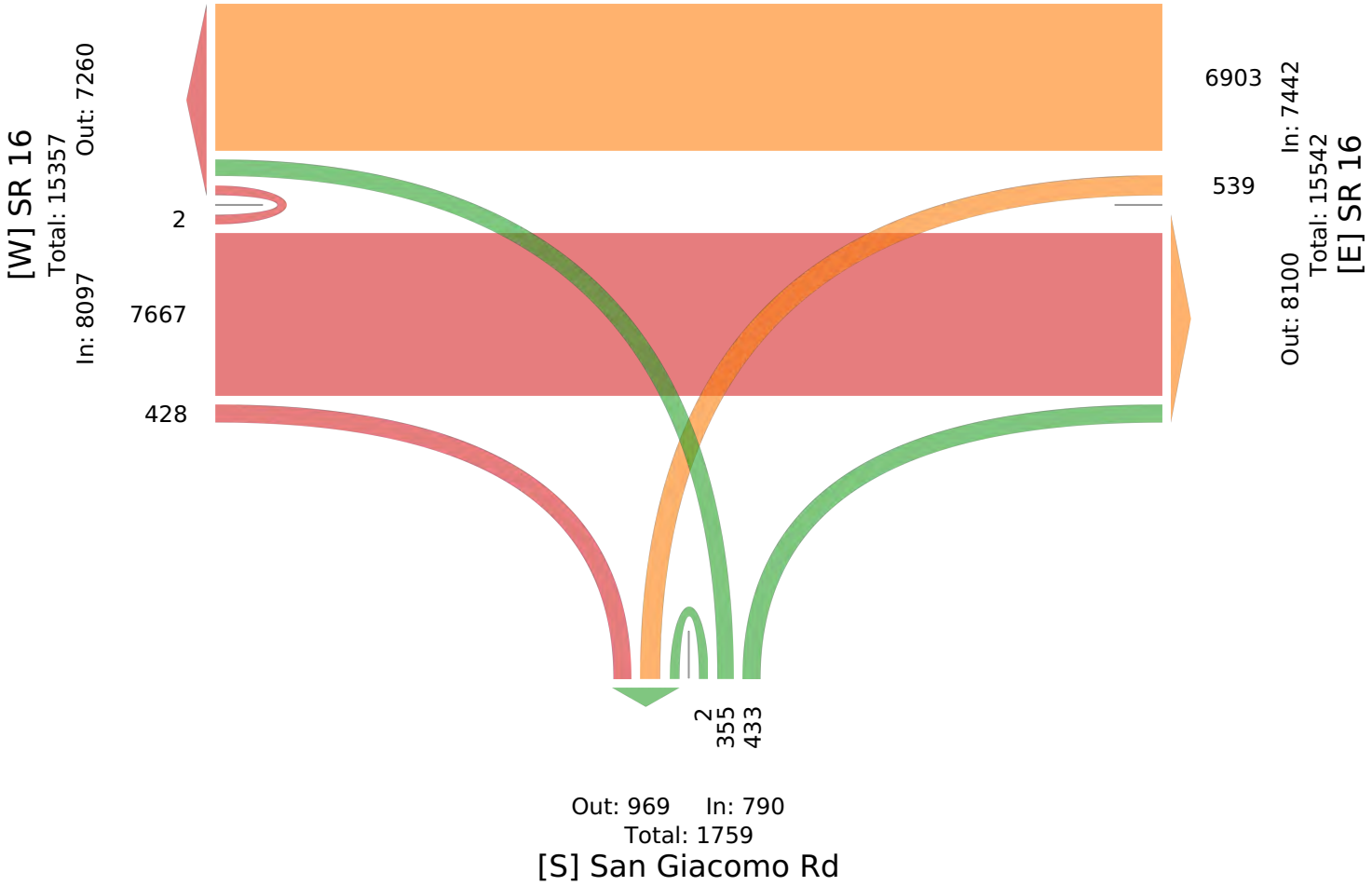
Leg Direction	SR 16 Westbound					San Giacomo Rd Northbound					SR 16 Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-09-27 7:00AM	99	1	0	**100**	0	10	13	0	**23**	0	1	183	0	**184**	0	**307**
7:15AM	113	1	0	**114**	0	10	15	0	**25**	0	2	195	0	**197**	0	**336**
7:30AM	136	2	0	**138**	0	22	15	0	**37**	0	5	218	0	**223**	0	**398**
7:45AM	142	5	0	**147**	0	22	16	0	**38**	0	6	201	0	**207**	0	**392**
Hourly Total	490	9	0	**499**	0	64	59	0	**123**	0	14	797	0	**811**	0	**1433**
8:00AM	161	7	0	**168**	0	18	15	0	**33**	0	7	195	0	**202**	0	**403**
8:15AM	147	13	0	**160**	0	22	16	0	**38**	0	7	217	0	**224**	0	**422**
8:30AM	129	8	0	**137**	0	22	10	0	**32**	0	12	204	0	**216**	0	**385**
8:45AM	169	17	0	**186**	0	19	9	0	**28**	0	8	171	0	**179**	0	**393**
Hourly Total	606	45	0	**651**	0	81	50	0	**131**	0	34	787	0	**821**	0	**1603**
9:00AM	123	3	0	**126**	0	9	12	0	**21**	0	5	183	1	**189**	0	**336**
9:15AM	102	4	0	**106**	0	6	5	0	**11**	0	6	175	0	**181**	0	**298**
9:30AM	135	6	0	**141**	0	15	9	0	**24**	0	2	136	0	**138**	0	**303**
9:45AM	101	6	0	**107**	0	4	5	0	**9**	0	9	120	0	**129**	0	**245**
Hourly Total	461	19	0	**480**	0	34	31	0	**65**	0	22	614	1	**637**	0	**1182**
10:00AM	100	3	0	**103**	0	3	9	0	**12**	0	7	138	0	**145**	0	**260**
10:15AM	100	8	0	**108**	0	5	5	0	**10**	0	4	141	0	**145**	0	**263**
10:30AM	97	4	0	**101**	0	3	9	0	**12**	0	5	133	0	**138**	0	**251**
10:45AM	109	4	0	**113**	0	4	2	0	**6**	0	4	130	0	**134**	0	**253**
Hourly Total	406	19	0	**425**	0	15	25	0	**40**	0	20	542	0	**562**	0	**1027**
11:00AM	122	3	0	**125**	0	6	4	0	**10**	0	4	125	0	**129**	0	**264**
11:15AM	124	4	0	**128**	0	7	4	0	**11**	0	5	160	0	**165**	0	**304**
11:30AM	113	7	0	**120**	0	8	3	0	**11**	0	4	130	0	**134**	0	**265**
11:45AM	139	7	0	**146**	0	5	6	0	**11**	0	3	181	0	**184**	0	**341**
Hourly Total	498	21	0	**519**	0	26	17	0	**43**	0	16	596	0	**612**	0	**1174**
12:00PM	172	12	0	**184**	0	13	3	0	**16**	0	3	161	0	**164**	0	**364**
12:15PM	164	12	0	**176**	0	5	3	0	**8**	0	6	146	0	**152**	0	**336**
12:30PM	144	8	0	**152**	0	10	8	0	**18**	0	9	145	0	**154**	0	**324**
12:45PM	123	11	0	**134**	0	1	8	0	**9**	0	8	139	0	**147**	0	**290**
Hourly Total	603	43	0	**646**	0	29	22	0	**51**	0	26	591	0	**617**	0	**1314**
1:00PM	144	9	0	**153**	0	4	4	0	**8**	0	11	150	0	**161**	0	**322**
1:15PM	164	17	0	**181**	0	7	9	0	**16**	0	9	165	0	**174**	0	**371**
1:30PM	154	8	0	**162**	0	4	7	0	**11**	0	5	139	0	**144**	0	**317**
1:45PM	166	11	0	**177**	0	10	6	0	**16**	0	16	138	0	**154**	0	**347**
Hourly Total	628	45	0	**673**	0	25	26	0	**51**	0	41	592	0	**633**	0	**1357**
2:00PM	148	19	0	**167**	0	5	5	0	**10**	0	10	183	0	**193**	0	**370**
2:15PM	130	14	0	**144**	0	13	4	0	**17**	0	12	189	0	**201**	0	**362**
2:30PM	174	6	0	**180**	0	10	5	0	**15**	0	9	167	0	**176**	0	**371**
2:45PM	163	19	0	**182**	0	6	2	0	**8**	0	9	185	0	**194**	0	**384**
Hourly Total	615	58	0	**673**	0	34	16	0	**50**	0	40	724	0	**764**	0	**1487**
3:00PM	183	18	0	**201**	0	6	4	0	**10**	0	17	160	0	**177**	0	**388**
3:15PM	190	25	0	**215**	0	9	2	0	**11**	0	9	159	0	**168**	0	**394**
3:30PM	176	18	0	**194**	0	4	8	0	**12**	0	15	158	1	**174**	0	**380**
3:45PM	169	16	0	**185**	0	7	6	0	**13**	0	9	164	0	**173**	0	**371**
Hourly Total	718	77	0	**795**	0	26	20	0	**46**	0	50	641	1	**692**	0	**1533**
4:00PM	167	21	0	**188**	0	7	9	0	**16**	0	10	141	0	**151**	0	**355**
4:15PM	155	22	0	**177**	0	10	13	0	**23**	0	13	168	0	**181**	0	**381**
4:30PM	161	12	0	**173**	0	11	5	0	**16**	0	11	172	0	**183**	0	**372**
4:45PM	169	26	0	**195**	0	4	5	0	**9**	0	17	137	0	**154**	0	**358**
Hourly Total	652	81	0	**733**	0	32	32	0	**64**	0	51	618	0	**669**	0	**1466**
5:00PM	185	15	0	**200**	0	8	8	0	**16**	0	10	165	0	**175**	0	**391**
5:15PM	198	18	0	**216**	0	10	10	0	**20**	0	13	178	0	**191**	0	**427**
5:30PM	185	22	0	**207**	0	9	8	0	**17**	0	18	166	0	**184**	0	**408**

Leg	SR 16					San Giacomo Rd					SR 16					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
5:45PM	160	19	0	**179**	0	11	5	0	**16**	0	15	157	0	**172**	0	**367**
Hourly Total	728	74	0	**802**	0	38	31	0	**69**	0	56	666	0	**722**	0	**1593**
6:00PM	134	18	0	**152**	0	10	8	0	**18**	0	18	152	0	**170**	0	**340**
6:15PM	133	9	0	**142**	0	7	9	2	**18**	0	10	142	0	**152**	0	**312**
6:30PM	126	11	0	**137**	0	7	4	0	**11**	0	16	101	0	**117**	0	**265**
6:45PM	105	10	0	**115**	0	5	5	0	**10**	0	14	104	0	**118**	0	**243**
Hourly Total	498	48	0	**546**	0	29	26	2	**57**	0	58	499	0	**557**	0	**1160**
Total	6903	539	0	**7442**	0	433	355	2	**790**	0	428	7667	2	**8097**	0	**16329**
% Approach	92.8%	7.2%	0%	**-**	-	54.8%	44.9%	0.3%	**-**	-	5.3%	94.7%	0%	**-**	-	-
% Total	42.3%	3.3%	0%	**45.6%**	-	2.7%	2.2%	0%	**4.8%**	-	2.6%	47.0%	0%	**49.6%**	-	-
Lights and Motorcycles	6574	533	0	**7107**	-	426	353	1	**780**	-	422	7357	2	**7781**	-	15668
% Lights and Motorcycles	95.2%	98.9%	0%	**95.5%**	-	98.4%	99.4%	50.0%	**98.7%**	-	98.6%	96.0%	100%	**96.1%**	-	96.0%
Heavy	329	6	0	**335**	-	7	2	1	**10**	-	6	310	0	**316**	-	661
% Heavy	4.8%	1.1%	0%	**4.5%**	-	1.6%	0.6%	50.0%	**1.3%**	-	1.4%	4.0%	0%	**3.9%**	-	4.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U5-SR 16 & San Giacomo Rd (FL23-271) - TMC
Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108315, Location: 29.962019, -81.481496

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U5-SR 16 & San Giacomo Rd (FL23-271) - TMC

Wed Sep 27, 2023
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108315, Location: 29.962019, -81.481496

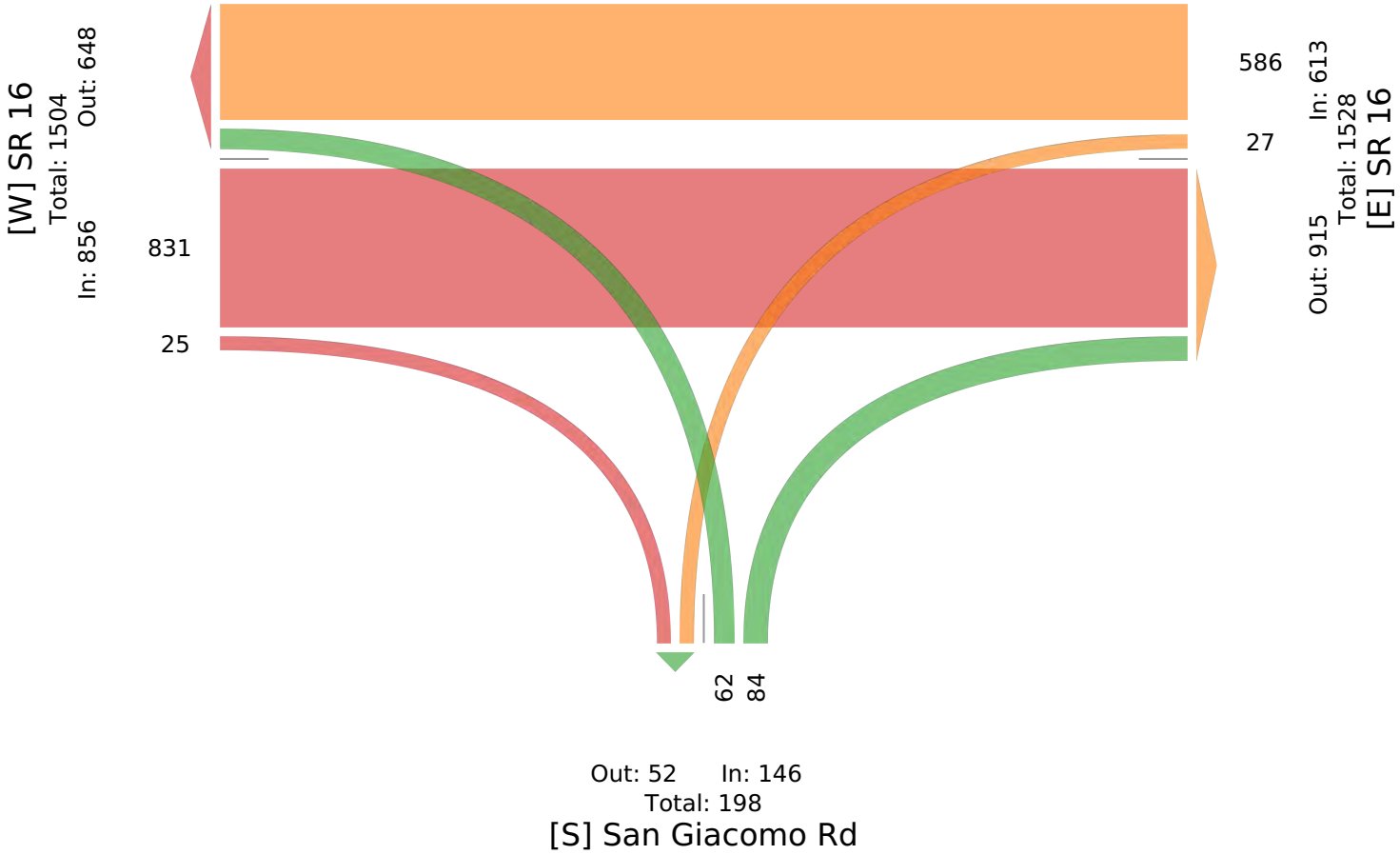
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR 16 Westbound					San Giacomo Rd Northbound					SR 16 Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-09-27 7:30AM	136	2	0	**138**	0	22	15	0	**37**	0	5	218	0	**223**	0	**398**
7:45AM	142	5	0	**147**	0	22	16	0	**38**	0	6	201	0	**207**	0	**392**
8:00AM	161	7	0	**168**	0	18	15	0	**33**	0	7	195	0	**202**	0	**403**
8:15AM	147	13	0	**160**	0	22	16	0	**38**	0	7	217	0	**224**	0	**422**
Total	586	27	0	**613**	0	84	62	0	**146**	0	25	831	0	**856**	0	**1615**
% Approach	95.6%	4.4%	0%	**-**	-	57.5%	42.5%	0%	**-**	-	2.9%	97.1%	0%	**-**	-	**-**
% Total	36.3%	1.7%	0%	**38.0%**	-	5.2%	3.8%	0%	**9.0%**	-	1.5%	51.5%	0%	**53.0%**	-	**-**
PHF	0.910	0.519	-	**0.912**	-	0.955	0.969	-	**0.961**	-	0.893	0.953	-	**0.955**	-	0.957
Lights and Motorcycles	548	25	0	**573**	-	84	62	0	**146**	-	25	809	0	**834**	-	1553
% Lights and Motorcycles	93.5%	92.6%	0%	**93.5%**	-	100%	100%	0%	**100%**	-	100%	97.4%	0%	**97.4%**	-	96.2%
Heavy	38	2	0	**40**	-	0	0	0	**0**	-	0	22	0	**22**	-	62
% Heavy	6.5%	7.4%	0%	**6.5%**	-	0%	0%	0%	**0%**	-	0%	2.6%	0%	**2.6%**	-	3.8%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U5-SR 16 & San Giacomo Rd (FL23-271) - TMC
Wed Sep 27, 2023
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108315, Location: 29.962019, -81.481496

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U5-SR 16 & San Giacomo Rd (FL23-271) - TMC

Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108315, Location: 29.962019, -81.481496

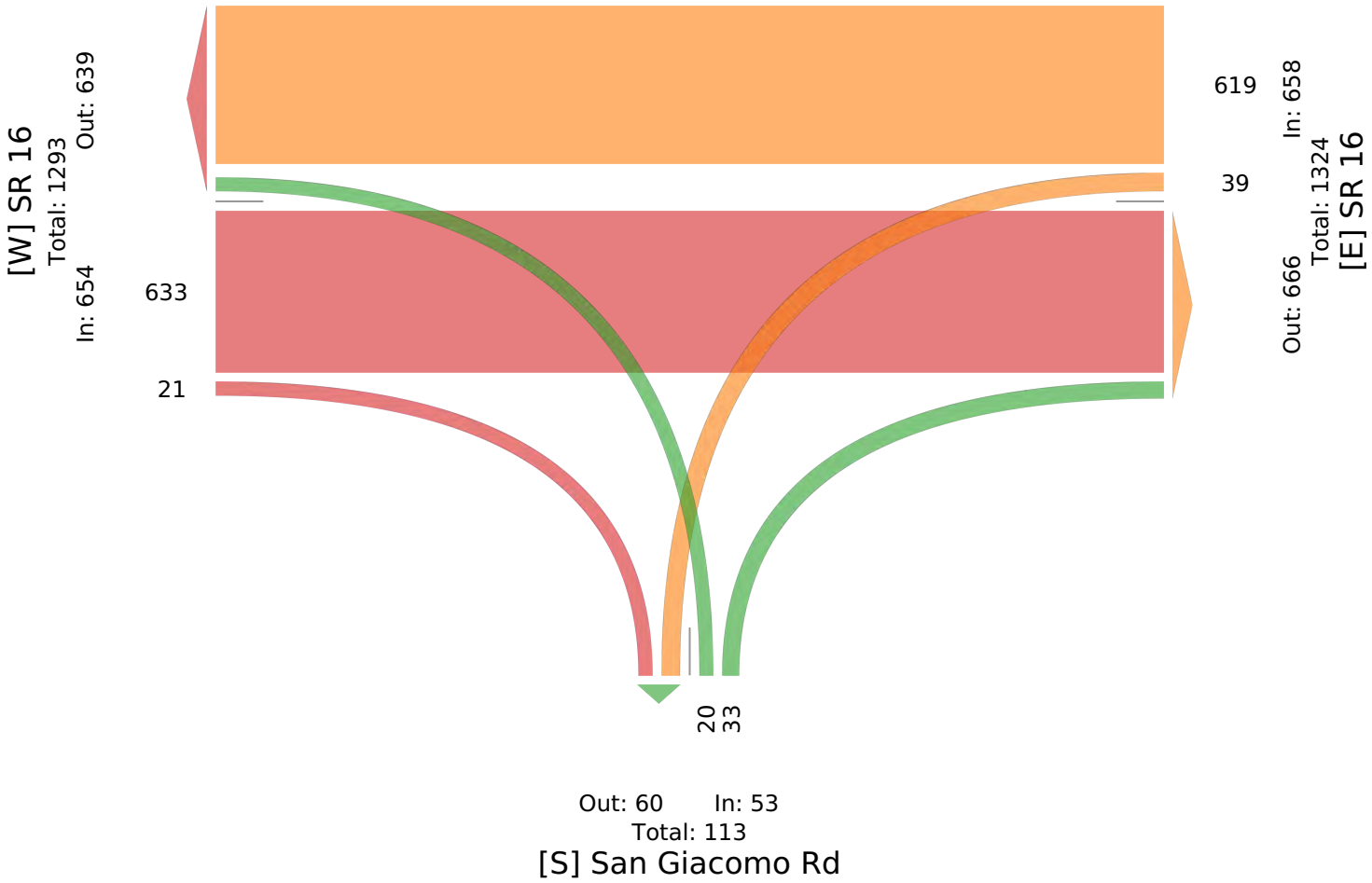
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR 16 Westbound					San Giacomo Rd Northbound					SR 16 Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-09-27 11:45AM	139	7	0	**146**	0	5	6	0	**11**	0	3	181	0	**184**	0	**341**
12:00PM	172	12	0	**184**	0	13	3	0	**16**	0	3	161	0	**164**	0	**364**
12:15PM	164	12	0	**176**	0	5	3	0	**8**	0	6	146	0	**152**	0	**336**
12:30PM	144	8	0	**152**	0	10	8	0	**18**	0	9	145	0	**154**	0	**324**
Total	619	39	0	**658**	0	33	20	0	**53**	0	21	633	0	**654**	0	**1365**
% Approach	94.1%	5.9%	0%	**-**	-	62.3%	37.7%	0%	**-**	-	3.2%	96.8%	0%	**-**	-	**-**
% Total	45.3%	2.9%	0%	**48.2%**	-	2.4%	1.5%	0%	**3.9%**	-	1.5%	46.4%	0%	**47.9%**	-	**-**
PHF	0.900	0.813	-	**0.894**	-	0.635	0.625	-	**0.736**	-	0.583	0.874	-	**0.889**	-	0.938
Lights and Motorcycles	568	39	0	**607**	-	33	20	0	**53**	-	20	592	0	**612**	-	1272
% Lights and Motorcycles	91.8%	100%	0%	**92.2%**	-	100%	100%	0%	**100%**	-	95.2%	93.5%	0%	**93.6%**	-	93.2%
Heavy	51	0	0	**51**	-	0	0	0	**0**	-	1	41	0	**42**	-	93
% Heavy	8.2%	0%	0%	**7.8%**	-	0%	0%	0%	**0%**	-	4.8%	6.5%	0%	**6.4%**	-	6.8%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U5-SR 16 & San Giacomo Rd (FL23-271) - TMC
Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108315, Location: 29.962019, -81.481496

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U5-SR 16 & San Giacomo Rd (FL23-271) - TMC

Wed Sep 27, 2023
PM Peak (5 PM - 6 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108315, Location: 29.962019, -81.481496

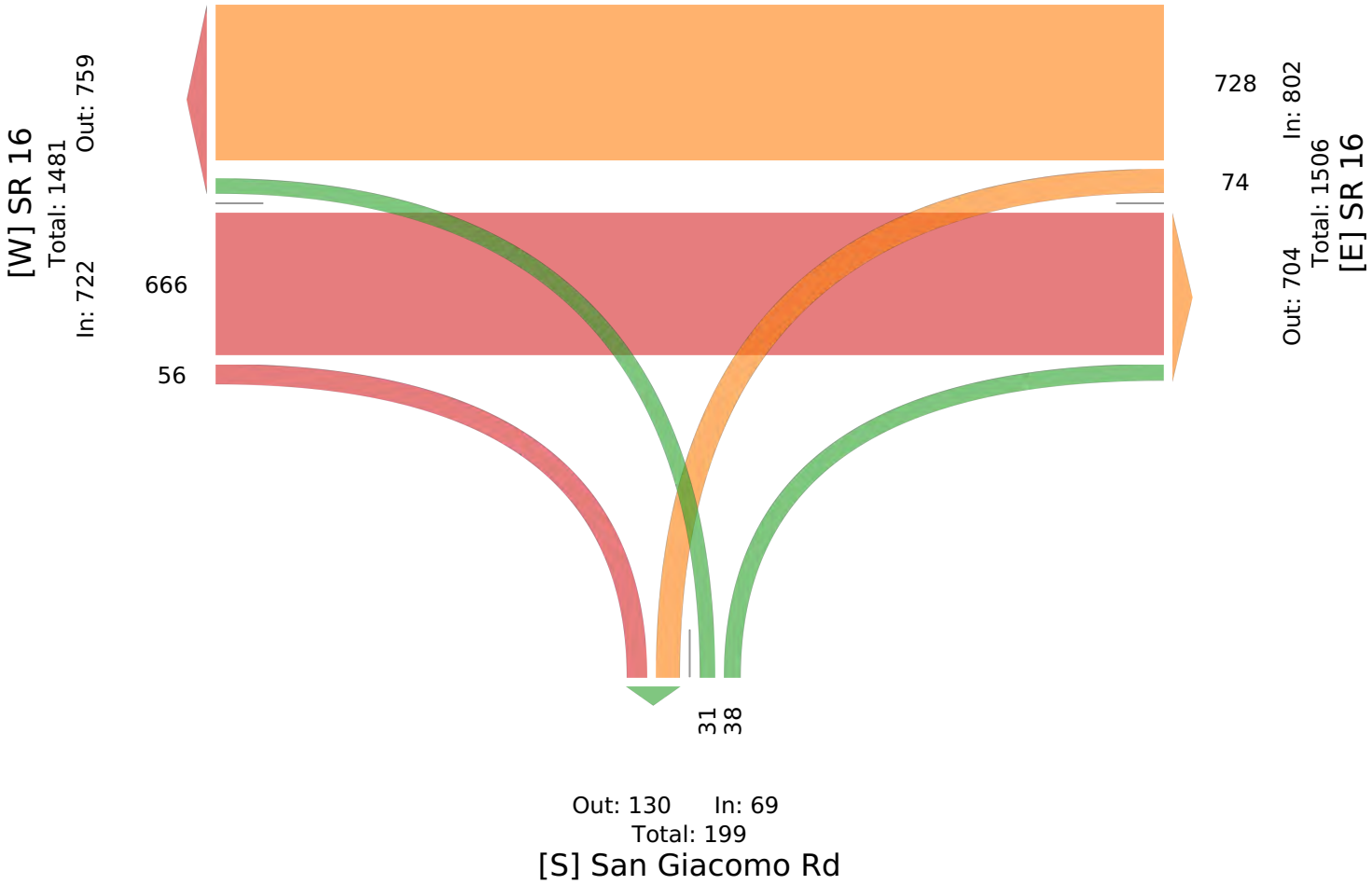
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR 16 Westbound					San Giacomo Rd Northbound					SR 16 Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-09-27 5:00PM	185	15	0	**200**	0	8	8	0	**16**	0	10	165	0	**175**	0	**391**
5:15PM	198	18	0	**216**	0	10	10	0	**20**	0	13	178	0	**191**	0	**427**
5:30PM	185	22	0	**207**	0	9	8	0	**17**	0	18	166	0	**184**	0	**408**
5:45PM	160	19	0	**179**	0	11	5	0	**16**	0	15	157	0	**172**	0	**367**
Total	728	74	0	**802**	0	38	31	0	**69**	0	56	666	0	**722**	0	**1593**
% Approach	90.8%	9.2%	0%	**-**	-	55.1%	44.9%	0%	**-**	-	7.8%	92.2%	0%	**-**	-	**-**
% Total	45.7%	4.6%	0%	**50.3%**	-	2.4%	1.9%	0%	**4.3%**	-	3.5%	41.8%	0%	**45.3%**	-	**-**
PHF	0.919	0.841	-	**0.928**	-	0.864	0.775	-	**0.863**	-	0.778	0.935	-	**0.945**	-	0.933
Lights and Motorcycles	717	74	0	**791**	-	38	31	0	**69**	-	56	654	0	**710**	-	1570
% Lights and Motorcycles	98.5%	100%	0%	**98.6%**	-	100%	100%	0%	**100%**	-	100%	98.2%	0%	**98.3%**	-	98.6%
Heavy	11	0	0	**11**	-	0	0	0	**0**	-	0	12	0	**12**	-	23
% Heavy	1.5%	0%	0%	**1.4%**	-	0%	0%	0%	**0%**	-	0%	1.8%	0%	**1.7%**	-	1.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U5-SR 16 & San Giacomo Rd (FL23-271) - TMC
Wed Sep 27, 2023
PM Peak (5 PM - 6 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108315, Location: 29.962019, -81.481496

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U8-SR 16 & S Francis Rd (FL23-271) - TMC

Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108318, Location: 29.95806, -81.463324

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

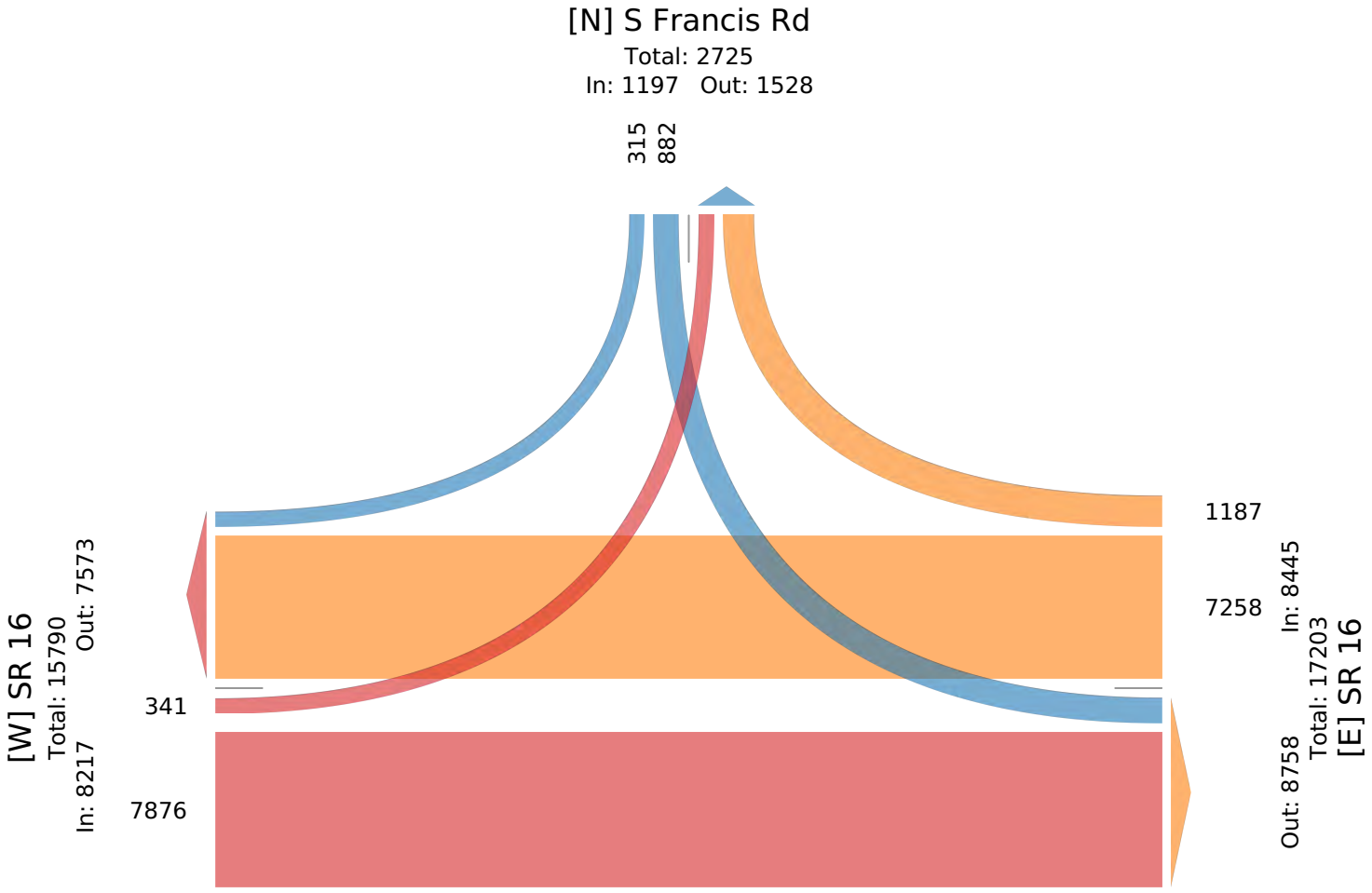
Leg Direction	S Francis Rd Southbound					SR 16 Westbound					SR 16 Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2023-09-27 7:00AM	1	3	0	**4**	0	28	101	0	**129**	0	199	4	0	**203**	0	**336**
7:15AM	4	8	0	**12**	0	37	110	0	**147**	0	188	12	0	**200**	0	**359**
7:30AM	3	7	0	**10**	0	32	134	0	**166**	0	208	18	0	**226**	0	**402**
7:45AM	3	15	0	**18**	0	37	152	0	**189**	0	220	21	0	**241**	0	**448**
Hourly Total	11	33	0	**44**	0	134	497	0	**631**	0	815	55	0	**870**	0	**1545**
8:00AM	10	10	0	**20**	0	29	161	0	**190**	0	182	19	0	**201**	0	**411**
8:15AM	3	24	0	**27**	0	32	146	0	**178**	0	222	9	0	**231**	0	**436**
8:30AM	9	15	0	**24**	0	30	140	0	**170**	0	210	18	0	**228**	0	**422**
8:45AM	13	15	0	**28**	0	50	181	0	**231**	0	172	18	0	**190**	0	**449**
Hourly Total	35	64	0	**99**	0	141	628	0	**769**	0	786	64	0	**850**	0	**1718**
9:00AM	9	17	0	**26**	0	32	101	0	**133**	0	185	4	0	**189**	0	**348**
9:15AM	4	11	0	**15**	0	22	117	0	**139**	0	173	4	0	**177**	0	**331**
9:30AM	3	12	0	**15**	0	16	123	0	**139**	0	158	2	0	**160**	0	**314**
9:45AM	6	8	0	**14**	0	18	105	0	**123**	0	113	6	0	**119**	0	**256**
Hourly Total	22	48	0	**70**	0	88	446	0	**534**	0	629	16	0	**645**	0	**1249**
10:00AM	6	14	0	**20**	0	20	114	0	**134**	0	136	6	0	**142**	0	**296**
10:15AM	4	18	0	**22**	0	21	110	0	**131**	0	140	0	0	**140**	0	**293**
10:30AM	5	13	0	**18**	0	24	93	0	**117**	0	126	3	0	**129**	0	**264**
10:45AM	1	13	0	**14**	0	16	113	0	**129**	0	138	1	0	**139**	0	**282**
Hourly Total	16	58	0	**74**	0	81	430	0	**511**	0	540	10	0	**550**	0	**1135**
11:00AM	6	13	0	**19**	0	16	121	0	**137**	0	138	2	0	**140**	0	**296**
11:15AM	6	12	0	**18**	0	17	122	0	**139**	0	159	1	0	**160**	0	**317**
11:30AM	7	28	0	**35**	0	21	123	0	**144**	0	137	2	0	**139**	0	**318**
11:45AM	9	18	0	**27**	0	22	132	0	**154**	0	184	7	0	**191**	0	**372**
Hourly Total	28	71	0	**99**	0	76	498	0	**574**	0	618	12	0	**630**	0	**1303**
12:00PM	10	21	0	**31**	0	26	176	0	**202**	0	175	7	0	**182**	0	**415**
12:15PM	4	21	0	**25**	0	35	182	0	**217**	0	137	7	0	**144**	0	**386**
12:30PM	4	18	0	**22**	0	16	138	0	**154**	0	163	5	0	**168**	0	**344**
12:45PM	6	18	0	**24**	0	29	136	0	**165**	0	134	7	0	**141**	0	**330**
Hourly Total	24	78	0	**102**	0	106	632	0	**738**	0	609	26	0	**635**	0	**1475**
1:00PM	7	17	0	**24**	0	24	145	0	**169**	0	142	5	0	**147**	0	**340**
1:15PM	15	20	0	**35**	0	21	170	0	**191**	0	159	5	0	**164**	0	**390**
1:30PM	6	17	0	**23**	0	27	156	0	**183**	0	146	6	0	**152**	0	**358**
1:45PM	9	20	0	**29**	0	20	177	0	**197**	0	140	7	0	**147**	0	**373**
Hourly Total	37	74	0	**111**	0	92	648	0	**740**	0	587	23	0	**610**	0	**1461**
2:00PM	6	13	0	**19**	0	16	157	0	**173**	0	193	8	0	**201**	0	**393**
2:15PM	11	12	0	**23**	0	25	168	0	**193**	0	201	7	0	**208**	0	**424**
2:30PM	6	19	0	**25**	0	18	168	0	**186**	0	196	7	0	**203**	0	**414**
2:45PM	13	30	0	**43**	0	23	177	0	**200**	0	191	8	0	**199**	0	**442**
Hourly Total	36	74	0	**110**	0	82	670	0	**752**	0	781	30	0	**811**	0	**1673**
3:00PM	8	18	0	**26**	0	35	194	0	**229**	0	169	15	0	**184**	0	**439**
3:15PM	14	14	0	**28**	0	27	197	0	**224**	0	163	9	0	**172**	0	**424**
3:30PM	6	27	0	**33**	0	36	184	0	**220**	0	169	7	0	**176**	0	**429**
3:45PM	9	28	0	**37**	0	22	180	0	**202**	0	161	4	0	**165**	0	**404**
Hourly Total	37	87	0	**124**	0	120	755	0	**875**	0	662	35	0	**697**	0	**1696**
4:00PM	10	20	0	**30**	0	20	186	0	**206**	0	140	11	0	**151**	0	**387**
4:15PM	11	24	0	**35**	0	31	184	0	**215**	0	177	6	0	**183**	0	**433**
4:30PM	3	29	0	**32**	0	27	182	0	**209**	0	186	6	0	**192**	0	**433**
4:45PM	5	31	0	**36**	0	22	205	0	**227**	0	143	5	0	**148**	0	**411**
Hourly Total	29	104	0	**133**	0	100	757	0	**857**	0	646	28	0	**674**	0	**1664**
5:00PM	3	33	0	**36**	0	24	196	0	**220**	0	170	6	0	**176**	0	**432**
5:15PM	10	24	0	**34**	0	31	209	0	**240**	0	190	7	0	**197**	0	**471**
5:30PM	7	23	0	**30**	0	19	203	0	**222**	0	173	10	0	**183**	0	**435**

Leg Direction	S Francis Rd Southbound					SR 16 Westbound					SR 16 Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
5:45PM	2	19	0	**21**	0	27	172	0	**199**	0	158	4	0	**162**	0	**382**
Hourly Total	22	99	0	**121**	0	101	780	0	**881**	0	691	27	0	**718**	0	**1720**
6:00PM	5	24	0	**29**	0	16	140	0	**156**	0	155	6	0	**161**	0	**346**
6:15PM	5	32	0	**37**	0	19	137	0	**156**	0	146	2	0	**148**	0	**341**
6:30PM	5	26	0	**31**	0	13	142	0	**155**	0	102	1	0	**103**	0	**289**
6:45PM	3	10	0	**13**	0	18	98	0	**116**	0	109	6	0	**115**	0	**244**
Hourly Total	18	92	0	**110**	0	66	517	0	**583**	0	512	15	0	**527**	0	**1220**
Total	315	882	0	**1197**	0	1187	7258	0	**8445**	0	7876	341	0	**8217**	0	**17859**
% Approach	26.3%	73.7%	0%	**-**	-	14.1%	85.9%	0%	**-**	-	95.9%	4.1%	0%	**-**	-	-
% Total	1.8%	4.9%	0%	**6.7%**	-	6.6%	40.6%	0%	**47.3%**	-	44.1%	1.9%	0%	**46.0%**	-	-
Lights and Motorcycles	300	855	0	**1155**	-	1153	6947	0	**8100**	-	7560	329	0	**7889**	-	17144
% Lights and Motorcycles	95.2%	96.9%	0%	**96.5%**	-	97.1%	95.7%	0%	**95.9%**	-	96.0%	96.5%	0%	**96.0%**	-	96.0%
Heavy	15	27	0	**42**	-	34	311	0	**345**	-	316	12	0	**328**	-	715
% Heavy	4.8%	3.1%	0%	**3.5%**	-	2.9%	4.3%	0%	**4.1%**	-	4.0%	3.5%	0%	**4.0%**	-	4.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U8-SR 16 & S Francis Rd (FL23-271) - TMC
Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108318, Location: 29.95806, -81.463324

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U8-SR 16 & S Francis Rd (FL23-271) - TMC

Wed Sep 27, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108318, Location: 29.95806, -81.463324

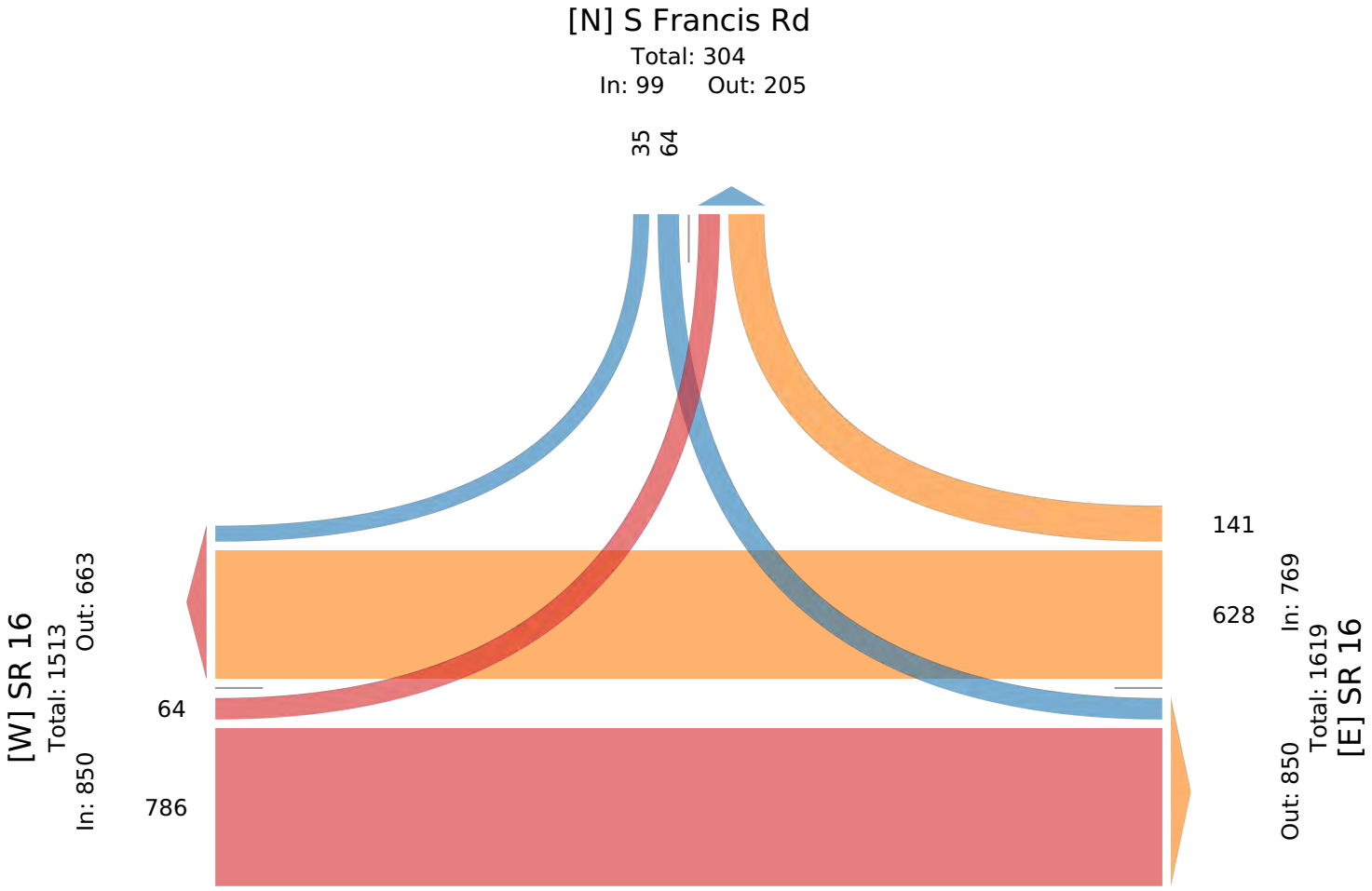
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	S Francis Rd Southbound					SR 16 Westbound					SR 16 Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2023-09-27 8:00AM	10	10	0	**20**	0	29	161	0	**190**	0	182	19	0	**201**	0	**411**
8:15AM	3	24	0	**27**	0	32	146	0	**178**	0	222	9	0	**231**	0	**436**
8:30AM	9	15	0	**24**	0	30	140	0	**170**	0	210	18	0	**228**	0	**422**
8:45AM	13	15	0	**28**	0	50	181	0	**231**	0	172	18	0	**190**	0	**449**
Total	35	64	0	**99**	0	141	628	0	**769**	0	786	64	0	**850**	0	**1718**
% Approach	35.4%	64.6%	0%	**-**	-	18.3%	81.7%	0%	**-**	-	92.5%	7.5%	0%	**-**	-	-
% Total	2.0%	3.7%	0%	**5.8%**	-	8.2%	36.6%	0%	**44.8%**	-	45.8%	3.7%	0%	**49.5%**	-	-
PHF	0.673	0.667	-	**0.884**	-	0.705	0.867	-	**0.832**	-	0.885	0.842	-	**0.920**	-	0.957
Lights and Motorcycles	33	60	0	**93**	-	140	612	0	**752**	-	757	63	0	**820**	-	1665
% Lights and Motorcycles	94.3%	93.8%	0%	**93.9%**	-	99.3%	97.5%	0%	**97.8%**	-	96.3%	98.4%	0%	**96.5%**	-	96.9%
Heavy	2	4	0	**6**	-	1	16	0	**17**	-	29	1	0	**30**	-	53
% Heavy	5.7%	6.3%	0%	**6.1%**	-	0.7%	2.5%	0%	**2.2%**	-	3.7%	1.6%	0%	**3.5%**	-	3.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U8-SR 16 & S Francis Rd (FL23-271) - TMC
Wed Sep 27, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108318, Location: 29.95806, -81.463324

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U8-SR 16 & S Francis Rd (FL23-271) - TMC

Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108318, Location: 29.95806, -81.463324

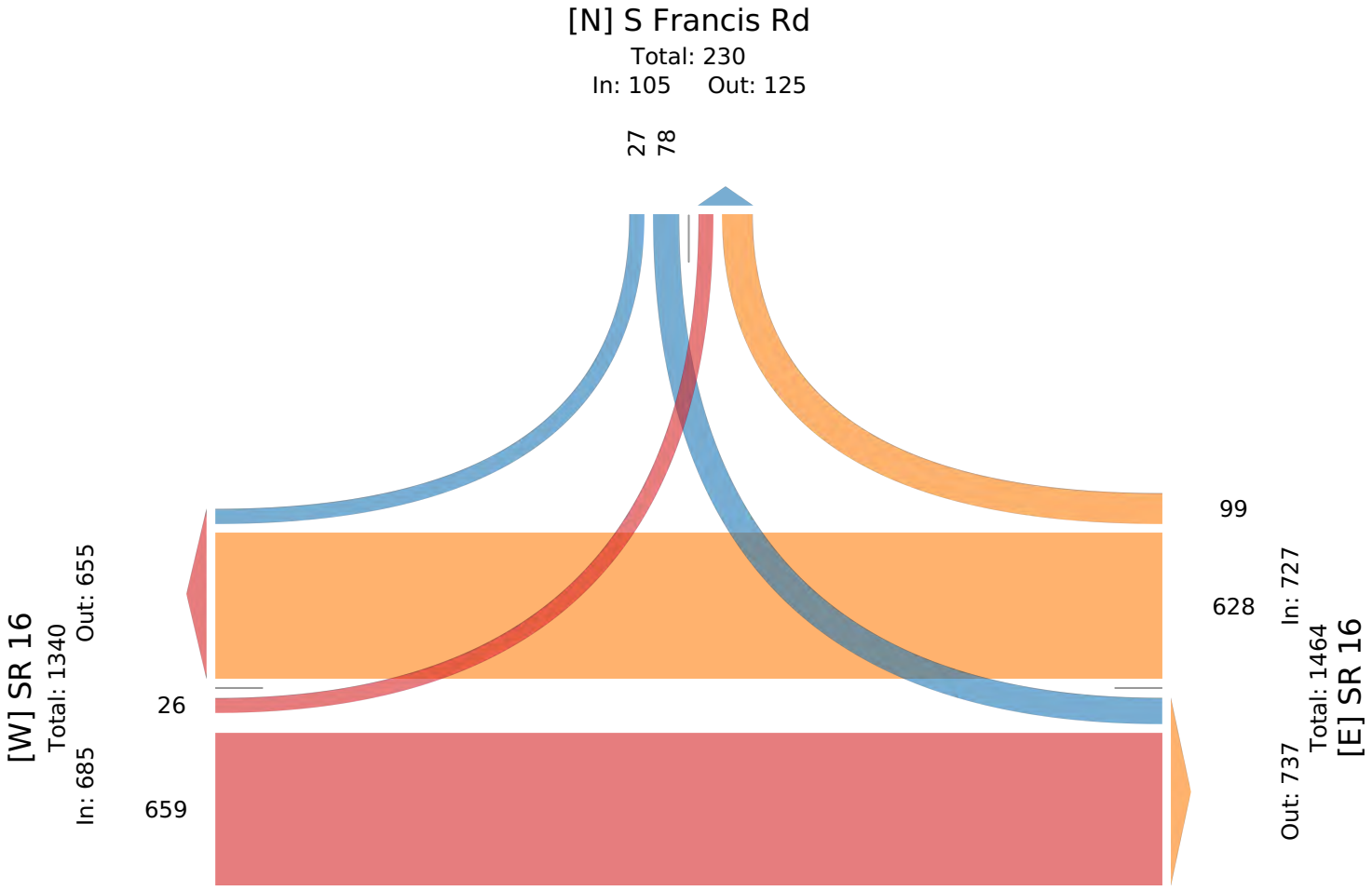
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	S Francis Rd Southbound					SR 16 Westbound					SR 16 Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2023-09-27 11:45AM	9	18	0	**27**	0	22	132	0	**154**	0	184	7	0	**191**	0	**372**
12:00PM	10	21	0	**31**	0	26	176	0	**202**	0	175	7	0	**182**	0	**415**
12:15PM	4	21	0	**25**	0	35	182	0	**217**	0	137	7	0	**144**	0	**386**
12:30PM	4	18	0	**22**	0	16	138	0	**154**	0	163	5	0	**168**	0	**344**
Total	27	78	0	**105**	0	99	628	0	**727**	0	659	26	0	**685**	0	**1517**
% Approach	25.7%	74.3%	0%	**-**	-	13.6%	86.4%	0%	**-**	-	96.2%	3.8%	0%	**-**	-	-
% Total	1.8%	5.1%	0%	**6.9%**	-	6.5%	41.4%	0%	**47.9%**	-	43.4%	1.7%	0%	**45.2%**	-	-
PHF	0.675	0.929	-	**0.847**	-	0.707	0.863	-	**0.838**	-	0.895	0.929	-	**0.897**	-	0.914
Lights and Motorcycles	26	76	0	**102**	-	97	574	0	**671**	-	618	24	0	**642**	-	1415
% Lights and Motorcycles	96.3%	97.4%	0%	**97.1%**	-	98.0%	91.4%	0%	**92.3%**	-	93.8%	92.3%	0%	**93.7%**	-	93.3%
Heavy	1	2	0	**3**	-	2	54	0	**56**	-	41	2	0	**43**	-	102
% Heavy	3.7%	2.6%	0%	**2.9%**	-	2.0%	8.6%	0%	**7.7%**	-	6.2%	7.7%	0%	**6.3%**	-	6.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U8-SR 16 & S Francis Rd (FL23-271) - TMC
Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108318, Location: 29.95806, -81.463324

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U8-SR 16 & S Francis Rd (FL23-271) - TMC

Wed Sep 27, 2023
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108318, Location: 29.95806, -81.463324

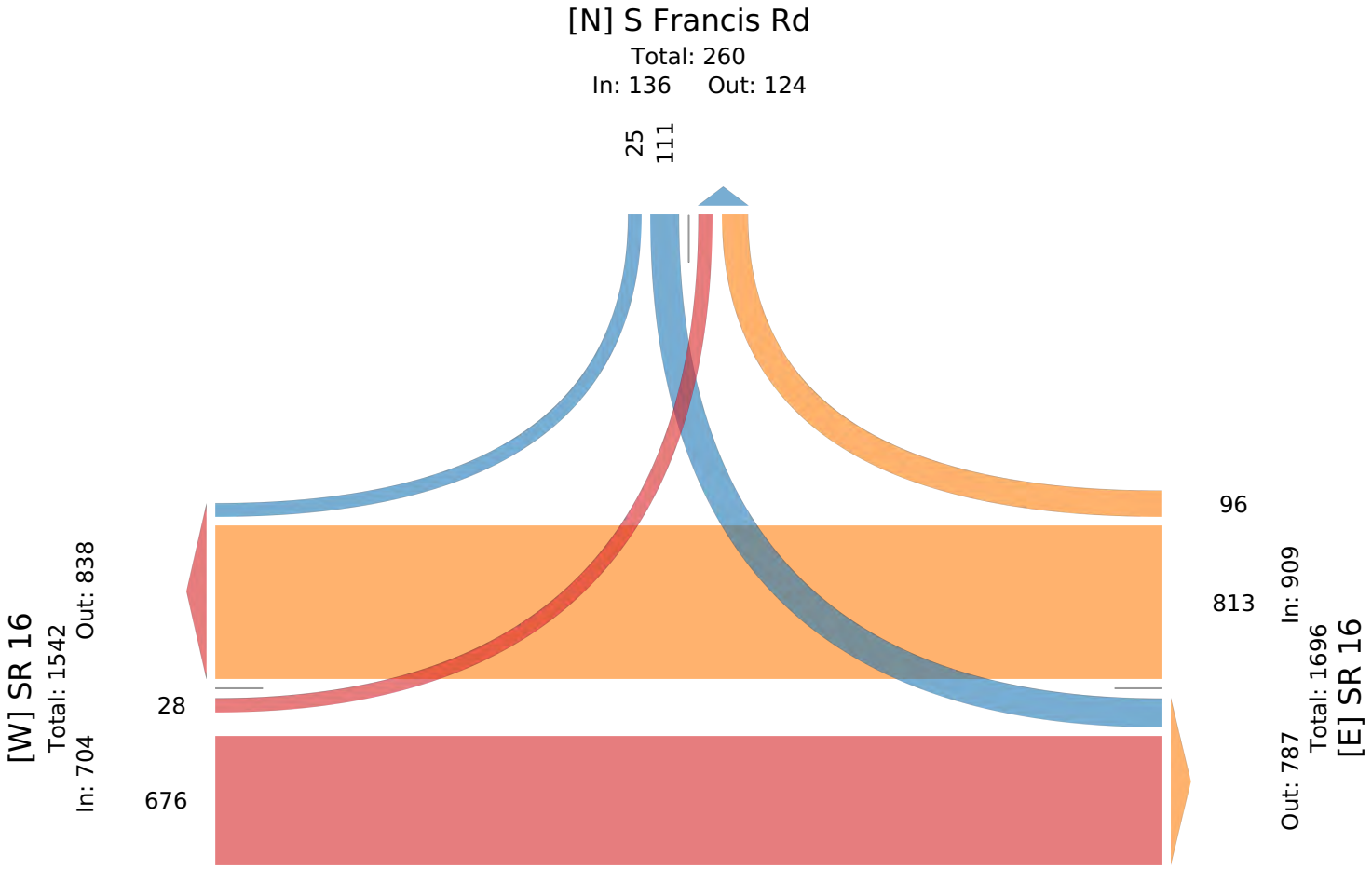
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	S Francis Rd Southbound					SR 16 Westbound					SR 16 Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2023-09-27 4:45PM	5	31	0	**36**	0	22	205	0	**227**	0	143	5	0	**148**	0	**411**
5:00PM	3	33	0	**36**	0	24	196	0	**220**	0	170	6	0	**176**	0	**432**
5:15PM	10	24	0	**34**	0	31	209	0	**240**	0	190	7	0	**197**	0	**471**
5:30PM	7	23	0	**30**	0	19	203	0	**222**	0	173	10	0	**183**	0	**435**
Total	25	111	0	**136**	0	96	813	0	**909**	0	676	28	0	**704**	0	**1749**
% Approach	18.4%	81.6%	0%	**-**	-	10.6%	89.4%	0%	**-**	-	96.0%	4.0%	0%	**-**	-	**-**
% Total	1.4%	6.3%	0%	**7.8%**	-	5.5%	46.5%	0%	**52.0%**	-	38.7%	1.6%	0%	**40.3%**	-	**-**
PHF	0.625	0.841	-	**0.944**	-	0.774	0.972	-	**0.947**	-	0.889	0.700	-	**0.893**	-	0.928
Lights and Motorcycles	25	110	0	**135**	-	96	806	0	**902**	-	668	28	0	**696**	-	1733
% Lights and Motorcycles	100%	99.1%	0%	**99.3%**	-	100%	99.1%	0%	**99.2%**	-	98.8%	100%	0%	**98.9%**	-	99.1%
Heavy	0	1	0	**1**	-	0	7	0	**7**	-	8	0	0	**8**	-	16
% Heavy	0%	0.9%	0%	**0.7%**	-	0%	0.9%	0%	**0.8%**	-	1.2%	0%	0%	**1.1%**	-	0.9%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U8-SR 16 & S Francis Rd (FL23-271) - TMC
Wed Sep 27, 2023
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108318, Location: 29.95806, -81.463324

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U11-SR 16 & Turnbull Creek Rd (FL23-271) - TMC

Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108321, Location: 29.94168, -81.439888

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

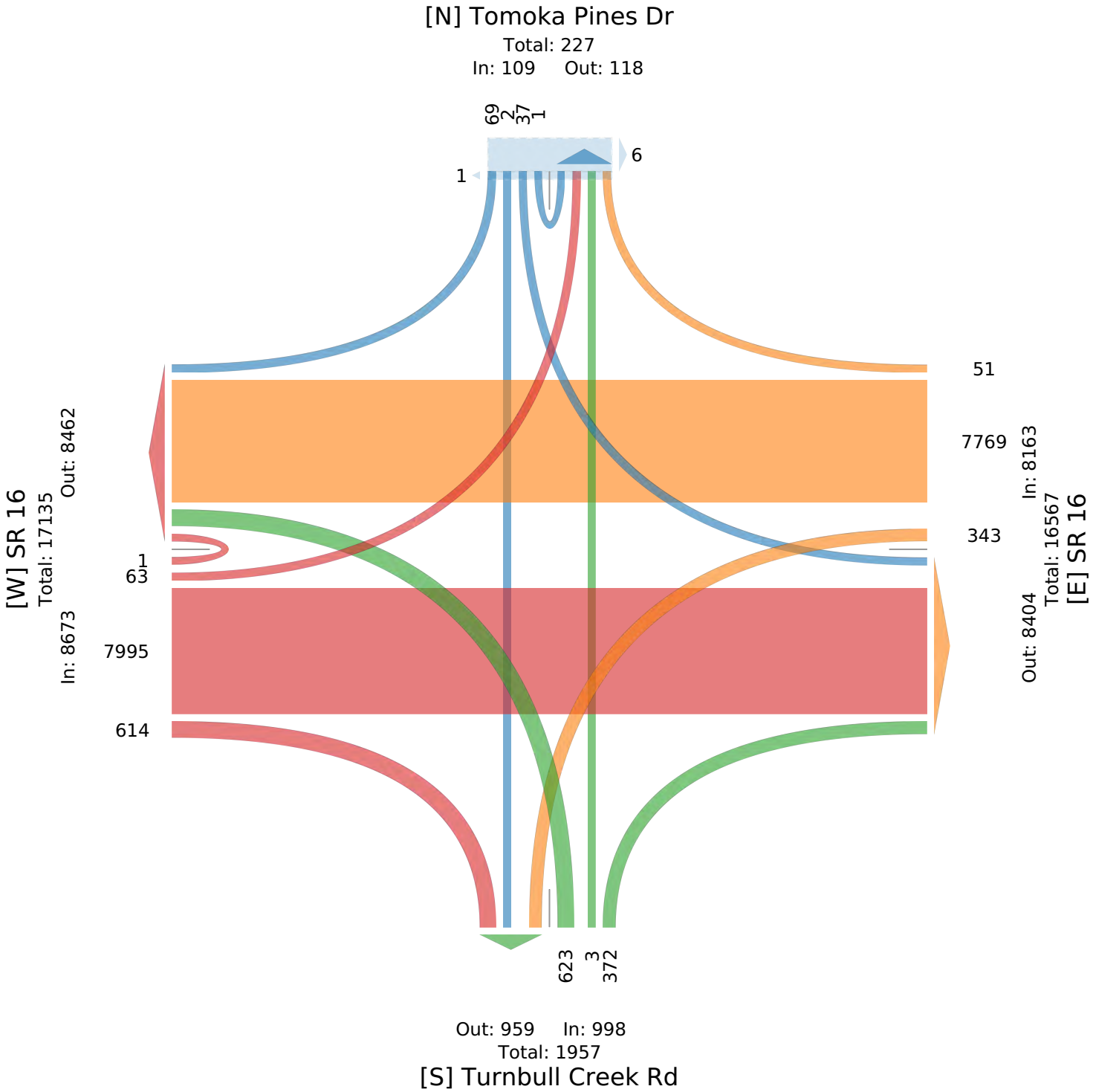
Leg	Tomoka Pines Dr						SR 16						Turnbull Creek Rd						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-09-27 7:00AM	0	0	1	0	**1**	0	1	116	0	0	**117**	0	7	0	18	0	**25**	0	8	175	1	0	**184**	0	**327**
7:15AM	4	0	0	0	**4**	0	0	122	3	0	**125**	0	12	0	25	0	**37**	0	7	206	0	0	**213**	0	**379**
7:30AM	5	1	1	0	**7**	0	1	148	4	0	**153**	0	20	0	16	0	**36**	0	8	205	0	0	**213**	0	**409**
7:45AM	4	0	2	1	**7**	1	0	169	9	0	**178**	0	7	0	23	0	**30**	0	8	228	1	0	**237**	0	**452**
Hourly Total	13	1	4	1	**19**	1	2	555	16	0	**573**	0	46	0	82	0	**128**	0	31	814	2	0	**847**	0	**1567**
8:00AM	4	0	1	0	**5**	0	1	154	9	0	**164**	0	8	0	20	0	**28**	0	12	180	1	0	**193**	0	**390**
8:15AM	2	0	1	0	**3**	0	2	165	7	0	**174**	0	10	0	15	0	**25**	0	25	219	0	0	**244**	0	**446**
8:30AM	1	0	1	0	**2**	0	1	160	5	0	**166**	0	11	0	14	0	**25**	0	17	203	0	0	**220**	0	**413**
8:45AM	0	0	1	0	**1**	0	1	204	13	0	**218**	0	9	0	20	0	**29**	0	17	180	2	1	**200**	0	**448**
Hourly Total	7	0	4	0	**11**	0	5	683	34	0	**722**	0	38	0	69	0	**107**	0	71	782	3	1	**857**	0	**1697**
9:00AM	2	0	0	0	**2**	0	0	110	8	0	**118**	0	7	0	8	0	**15**	0	14	180	0	0	**194**	0	**329**
9:15AM	1	0	1	0	**2**	0	0	123	6	0	**129**	0	11	1	18	0	**30**	0	18	169	0	0	**187**	0	**348**
9:30AM	1	0	0	0	**1**	0	0	116	1	0	**117**	0	5	0	15	0	**20**	0	7	168	0	0	**175**	0	**313**
9:45AM	0	0	2	0	**2**	0	1	113	6	0	**120**	0	5	0	12	0	**17**	0	6	122	0	0	**128**	0	**267**
Hourly Total	4	0	3	0	**7**	0	1	462	21	0	**484**	0	28	1	53	0	**82**	0	45	639	0	0	**684**	0	**1257**
10:00AM	1	0	1	0	**2**	0	0	124	11	0	**135**	0	7	0	15	0	**22**	0	10	121	1	0	**132**	0	**291**
10:15AM	0	0	0	0	**0**	0	0	111	3	0	**114**	0	13	0	12	0	**25**	0	9	150	0	0	**159**	0	**298**
10:30AM	1	0	0	0	**1**	0	0	104	7	0	**111**	0	11	0	9	0	**20**	0	11	147	1	0	**159**	0	**291**
10:45AM	0	0	0	0	**0**	0	0	122	6	0	**128**	0	9	0	7	0	**16**	0	9	130	0	0	**139**	0	**283**
Hourly Total	2	0	1	0	**3**	0	0	461	27	0	**488**	0	40	0	43	0	**83**	0	39	548	2	0	**589**	0	**1163**
11:00AM	1	0	0	0	**1**	0	0	127	6	0	**133**	0	10	0	10	0	**20**	0	4	139	1	0	**144**	0	**298**
11:15AM	0	0	1	0	**1**	0	0	123	7	0	**130**	0	2	0	12	0	**14**	0	10	170	1	0	**181**	0	**326**
11:30AM	0	0	2	0	**2**	0	0	137	4	0	**141**	0	8	0	13	0	**21**	0	11	154	0	0	**165**	0	**329**
11:45AM	2	0	2	0	**4**	0	0	140	9	0	**149**	0	4	0	16	0	**20**	0	10	181	0	0	**191**	0	**364**
Hourly Total	3	0	5	0	**8**	0	0	527	26	0	**553**	0	24	0	51	0	**75**	0	35	644	2	0	**681**	0	**1317**
12:00PM	2	0	1	0	**3**	0	3	188	10	0	**201**	0	4	0	10	0	**14**	0	11	178	1	0	**190**	0	**408**
12:15PM	3	0	1	0	**4**	0	5	189	3	0	**197**	0	9	0	18	0	**27**	0	16	150	0	0	**166**	0	**394**
12:30PM	1	0	0	0	**1**	0	2	148	4	0	**154**	0	8	0	12	0	**20**	0	19	153	1	0	**173**	0	**348**
12:45PM	1	0	0	0	**1**	0	2	159	6	0	**167**	0	5	0	9	0	**14**	0	6	151	1	0	**158**	0	**340**
Hourly Total	7	0	2	0	**9**	0	12	684	23	0	**719**	0	26	0	49	0	**75**	0	52	632	3	0	**687**	0	**1490**
1:00PM	4	0	1	0	**5**	0	1	155	11	0	**167**	0	5	0	11	0	**16**	0	6	136	4	0	**146**	0	**334**
1:15PM	2	0	0	0	**2**	0	1	163	11	0	**175**	0	13	1	14	0	**28**	0	13	162	1	0	**176**	0	**381**
1:30PM	1	0	1	0	**2**	0	1	175	5	0	**181**	0	4	0	7	0	**11**	0	7	152	2	0	**161**	0	**355**
1:45PM	4	0	0	0	**4**	0	0	197	2	0	**199**	0	4	0	7	0	**11**	0	15	138	4	0	**157**	0	**371**
Hourly Total	11	0	2	0	**13**	0	3	690	29	0	**722**	0	26	1	39	0	**66**	0	41	588	11	0	**640**	0	**1441**
2:00PM	0	0	0	0	**0**	6	2	149	7	0	**158**	0	6	0	14	0	**20**	0	17	178	1	0	**196**	0	**374**
2:15PM	0	0	0	0	**0**	0	3	170	5	0	**178**	0	7	0	9	0	**16**	0	23	176	0	0	**199**	0	**393**
2:30PM	2	0	0	0	**2**	0	1	178	10	0	**189**	0	8	0	17	0	**25**	0	15	190	3	0	**208**	0	**424**
2:45PM	0	1	1	0	**2**	0	0	185	10	0	**195**	0	11	0	13	0	**24**	0	14	192	0	0	**206**	0	**427**
Hourly Total	2	1	1	0	**4**	6	6	682	32	0	**720**	0	32	0	53	0	**85**	0	69	736	4	0	**809**	0	**1618**
3:00PM	1	0	0	0	**1**	0	0	233	8	0	**241**	0	6	0	5	0	**11**	0	11	175	1	0	**187**	0	**440**
3:15PM	1	0	1	0	**2**	0	1	197	12	0	**210**	0	10	0	10	0	**20**	0	16	157	1	0	**174**	0	**406**
3:30PM	1	0	2	0	**3**	0	2	212	5	0	**219**	0	4	0	13	0	**17**	0	12	183	1	0	**196**	0	**435**
3:45PM	2	0	0	0	**2**	0	0	185	13	0	**198**	0	6	0	10	0	**16**	0	20	169	2	0	**191**	0	**407**
Hourly Total	5	0	3	0	**8**	0	3	827	38	0	**868**	0	26	0	38	0	**64**	0	59	684	5	0	**748**	0	**1688**
4:00PM	0	0	2	0	**2**	0	0	203	5	0	**208**	0	6	0	13	0	**19**	0	10	156	5	0	**171**	0	**400**
4:15PM	3	0	0	0	**3**	0	1	200	8	0	**209**	0	6	0	15	0	**21**	0	23	169	2	0	**194**	0	**427**
4:30PM	0	0	0	0	**0**	0	2	232	12	0	**246**	0	11	0	11	0	**22**	0	12	191	1	0	**204**	0	**472**
4:45PM	2	0	0	0	**2**	0	2	232	11	0	**245**	0	9	0	15	0	**24**	0	18	166	1	0	**185**	0	**456**
Hourly Total	5	0	2	0	**7**	0	5	867	36	0	**908**	0	32	0	54	0	**86**	0	63	682	9	0	**754**	0	**1755**
5:00PM	2	0	1	0	**3**	0	1	198	7	0	**206**	0	10	0	9	0	**19**	0	13	183	3	0	**199**	0	**427**
5:15PM	3	0	2	0	**5**	0	1	239	14	0	**254**	0	7	0	15	0	**22**	0	13	178	2	0	**193**	0	**474**
5:30PM	2	0	2	0	**4**	0	1	182	7	0	**190**	0	10	1	14	0	**25**	0	11	177	5	0	**193**	0	**412**
5:45PM	0	0	0	0	**0**	0	0	195	10	0	**205**	0	5	0	14	0	**19**	0	15	163	2	0	**180**	0	**404**
Hourly Total	7	0	5	0	**12**	0	3	814	38	0	**855**	0	32	1	52	0	**85**	0	52	701	12	0	**765**	0	**1717**
6:00PM	2	0	0	0	**2**	0	3	140	6	0	**149**	0	3	0	12	0	**15**	0	15	158	2	0	**175**	0	**341**
6:15PM	0	0	3	0	**3**	0	1	131	7	0	**139**	0	6	0	9	0	**15**	0	17	167	3	0	**187**	0	**344**
6:30PM	0	0	0	0	**0**	0	1	143	6	0	**150**	0	10	0	7	0	**17**	0	17	114	1	0	**132**	0	**299**
6:45PM	1	0	2	0	**3**	0	6	103	4	0	**113**	0	3	0	12	0	**15**	0	8	106	4	0	**118**	0	**249**
Hourly Total	3	0	5	0	**8**	0	11	517	23	0	**551**	0	22	0	40	0	**62**	0	57	545	10	0	**612**	0	**1233**

Leg	Tomoka Pines Dr						SR 16						Turnbull Creek Rd						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
Total	69	2	37	1	**109**	7	51	7769	343	0	**8163**	0	372	3	623	0	**998**	0	614	7995	63	1	**8673**	0	**17943**
% Approach	63.3%	1.8%	33.9%	0.9%	**-**	-	0.6%	95.2%	4.2%	0%	**-**	-	37.3%	0.3%	62.4%	0%	**-**	-	7.1%	92.2%	0.7%	0%	**-**	-	**-**
% Total	0.4%	0%	0.2%	0%	**0.6%**	-	0.3%	43.3%	1.9%	0%	**45.5%**	-	2.1%	0%	3.5%	0%	**5.6%**	-	3.4%	44.6%	0.4%	0%	**48.3%**	-	**-**
Lights and Motorcycles	67	2	36	1	**106**	-	50	7439	333	0	**7822**	-	356	2	598	0	**956**	-	583	7670	62	1	**8316**	-	17200
% Lights and Motorcycles	97.1%	100%	97.3%	100%	**97.2%**	-	98.0%	95.8%	97.1%	0%	**95.8%**	-	95.7%	66.7%	96.0%	0%	**95.8%**	-	95.0%	95.9%	98.4%	100%	**95.9%**	-	95.9%
Heavy	2	0	1	0	**3**	-	1	330	10	0	**341**	-	16	1	25	0	**42**	-	31	325	1	0	**357**	-	743
% Heavy	2.9%	0%	2.7%	0%	**2.8%**	-	2.0%	4.2%	2.9%	0%	**4.2%**	-	4.3%	33.3%	4.0%	0%	**4.2%**	-	5.0%	4.1%	1.6%	0%	**4.1%**	-	4.1%
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U11-SR 16 & Turnbull Creek Rd (FL23-271) - TMC
Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108321, Location: 29.94168, -81.439888

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U11-SR 16 & Turnbull Creek Rd (FL23-271) - TMC

Wed Sep 27, 2023
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108321, Location: 29.94168, -81.439888

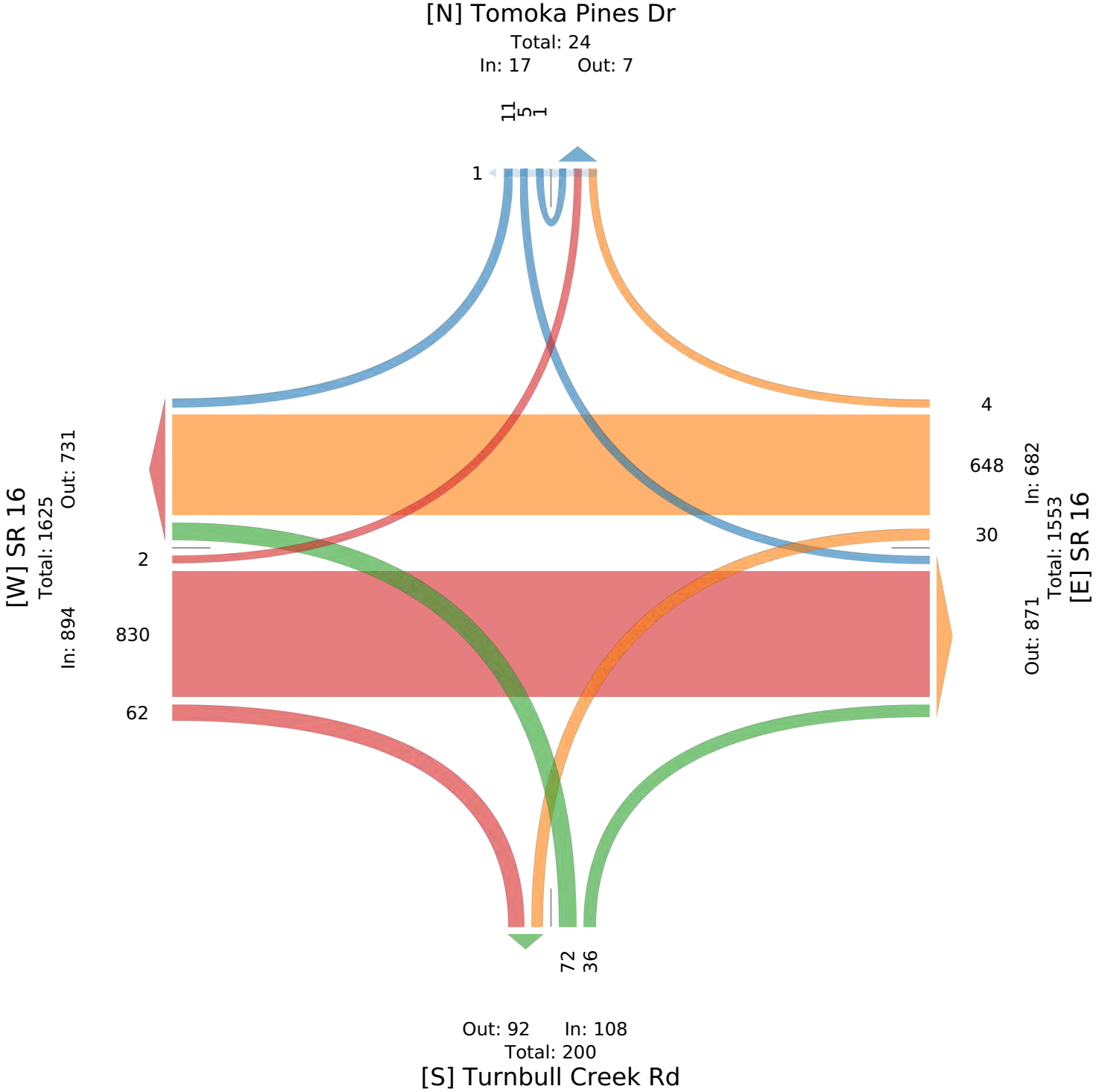
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg	Tomoka Pines Dr						SR 16						Turnbull Creek Rd						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 7:45AM	4	0	2	1	**7**	1	0	169	9	0	**178**	0	7	0	23	0	**30**	0	8	228	1	0	**237**	0	**452**
8:00AM	4	0	1	0	**5**	0	1	154	9	0	**164**	0	8	0	20	0	**28**	0	12	180	1	0	**193**	0	**390**
8:15AM	2	0	1	0	**3**	0	2	165	7	0	**174**	0	10	0	15	0	**25**	0	25	219	0	0	**244**	0	**446**
8:30AM	1	0	1	0	**2**	0	1	160	5	0	**166**	0	11	0	14	0	**25**	0	17	203	0	0	**220**	0	**413**
Total	11	0	5	1	**17**	1	4	648	30	0	**682**	0	36	0	72	0	**108**	0	62	830	2	0	**894**	0	**1701**
% Approach	64.7%	0%	29.4%	5.9%	**-**	-	0.6%	95.0%	4.4%	0%	**-**	-	33.3%	0%	66.7%	0%	**-**	-	6.9%	92.8%	0.2%	0%	**-**	-	**-**
% Total	0.6%	0%	0.3%	0.1%	**1.0%**	-	0.2%	38.1%	1.8%	0%	**40.1%**	-	2.1%	0%	4.2%	0%	**6.3%**	-	3.6%	48.8%	0.1%	0%	**52.6%**	-	**-**
PHF	0.688	-	0.625	0.250	**0.607**	-	0.500	0.959	0.833	-	**0.958**	-	0.818	-	0.783	-	**0.900**	-	0.620	0.910	0.500	-	**0.916**	-	0.941
Lights and Motorcycles	11	0	5	1	**17**	-	4	624	29	0	**657**	-	34	0	71	0	**105**	-	57	808	2	0	**867**	-	1646
% Lights and Motorcycles	100%	0%	100%	100%	**100%**	-	100%	96.3%	96.7%	0%	**96.3%**	-	94.4%	0%	98.6%	0%	**97.2%**	-	91.9%	97.3%	100%	0%	**97.0%**	-	96.8%
Heavy	0	0	0	0	**0**	-	0	24	1	0	**25**	-	2	0	1	0	**3**	-	5	22	0	0	**27**	-	55
% Heavy	0%	0%	0%	0%	**0%**	-	0%	3.7%	3.3%	0%	**3.7%**	-	5.6%	0%	1.4%	0%	**2.8%**	-	8.1%	2.7%	0%	0%	**3.0%**	-	3.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U11-SR 16 & Turnbull Creek Rd (FL23-271) - TMC
Wed Sep 27, 2023
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108321, Location: 29.94168, -81.439888

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U11-SR 16 & Turnbull Creek Rd (FL23-271) - TMC

Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108321, Location: 29.94168, -81.439888

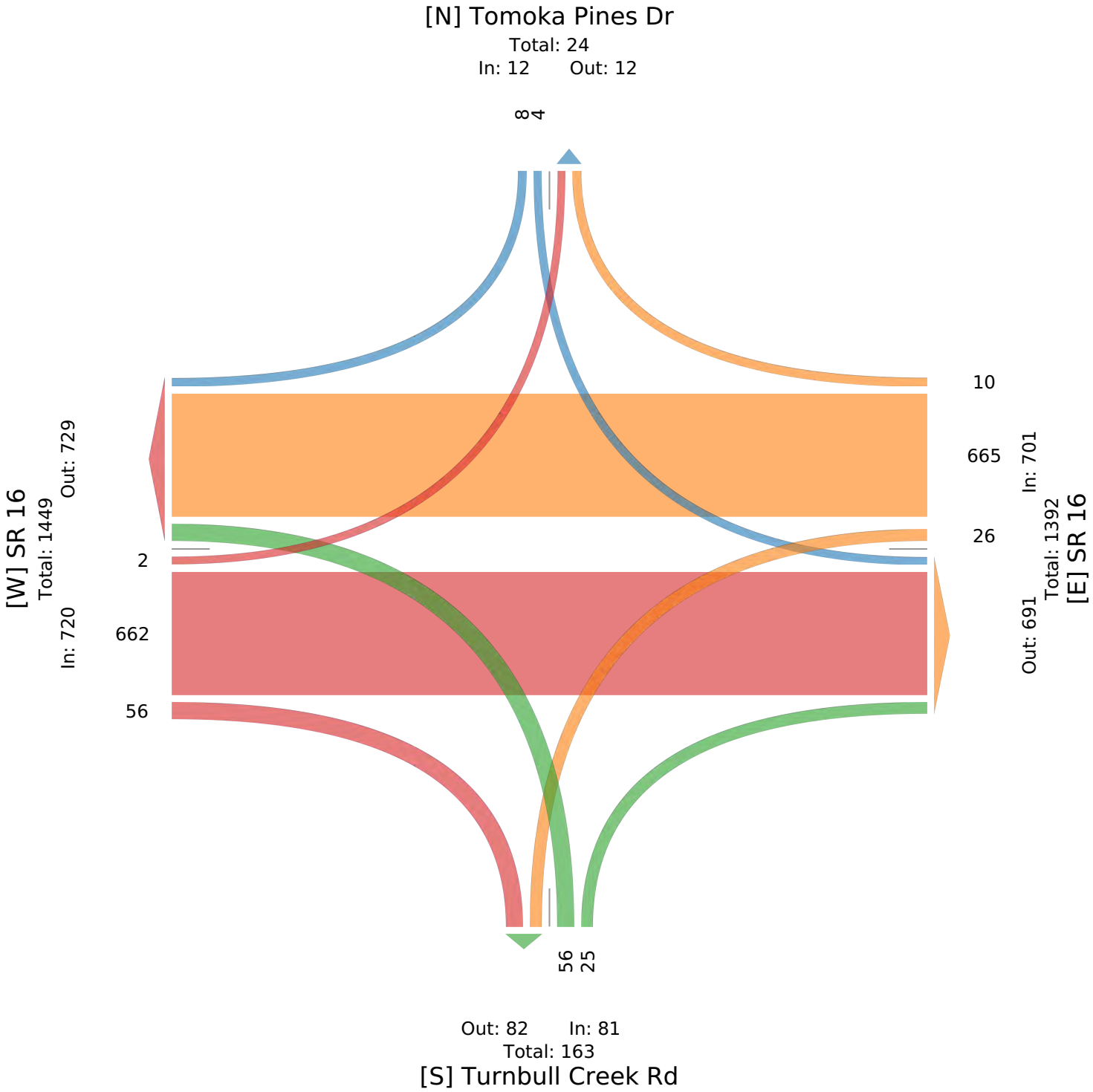
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg	Tomoka Pines Dr						SR 16						Turnbull Creek Rd						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 11:45AM	2	0	2	0	**4**	0	0	140	9	0	**149**	0	4	0	16	0	**20**	0	10	181	0	0	**191**	0	**364**
12:00PM	2	0	1	0	**3**	0	3	188	10	0	**201**	0	4	0	10	0	**14**	0	11	178	1	0	**190**	0	**408**
12:15PM	3	0	1	0	**4**	0	5	189	3	0	**197**	0	9	0	18	0	**27**	0	16	150	0	0	**166**	0	**394**
12:30PM	1	0	0	0	**1**	0	2	148	4	0	**154**	0	8	0	12	0	**20**	0	19	153	1	0	**173**	0	**348**
Total	8	0	4	0	**12**	0	10	665	26	0	**701**	0	25	0	56	0	**81**	0	56	662	2	0	**720**	0	**1514**
% Approach	66.7%	0%	33.3%	0%	**-**	-	1.4%	94.9%	3.7%	0%	**-**	-	30.9%	0%	69.1%	0%	**-**	-	7.8%	91.9%	0.3%	0%	**-**	-	-
% Total	0.5%	0%	0.3%	0%	**0.8%**	-	0.7%	43.9%	1.7%	0%	**46.3%**	-	1.7%	0%	3.7%	0%	**5.4%**	-	3.7%	43.7%	0.1%	0%	**47.6%**	-	-
PHF	0.667	-	0.500	-	**0.750**	-	0.500	0.880	0.650	-	**0.872**	-	0.694	-	0.778	-	**0.750**	-	0.737	0.914	0.500	-	**0.942**	-	0.928
Lights and Motorcycles	8	0	4	0	**12**	-	10	613	26	0	**649**	-	23	0	53	0	**76**	-	54	627	2	0	**683**	-	1420
% Lights and Motorcycles	100%	0%	100%	0%	**100%**	-	100%	92.2%	100%	0%	**92.6%**	-	92.0%	0%	94.6%	0%	**93.8%**	-	96.4%	94.7%	100%	0%	**94.9%**	-	93.8%
Heavy	0	0	0	0	**0**	-	0	52	0	0	**52**	-	2	0	3	0	**5**	-	2	35	0	0	**37**	-	94
% Heavy	0%	0%	0%	0%	**0%**	-	0%	7.8%	0%	0%	**7.4%**	-	8.0%	0%	5.4%	0%	**6.2%**	-	3.6%	5.3%	0%	0%	**5.1%**	-	6.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U11-SR 16 & Turnbull Creek Rd (FL23-271) - TMC
Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108321, Location: 29.94168, -81.439888

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U11-SR 16 & Turnbull Creek Rd (FL23-271) - TMC

Wed Sep 27, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108321, Location: 29.94168, -81.439888

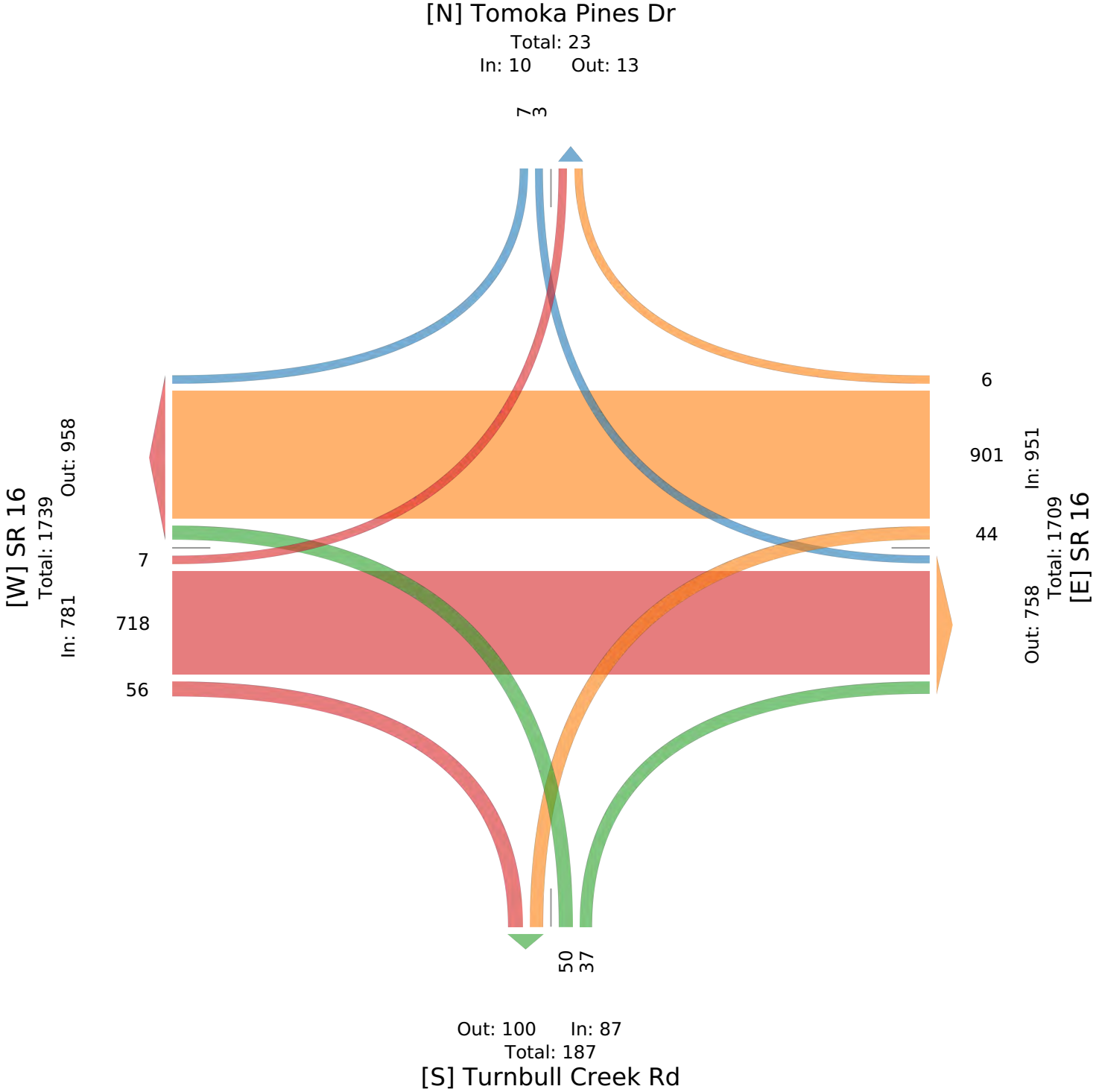
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg	Tomoka Pines Dr						SR 16						Turnbull Creek Rd						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 4:30PM	0	0	0	0	**0**	0	2	232	12	0	**246**	0	11	0	11	0	**22**	0	12	191	1	0	**204**	0	**472**
4:45PM	2	0	0	0	**2**	0	2	232	11	0	**245**	0	9	0	15	0	**24**	0	18	166	1	0	**185**	0	**456**
5:00PM	2	0	1	0	**3**	0	1	198	7	0	**206**	0	10	0	9	0	**19**	0	13	183	3	0	**199**	0	**427**
5:15PM	3	0	2	0	**5**	0	1	239	14	0	**254**	0	7	0	15	0	**22**	0	13	178	2	0	**193**	0	**474**
Total	7	0	3	0	**10**	0	6	901	44	0	**951**	0	37	0	50	0	**87**	0	56	718	7	0	**781**	0	**1829**
% Approach	70.0%	0%	30.0%	0%	**-**	-	0.6%	94.7%	4.6%	0%	**-**	-	42.5%	0%	57.5%	0%	**-**	-	7.2%	91.9%	0.9%	0%	**-**	-	-
% Total	0.4%	0%	0.2%	0%	**0.5%**	-	0.3%	49.3%	2.4%	0%	**52.0%**	-	2.0%	0%	2.7%	0%	**4.8%**	-	3.1%	39.3%	0.4%	0%	**42.7%**	-	-
PHF	0.583	-	0.375	-	**0.500**	-	0.750	0.942	0.786	-	**0.936**	-	0.841	-	0.833	-	**0.906**	-	0.778	0.940	0.583	-	**0.957**	-	0.965
Lights and Motorcycles	7	0	3	0	**10**	-	6	894	43	0	**943**	-	36	0	49	0	**85**	-	56	705	7	0	**768**	-	1806
% Lights and Motorcycles	100%	0%	100%	0%	**100%**	-	100%	99.2%	97.7%	0%	**99.2%**	-	97.3%	0%	98.0%	0%	**97.7%**	-	100%	98.2%	100%	0%	**98.3%**	-	98.7%
Heavy	0	0	0	0	**0**	-	0	7	1	0	**8**	-	1	0	1	0	**2**	-	0	13	0	0	**13**	-	23
% Heavy	0%	0%	0%	0%	**0%**	-	0%	0.8%	2.3%	0%	**0.8%**	-	2.7%	0%	2.0%	0%	**2.3%**	-	0%	1.8%	0%	0%	**1.7%**	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U11-SR 16 & Turnbull Creek Rd (FL23-271) - TMC
Wed Sep 27, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108321, Location: 29.94168, -81.439888

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U12-SR 16 & Windward Ranch Blvd (FL23-271) - TMC

Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108322, Location: 29.935441, -81.434357

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

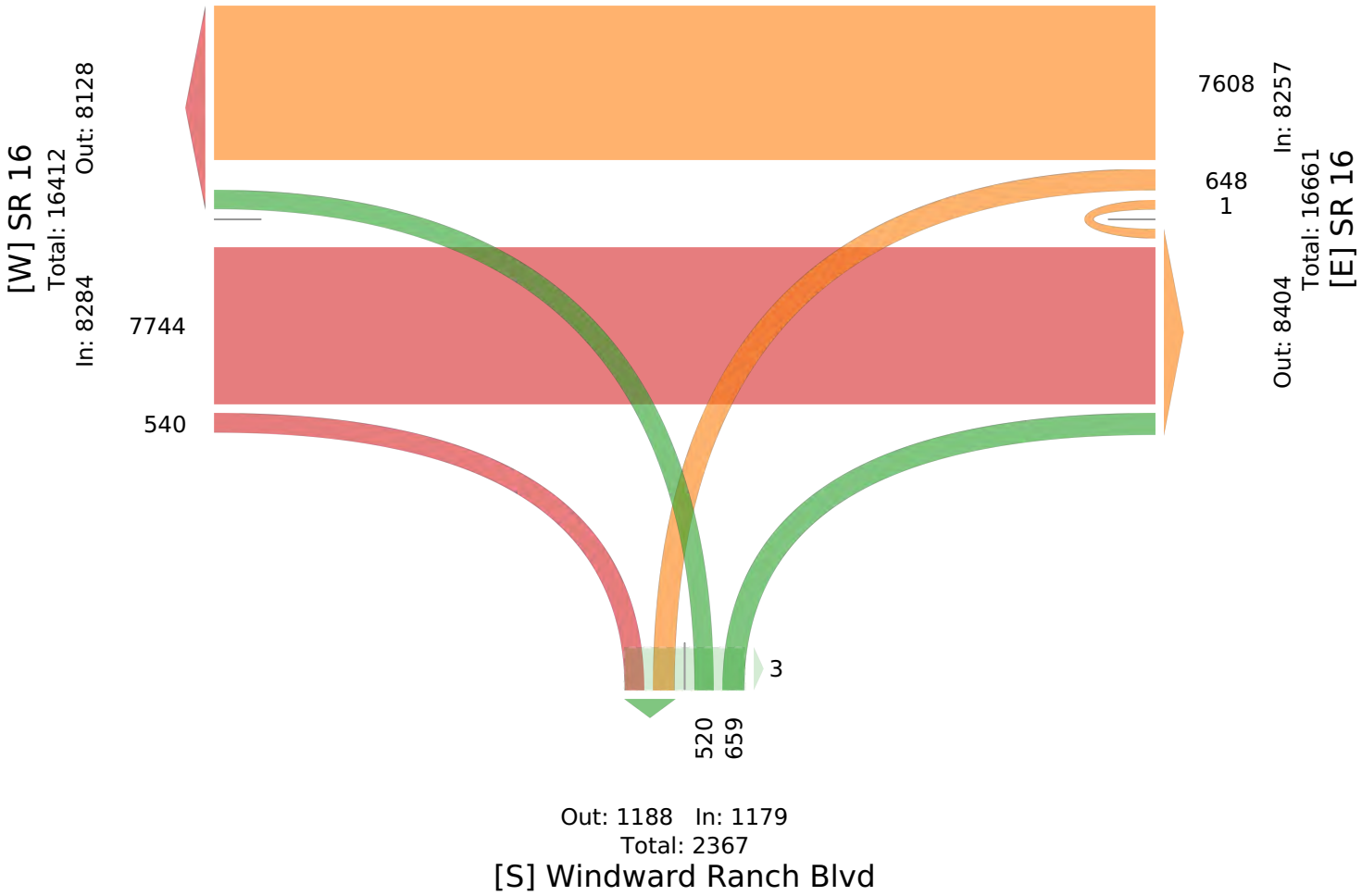
Leg Direction	SR 16 Westbound					Windward Ranch Blvd Northbound					SR 16 Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-09-27 7:00AM	114	5	0	**119**	0	24	8	0	**32**	0	5	182	0	**187**	0	**338**
7:15AM	115	2	0	**117**	0	36	13	0	**49**	0	3	206	0	**209**	0	**375**
7:30AM	149	5	0	**154**	0	24	19	0	**43**	0	0	213	0	**213**	0	**410**
7:45AM	185	3	0	**188**	0	28	22	0	**50**	0	11	232	0	**243**	0	**481**
Hourly Total	563	15	0	**578**	0	112	62	0	**174**	0	19	833	0	**852**	0	**1604**
8:00AM	150	8	0	**158**	0	28	24	0	**52**	0	8	180	0	**188**	0	**398**
8:15AM	161	11	0	**172**	0	25	15	0	**40**	0	10	213	0	**223**	0	**435**
8:30AM	153	12	0	**165**	0	16	15	0	**31**	0	7	191	0	**198**	0	**394**
8:45AM	168	9	0	**177**	0	25	16	0	**41**	0	11	165	0	**176**	0	**394**
Hourly Total	632	40	0	**672**	0	94	70	0	**164**	0	36	749	0	**785**	0	**1621**
9:00AM	99	6	0	**105**	0	15	10	0	**25**	0	10	181	0	**191**	0	**321**
9:15AM	111	5	0	**116**	0	8	9	0	**17**	0	11	174	0	**185**	0	**318**
9:30AM	98	16	0	**114**	0	15	7	0	**22**	0	2	159	0	**161**	0	**297**
9:45AM	120	5	0	**125**	0	16	6	0	**22**	1	5	125	0	**130**	0	**277**
Hourly Total	428	32	0	**460**	0	54	32	0	**86**	1	28	639	0	**667**	0	**1213**
10:00AM	126	7	0	**133**	0	11	7	0	**18**	1	4	126	0	**130**	0	**281**
10:15AM	98	12	0	**110**	0	13	7	0	**20**	0	7	154	0	**161**	0	**291**
10:30AM	113	6	0	**119**	0	19	5	0	**24**	1	6	151	0	**157**	0	**300**
10:45AM	124	8	0	**132**	0	13	7	0	**20**	0	12	121	0	**133**	0	**285**
Hourly Total	461	33	0	**494**	0	56	26	0	**82**	2	29	552	0	**581**	0	**1157**
11:00AM	123	11	0	**134**	0	13	9	0	**22**	0	8	141	0	**149**	0	**305**
11:15AM	119	7	0	**126**	0	11	6	0	**17**	0	5	151	0	**156**	0	**299**
11:30AM	138	14	0	**152**	0	8	8	0	**16**	0	8	146	0	**154**	0	**322**
11:45AM	146	14	0	**160**	0	13	14	0	**27**	0	5	165	0	**170**	0	**357**
Hourly Total	526	46	0	**572**	0	45	37	0	**82**	0	26	603	0	**629**	0	**1283**
12:00PM	166	13	0	**179**	0	12	7	0	**19**	0	9	175	0	**184**	0	**382**
12:15PM	168	16	0	**184**	0	8	14	0	**22**	0	13	153	0	**166**	0	**372**
12:30PM	149	13	0	**162**	0	10	7	0	**17**	0	12	167	0	**179**	0	**358**
12:45PM	157	13	0	**170**	0	12	12	0	**24**	0	6	156	0	**162**	0	**356**
Hourly Total	640	55	0	**695**	0	42	40	0	**82**	0	40	651	0	**691**	0	**1468**
1:00PM	158	13	1	**172**	0	11	9	0	**20**	0	11	114	0	**125**	0	**317**
1:15PM	165	5	0	**170**	0	7	15	0	**22**	0	11	171	0	**182**	0	**374**
1:30PM	166	15	0	**181**	0	15	12	0	**27**	0	14	134	0	**148**	0	**356**
1:45PM	188	17	0	**205**	0	11	14	0	**25**	0	10	133	0	**143**	0	**373**
Hourly Total	677	50	1	**728**	0	44	50	0	**94**	0	46	552	0	**598**	0	**1420**
2:00PM	145	10	0	**155**	0	16	13	0	**29**	0	14	165	0	**179**	0	**363**
2:15PM	172	13	0	**185**	0	12	13	0	**25**	0	15	169	0	**184**	0	**394**
2:30PM	194	14	0	**208**	0	12	10	0	**22**	0	10	181	0	**191**	0	**421**
2:45PM	220	14	0	**234**	0	13	12	0	**25**	0	21	158	0	**179**	0	**438**
Hourly Total	731	51	0	**782**	0	53	48	0	**101**	0	60	673	0	**733**	0	**1616**
3:00PM	193	17	0	**210**	0	11	13	0	**24**	0	19	207	0	**226**	0	**460**
3:15PM	188	16	0	**204**	0	3	10	0	**13**	0	15	165	0	**180**	0	**397**
3:30PM	189	17	0	**206**	0	12	11	0	**23**	0	16	176	0	**192**	0	**421**
3:45PM	195	17	0	**212**	0	12	3	0	**15**	0	12	160	0	**172**	0	**399**
Hourly Total	765	67	0	**832**	0	38	37	0	**75**	0	62	708	0	**770**	0	**1677**
4:00PM	196	19	0	**215**	0	9	6	0	**15**	0	12	159	0	**171**	0	**401**
4:15PM	186	19	0	**205**	0	16	14	0	**30**	0	16	165	0	**181**	0	**416**
4:30PM	207	22	0	**229**	0	13	14	0	**27**	0	20	180	0	**200**	0	**456**
4:45PM	209	26	0	**235**	0	14	7	0	**21**	0	13	152	0	**165**	0	**421**
Hourly Total	798	86	0	**884**	0	52	41	0	**93**	0	61	656	0	**717**	0	**1694**
5:00PM	207	25	0	**232**	0	10	12	0	**22**	0	20	177	0	**197**	0	**451**
5:15PM	240	30	0	**270**	0	7	13	0	**20**	0	25	156	0	**181**	0	**471**
5:30PM	185	25	0	**210**	0	13	7	0	**20**	0	12	176	0	**188**	0	**418**

Leg	SR 16					Windward Ranch Blvd					SR 16					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
5:45PM	196	28	0	**224**	0	10	13	0	**23**	0	15	149	0	**164**	0	**411**
Hourly Total	828	108	0	**936**	0	40	45	0	**85**	0	72	658	0	**730**	0	**1751**
6:00PM	157	25	0	**182**	0	8	9	0	**17**	0	17	136	0	**153**	0	**352**
6:15PM	153	14	0	**167**	0	7	11	0	**18**	0	19	124	0	**143**	0	**328**
6:30PM	141	13	0	**154**	0	8	5	0	**13**	0	12	105	0	**117**	0	**284**
6:45PM	108	13	0	**121**	0	6	7	0	**13**	0	13	105	0	**118**	0	**252**
Hourly Total	559	65	0	**624**	0	29	32	0	**61**	0	61	470	0	**531**	0	**1216**
Total	7608	648	1	**8257**	0	659	520	0	**1179**	3	540	7744	0	**8284**	0	**17720**
% Approach	92.1%	7.8%	0%	**-**	-	55.9%	44.1%	0%	**-**	-	6.5%	93.5%	0%	**-**	-	**-**
% Total	42.9%	3.7%	0%	**46.6%**	-	3.7%	2.9%	0%	**6.7%**	-	3.0%	43.7%	0%	**46.7%**	-	**-**
Lights and Motorcycles	7297	640	1	**7938**	-	651	505	0	**1156**	-	524	7417	0	**7941**	-	17035
% Lights and Motorcycles	95.9%	98.8%	100%	**96.1%**	-	98.8%	97.1%	0%	**98.0%**	-	97.0%	95.8%	0%	**95.9%**	-	96.1%
Heavy	311	8	0	**319**	-	8	15	0	**23**	-	16	327	0	**343**	-	685
% Heavy	4.1%	1.2%	0%	**3.9%**	-	1.2%	2.9%	0%	**2.0%**	-	3.0%	4.2%	0%	**4.1%**	-	3.9%
Pedestrians	-	-	-	-	0	-	-	-	-	3	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U12-SR 16 & Windward Ranch Blvd (FL23-271) - TMC
Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108322, Location: 29.935441, -81.434357

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U12-SR 16 & Windward Ranch Blvd (FL23-271) - TMC

Wed Sep 27, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108322, Location: 29.935441, -81.434357

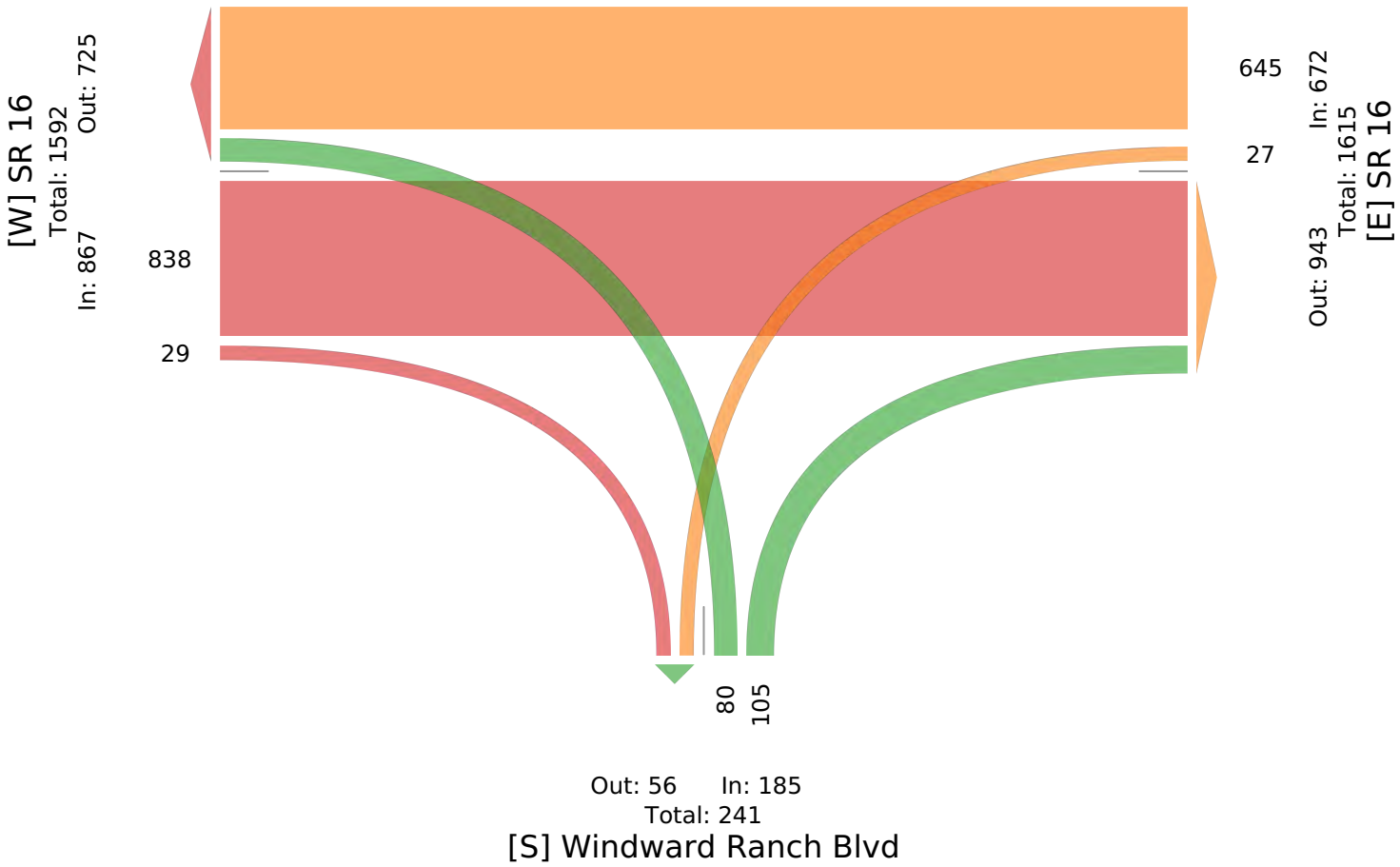
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR 16 Westbound					Windward Ranch Blvd Northbound					SR 16 Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-09-27 7:30AM	149	5	0	**154**	0	24	19	0	**43**	0	0	213	0	**213**	0	**410**
7:45AM	185	3	0	**188**	0	28	22	0	**50**	0	11	232	0	**243**	0	**481**
8:00AM	150	8	0	**158**	0	28	24	0	**52**	0	8	180	0	**188**	0	**398**
8:15AM	161	11	0	**172**	0	25	15	0	**40**	0	10	213	0	**223**	0	**435**
Total	645	27	0	**672**	0	105	80	0	**185**	0	29	838	0	**867**	0	**1724**
% Approach	96.0%	4.0%	0%	**-**	-	56.8%	43.2%	0%	**-**	-	3.3%	96.7%	0%	**-**	-	**-**
% Total	37.4%	1.6%	0%	**39.0%**	-	6.1%	4.6%	0%	**10.7%**	-	1.7%	48.6%	0%	**50.3%**	-	**-**
PHF	0.872	0.614	-	**0.894**	-	0.938	0.833	-	**0.889**	-	0.659	0.903	-	**0.892**	-	0.896
Lights and Motorcycles	616	27	0	**643**	-	104	78	0	**182**	-	27	821	0	**848**	-	1673
% Lights and Motorcycles	95.5%	100%	0%	**95.7%**	-	99.0%	97.5%	0%	**98.4%**	-	93.1%	98.0%	0%	**97.8%**	-	97.0%
Heavy	29	0	0	**29**	-	1	2	0	**3**	-	2	17	0	**19**	-	51
% Heavy	4.5%	0%	0%	**4.3%**	-	1.0%	2.5%	0%	**1.6%**	-	6.9%	2.0%	0%	**2.2%**	-	3.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U12-SR 16 & Windward Ranch Blvd (FL23-271) - TMC
Wed Sep 27, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108322, Location: 29.935441, -81.434357

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U12-SR 16 & Windward Ranch Blvd (FL23-271) - TMC

Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108322, Location: 29.935441, -81.434357

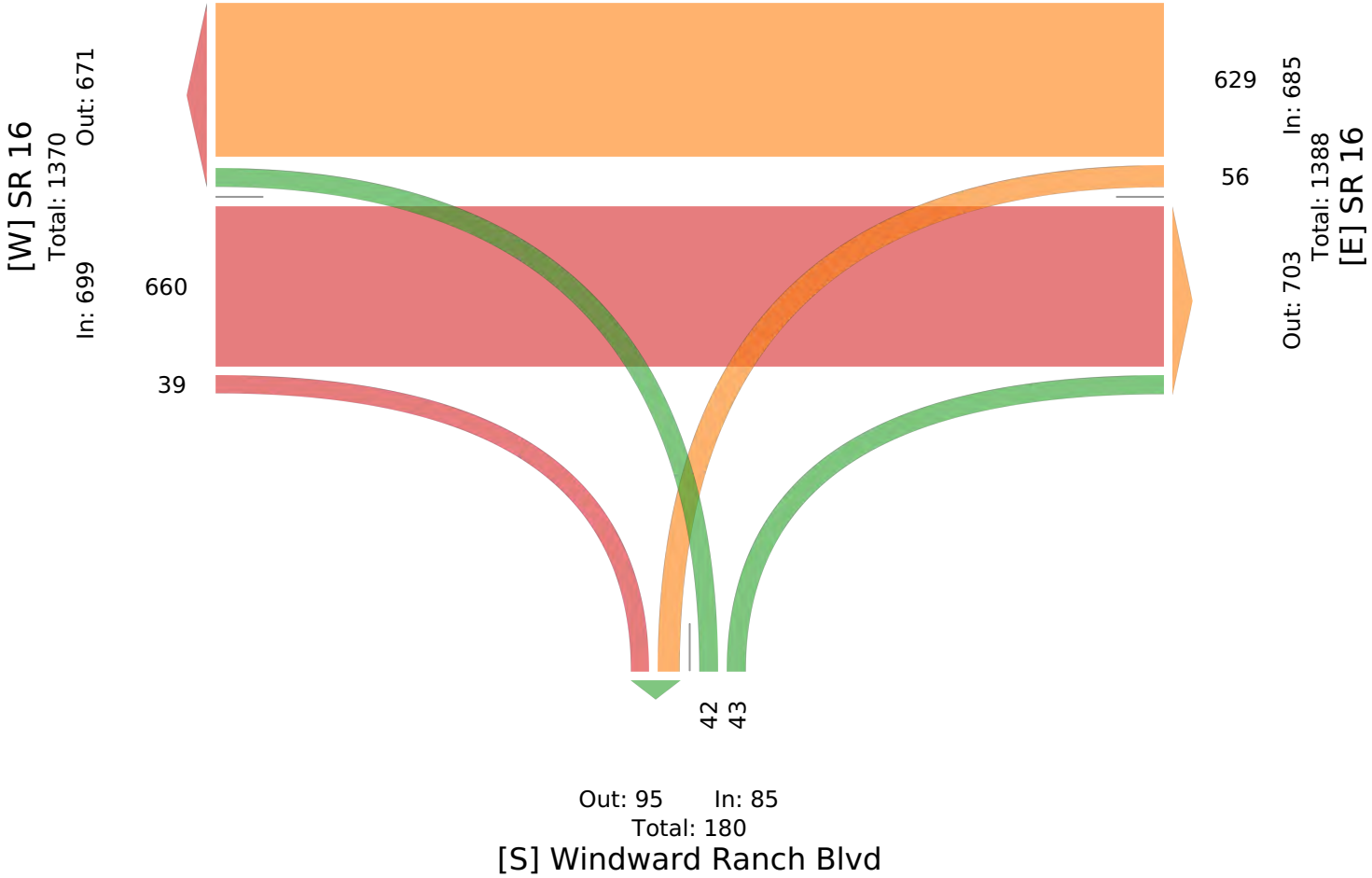
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR 16 Westbound					Windward Ranch Blvd Northbound					SR 16 Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-09-27 11:45AM	146	14	0	**160**	0	13	14	0	**27**	0	5	165	0	**170**	0	**357**
12:00PM	166	13	0	**179**	0	12	7	0	**19**	0	9	175	0	**184**	0	**382**
12:15PM	168	16	0	**184**	0	8	14	0	**22**	0	13	153	0	**166**	0	**372**
12:30PM	149	13	0	**162**	0	10	7	0	**17**	0	12	167	0	**179**	0	**358**
Total	629	56	0	**685**	0	43	42	0	**85**	0	39	660	0	**699**	0	**1469**
% Approach	91.8%	8.2%	0%	**-**	-	50.6%	49.4%	0%	**-**	-	5.6%	94.4%	0%	**-**	-	**-**
% Total	42.8%	3.8%	0%	**46.6%**	-	2.9%	2.9%	0%	**5.8%**	-	2.7%	44.9%	0%	**47.6%**	-	**-**
PHF	0.936	0.875	-	**0.931**	-	0.827	0.750	-	**0.787**	-	0.750	0.943	-	**0.950**	-	0.961
Lights and Motorcycles	586	56	0	**642**	-	43	40	0	**83**	-	36	620	0	**656**	-	1381
% Lights and Motorcycles	93.2%	100%	0%	**93.7%**	-	100%	95.2%	0%	**97.6%**	-	92.3%	93.9%	0%	**93.8%**	-	94.0%
Heavy	43	0	0	**43**	-	0	2	0	**2**	-	3	40	0	**43**	-	88
% Heavy	6.8%	0%	0%	**6.3%**	-	0%	4.8%	0%	**2.4%**	-	7.7%	6.1%	0%	**6.2%**	-	6.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U12-SR 16 & Windward Ranch Blvd (FL23-271) - TMC
Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108322, Location: 29.935441, -81.434357

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U12-SR 16 & Windward Ranch Blvd (FL23-271) - TMC

Wed Sep 27, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108322, Location: 29.935441, -81.434357

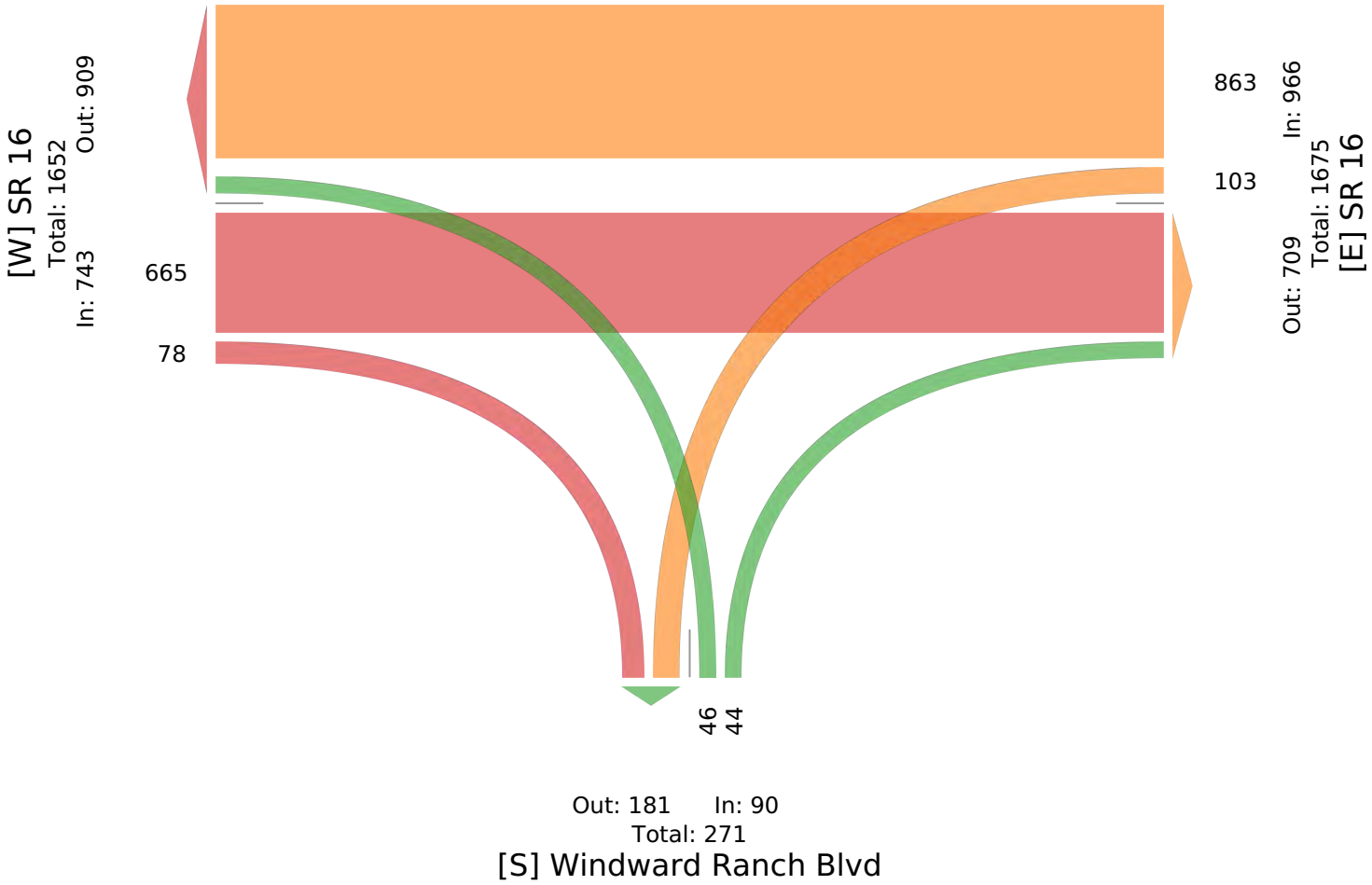
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR 16 Westbound					Windward Ranch Blvd Northbound					SR 16 Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-09-27 4:30PM	207	22	0	**229**	0	13	14	0	**27**	0	20	180	0	**200**	0	**456**
4:45PM	209	26	0	**235**	0	14	7	0	**21**	0	13	152	0	**165**	0	**421**
5:00PM	207	25	0	**232**	0	10	12	0	**22**	0	20	177	0	**197**	0	**451**
5:15PM	240	30	0	**270**	0	7	13	0	**20**	0	25	156	0	**181**	0	**471**
Total	863	103	0	**966**	0	44	46	0	**90**	0	78	665	0	**743**	0	**1799**
% Approach	89.3%	10.7%	0%	**-**	-	48.9%	51.1%	0%	**-**	-	10.5%	89.5%	0%	**-**	-	**-**
% Total	48.0%	5.7%	0%	**53.7%**	-	2.4%	2.6%	0%	**5.0%**	-	4.3%	37.0%	0%	**41.3%**	-	**-**
PHF	0.899	0.858	-	**0.894**	-	0.786	0.821	-	**0.833**	-	0.780	0.924	-	**0.929**	-	0.955
Lights and Motorcycles	856	103	0	**959**	-	44	45	0	**89**	-	77	654	0	**731**	-	1779
% Lights and Motorcycles	99.2%	100%	0%	**99.3%**	-	100%	97.8%	0%	**98.9%**	-	98.7%	98.3%	0%	**98.4%**	-	98.9%
Heavy	7	0	0	**7**	-	0	1	0	**1**	-	1	11	0	**12**	-	20
% Heavy	0.8%	0%	0%	**0.7%**	-	0%	2.2%	0%	**1.1%**	-	1.3%	1.7%	0%	**1.6%**	-	1.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U12-SR 16 & Windward Ranch Blvd (FL23-271) - TMC
Wed Sep 27, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108322, Location: 29.935441, -81.434357

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U13-SR 16 & Whisper Ridge Dr (FL23-271) - TMC

Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108323, Location: 29.931909, -81.429256

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

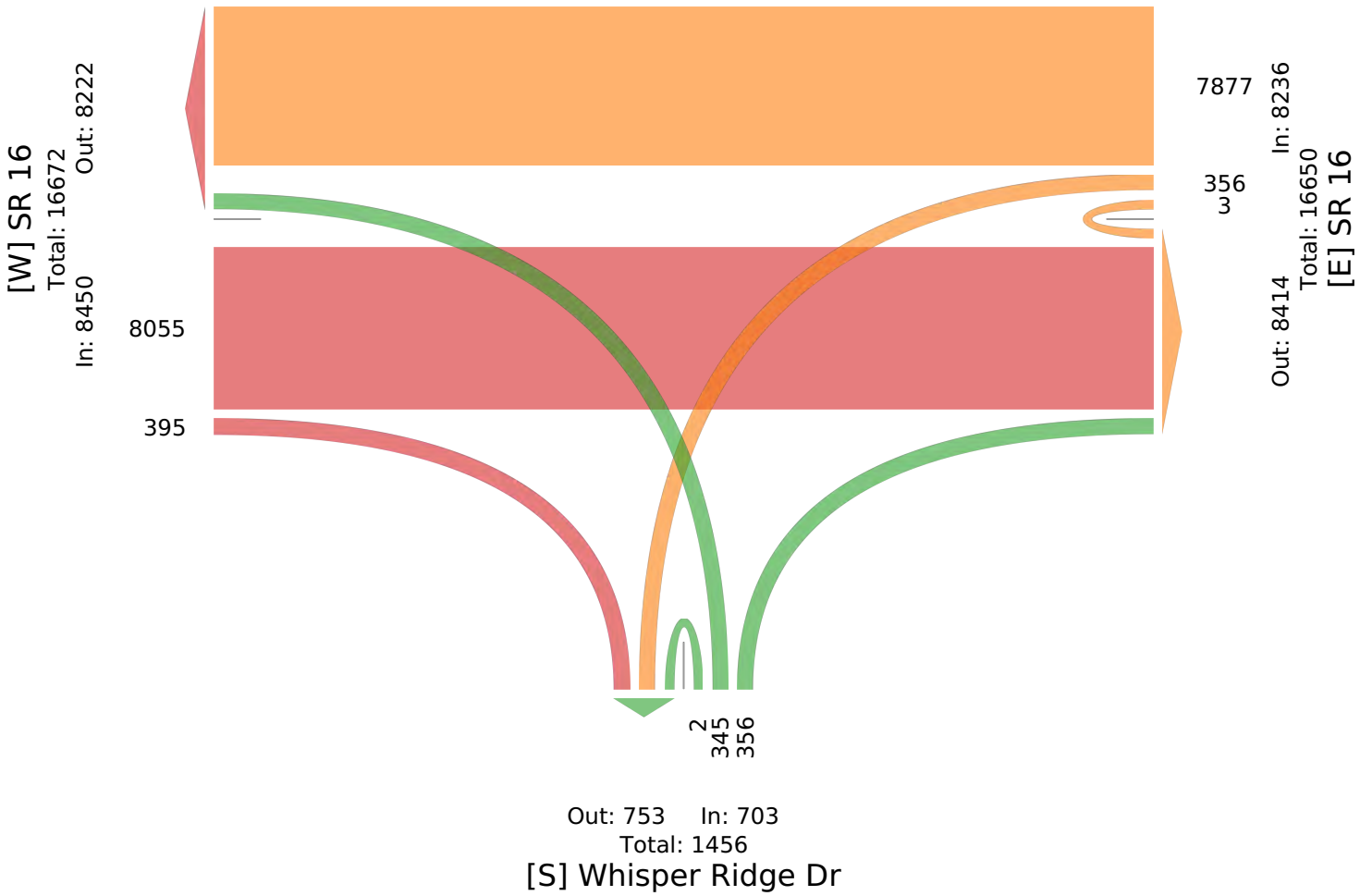
Leg Direction	SR 16 Westbound					Whisper Ridge Dr Northbound					SR 16 Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-09-27 7:00AM	99	3	0	**102**	0	10	11	0	**21**	0	5	197	0	**202**	0	**325**
7:15AM	106	4	0	**110**	0	15	6	0	**21**	0	3	237	0	**240**	0	**371**
7:30AM	141	0	0	**141**	0	16	11	0	**27**	0	2	226	0	**228**	0	**396**
7:45AM	164	2	0	**166**	0	10	20	0	**30**	0	8	259	0	**267**	0	**463**
Hourly Total	510	9	0	**519**	0	51	48	0	**99**	0	18	919	0	**937**	0	**1555**
8:00AM	134	3	0	**137**	0	18	11	0	**29**	0	10	191	0	**201**	0	**367**
8:15AM	145	1	0	**146**	0	7	18	0	**25**	0	10	235	0	**245**	0	**416**
8:30AM	152	7	0	**159**	0	13	10	0	**23**	0	3	200	0	**203**	0	**385**
8:45AM	159	6	0	**165**	0	14	19	0	**33**	0	9	183	0	**192**	0	**390**
Hourly Total	590	17	0	**607**	0	52	58	0	**110**	0	32	809	0	**841**	0	**1558**
9:00AM	102	2	0	**104**	0	9	7	0	**16**	0	5	189	0	**194**	0	**314**
9:15AM	113	8	0	**121**	0	2	7	0	**9**	0	8	176	0	**184**	0	**314**
9:30AM	115	7	0	**122**	0	10	6	0	**16**	0	4	168	0	**172**	0	**310**
9:45AM	117	7	0	**124**	0	4	8	0	**12**	0	7	150	0	**157**	0	**293**
Hourly Total	447	24	0	**471**	0	25	28	0	**53**	0	24	683	0	**707**	0	**1231**
10:00AM	129	3	0	**132**	0	12	6	0	**18**	0	0	144	0	**144**	0	**294**
10:15AM	101	3	0	**104**	0	5	3	0	**8**	0	7	150	0	**157**	0	**269**
10:30AM	116	5	0	**121**	0	5	4	0	**9**	0	11	162	0	**173**	0	**303**
10:45AM	121	4	0	**125**	0	5	5	0	**10**	0	4	136	0	**140**	0	**275**
Hourly Total	467	15	0	**482**	0	27	18	0	**45**	0	22	592	0	**614**	0	**1141**
11:00AM	134	3	0	**137**	0	6	3	0	**9**	0	2	153	0	**155**	0	**301**
11:15AM	125	9	0	**134**	0	5	7	0	**12**	0	4	163	0	**167**	0	**313**
11:30AM	154	1	0	**155**	0	5	4	0	**9**	0	8	149	0	**157**	0	**321**
11:45AM	146	4	0	**150**	0	5	12	0	**17**	0	5	170	0	**175**	0	**342**
Hourly Total	559	17	0	**576**	0	21	26	0	**47**	0	19	635	0	**654**	0	**1277**
12:00PM	178	4	1	**183**	0	6	5	0	**11**	0	9	190	0	**199**	0	**393**
12:15PM	172	7	0	**179**	0	9	7	1	**17**	0	8	162	0	**170**	0	**366**
12:30PM	161	3	0	**164**	0	4	5	0	**9**	0	9	167	0	**176**	0	**349**
12:45PM	156	8	1	**165**	0	5	8	0	**13**	0	13	173	0	**186**	0	**364**
Hourly Total	667	22	2	**691**	0	24	25	1	**50**	0	39	692	0	**731**	0	**1472**
1:00PM	171	10	0	**181**	0	4	1	0	**5**	0	3	115	0	**118**	0	**304**
1:15PM	171	6	0	**177**	0	4	7	1	**12**	0	7	184	0	**191**	0	**380**
1:30PM	174	4	0	**178**	0	4	7	0	**11**	0	3	147	0	**150**	0	**339**
1:45PM	200	6	0	**206**	0	4	5	0	**9**	0	8	133	0	**141**	0	**356**
Hourly Total	716	26	0	**742**	0	16	20	1	**37**	0	21	579	0	**600**	0	**1379**
2:00PM	147	9	0	**156**	0	5	6	0	**11**	0	14	160	0	**174**	0	**341**
2:15PM	169	9	0	**178**	0	7	16	0	**23**	0	11	182	0	**193**	0	**394**
2:30PM	200	10	0	**210**	0	8	9	0	**17**	0	4	173	0	**177**	0	**404**
2:45PM	224	6	0	**230**	0	5	9	0	**14**	0	14	162	0	**176**	0	**420**
Hourly Total	740	34	0	**774**	0	25	40	0	**65**	0	43	677	0	**720**	0	**1559**
3:00PM	214	4	0	**218**	0	6	1	0	**7**	0	23	205	0	**228**	0	**453**
3:15PM	191	12	0	**203**	0	11	3	0	**14**	0	10	157	0	**167**	0	**384**
3:30PM	204	10	0	**214**	0	6	8	0	**14**	0	7	175	0	**182**	0	**410**
3:45PM	206	17	0	**223**	0	10	3	0	**13**	0	9	163	0	**172**	0	**408**
Hourly Total	815	43	0	**858**	0	33	15	0	**48**	0	49	700	0	**749**	0	**1655**
4:00PM	203	19	0	**222**	0	13	6	0	**19**	0	11	153	0	**164**	0	**405**
4:15PM	198	11	0	**209**	0	6	5	0	**11**	0	8	169	0	**177**	0	**397**
4:30PM	225	18	1	**244**	0	10	8	0	**18**	0	15	174	0	**189**	0	**451**
4:45PM	222	12	0	**234**	0	4	7	0	**11**	0	11	162	0	**173**	0	**418**
Hourly Total	848	60	1	**909**	0	33	26	0	**59**	0	45	658	0	**703**	0	**1671**
5:00PM	230	13	0	**243**	0	5	9	0	**14**	0	10	174	0	**184**	0	**441**
5:15PM	256	15	0	**271**	0	6	5	0	**11**	0	14	148	0	**162**	0	**444**
5:30PM	202	19	0	**221**	0	14	9	0	**23**	0	15	169	0	**184**	0	**428**

Leg	SR 16					Whisper Ridge Dr					SR 16					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
5:45PM	219	11	0	**230**	0	8	2	0	**10**	0	14	147	0	**161**	0	**401**
Hourly Total	907	58	0	**965**	0	33	25	0	**58**	0	53	638	0	**691**	0	**1714**
6:00PM	177	9	0	**186**	0	6	8	0	**14**	0	10	135	0	**145**	0	**345**
6:15PM	165	10	0	**175**	0	5	4	0	**9**	0	5	123	0	**128**	0	**312**
6:30PM	150	6	0	**156**	0	3	4	0	**7**	0	10	110	0	**120**	0	**283**
6:45PM	119	6	0	**125**	0	2	0	0	**2**	0	5	105	0	**110**	0	**237**
Hourly Total	611	31	0	**642**	0	16	16	0	**32**	0	30	473	0	**503**	0	**1177**
Total	7877	356	3	**8236**	0	356	345	2	**703**	0	395	8055	0	**8450**	0	**17389**
% Approach	95.6%	4.3%	0%	**-**	-	50.6%	49.1%	0.3%	**-**	-	4.7%	95.3%	0%	**-**	-	-
% Total	45.3%	2.0%	0%	**47.4%**	-	2.0%	2.0%	0%	**4.0%**	-	2.3%	46.3%	0%	**48.6%**	-	-
Lights and Motorcycles	7569	352	3	**7924**	-	351	336	2	**689**	-	382	7746	0	**8128**	-	16741
% Lights and Motorcycles	96.1%	98.9%	100%	**96.2%**	-	98.6%	97.4%	100%	**98.0%**	-	96.7%	96.2%	0%	**96.2%**	-	96.3%
Heavy	308	4	0	**312**	-	5	9	0	**14**	-	13	309	0	**322**	-	648
% Heavy	3.9%	1.1%	0%	**3.8%**	-	1.4%	2.6%	0%	**2.0%**	-	3.3%	3.8%	0%	**3.8%**	-	3.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U13-SR 16 & Whisper Ridge Dr (FL23-271) - TMC
Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108323, Location: 29.931909, -81.429256

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U13-SR 16 & Whisper Ridge Dr (FL23-271) - TMC

Wed Sep 27, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108323, Location: 29.931909, -81.429256

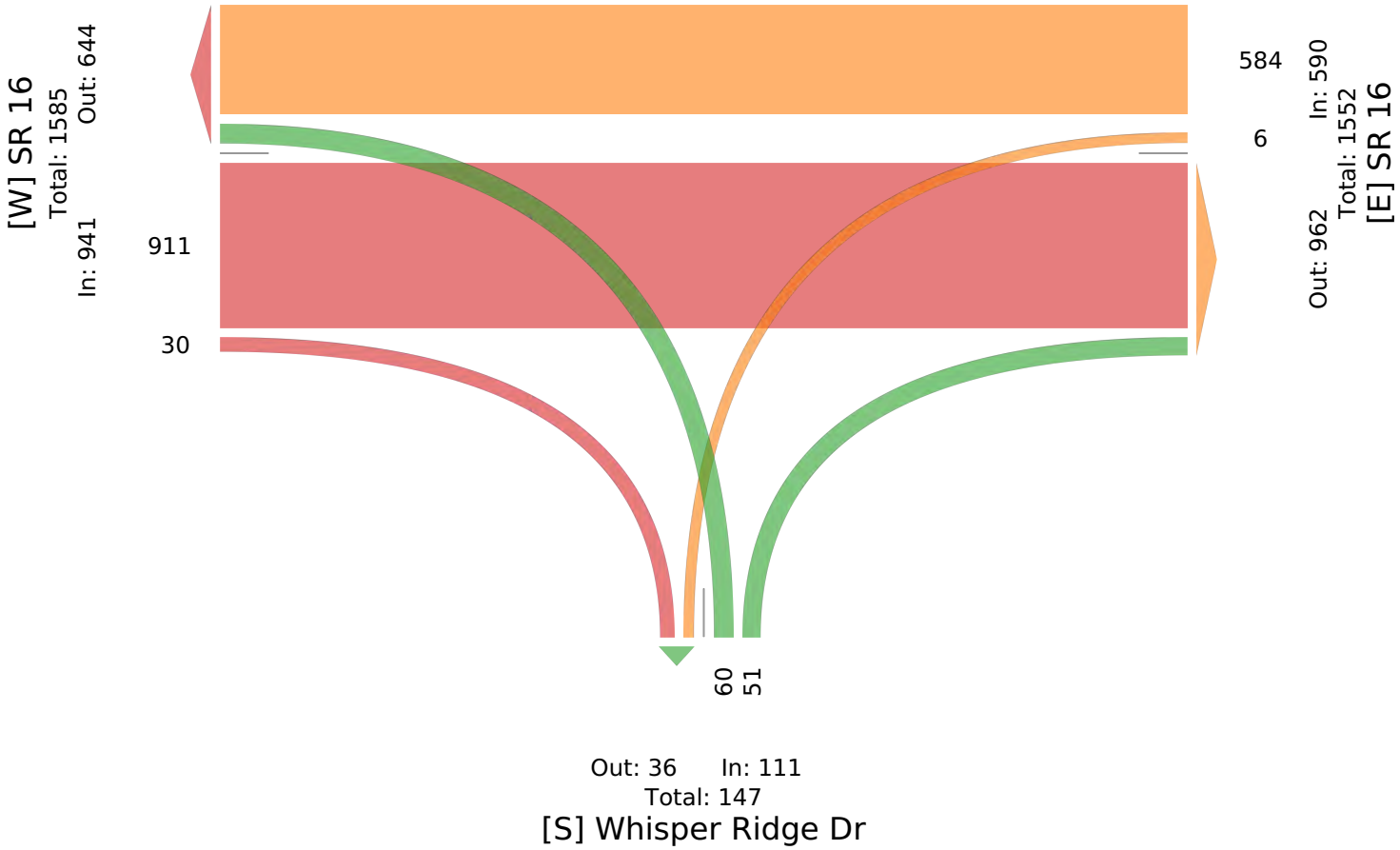
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR 16 Westbound					Whisper Ridge Dr Northbound					SR 16 Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-09-27 7:30AM	141	0	0	**141**	0	16	11	0	**27**	0	2	226	0	**228**	0	**396**
7:45AM	164	2	0	**166**	0	10	20	0	**30**	0	8	259	0	**267**	0	**463**
8:00AM	134	3	0	**137**	0	18	11	0	**29**	0	10	191	0	**201**	0	**367**
8:15AM	145	1	0	**146**	0	7	18	0	**25**	0	10	235	0	**245**	0	**416**
Total	584	6	0	**590**	0	51	60	0	**111**	0	30	911	0	**941**	0	**1642**
% Approach	99.0%	1.0%	0%	**-**	-	45.9%	54.1%	0%	**-**	-	3.2%	96.8%	0%	**-**	-	**-**
% Total	35.6%	0.4%	0%	**35.9%**	-	3.1%	3.7%	0%	**6.8%**	-	1.8%	55.5%	0%	**57.3%**	-	**-**
PHF	0.890	0.500	-	**0.889**	-	0.708	0.750	-	**0.925**	-	0.750	0.879	-	**0.881**	-	0.887
Lights and Motorcycles	559	6	0	**565**	-	50	59	0	**109**	-	29	895	0	**924**	-	1598
% Lights and Motorcycles	95.7%	100%	0%	**95.8%**	-	98.0%	98.3%	0%	**98.2%**	-	96.7%	98.2%	0%	**98.2%**	-	97.3%
Heavy	25	0	0	**25**	-	1	1	0	**2**	-	1	16	0	**17**	-	44
% Heavy	4.3%	0%	0%	**4.2%**	-	2.0%	1.7%	0%	**1.8%**	-	3.3%	1.8%	0%	**1.8%**	-	2.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U13-SR 16 & Whisper Ridge Dr (FL23-271) - TMC
Wed Sep 27, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108323, Location: 29.931909, -81.429256

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U13-SR 16 & Whisper Ridge Dr (FL23-271) - TMC

Wed Sep 27, 2023
Midday Peak (12 PM - 1 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108323, Location: 29.931909, -81.429256

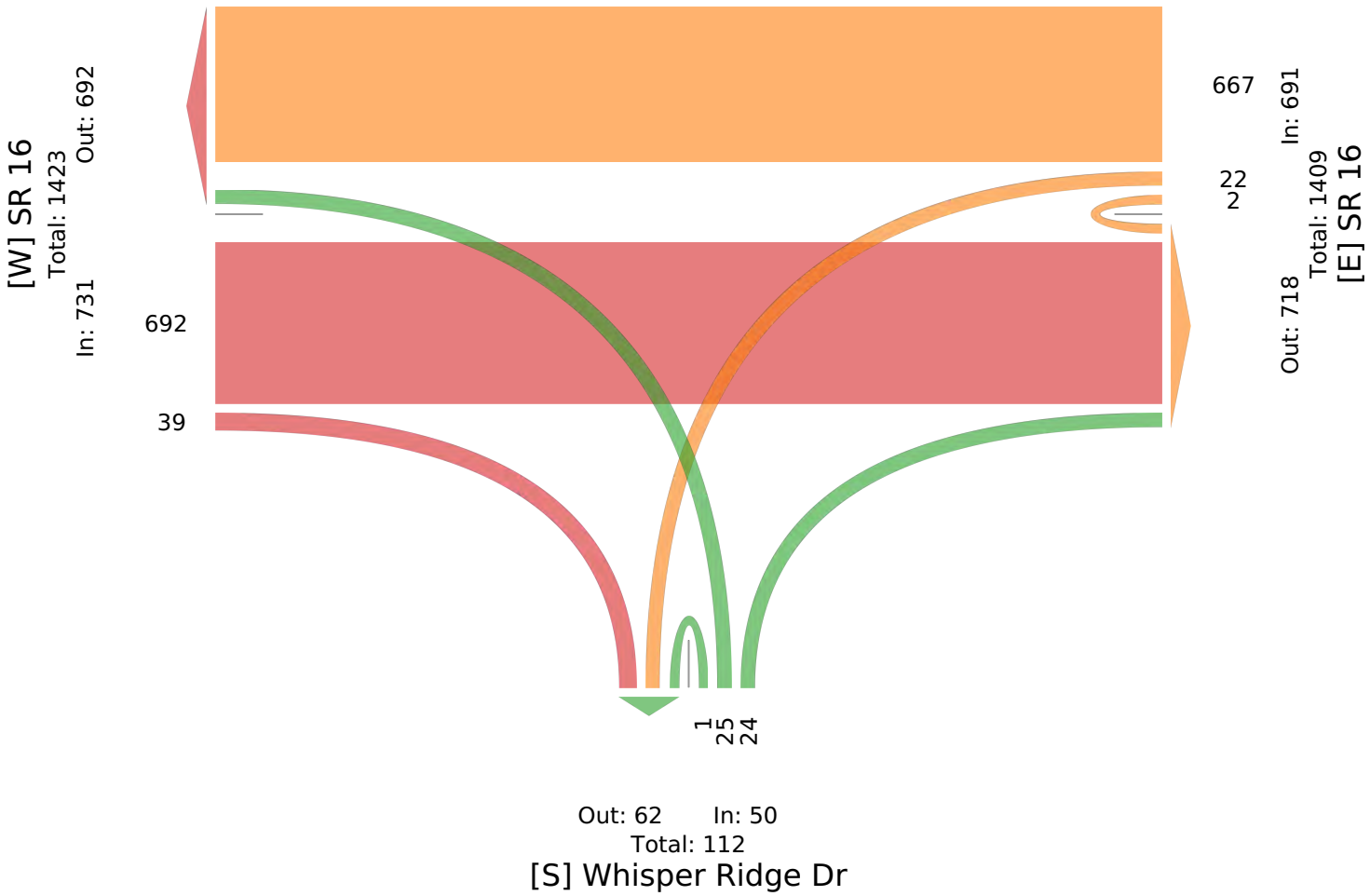
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR 16 Westbound					Whisper Ridge Dr Northbound					SR 16 Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-09-27 12:00PM	178	4	1	**183**	0	6	5	0	**11**	0	9	190	0	**199**	0	**393**
12:15PM	172	7	0	**179**	0	9	7	1	**17**	0	8	162	0	**170**	0	**366**
12:30PM	161	3	0	**164**	0	4	5	0	**9**	0	9	167	0	**176**	0	**349**
12:45PM	156	8	1	**165**	0	5	8	0	**13**	0	13	173	0	**186**	0	**364**
Total	667	22	2	**691**	0	24	25	1	**50**	0	39	692	0	**731**	0	**1472**
% Approach	96.5%	3.2%	0.3%	**-**	-	48.0%	50.0%	2.0%	**-**	-	5.3%	94.7%	0%	**-**	-	**-**
% Total	45.3%	1.5%	0.1%	**46.9%**	-	1.6%	1.7%	0.1%	**3.4%**	-	2.6%	47.0%	0%	**49.7%**	-	**-**
PHF	0.937	0.688	0.500	**0.944**	-	0.667	0.781	0.250	**0.735**	-	0.750	0.911	**-**	**0.918**	-	0.936
Lights and Motorcycles	627	21	2	**650**	-	24	24	1	**49**	-	38	656	0	**694**	-	1393
% Lights and Motorcycles	94.0%	95.5%	100%	**94.1%**	-	100%	96.0%	100%	**98.0%**	-	97.4%	94.8%	0%	**94.9%**	-	94.6%
Heavy	40	1	0	**41**	-	0	1	0	**1**	-	1	36	0	**37**	-	79
% Heavy	6.0%	4.5%	0%	**5.9%**	-	0%	4.0%	0%	**2.0%**	-	2.6%	5.2%	0%	**5.1%**	-	5.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U13-SR 16 & Whisper Ridge Dr (FL23-271) - TMC
Wed Sep 27, 2023
Midday Peak (12 PM - 1 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108323, Location: 29.931909, -81.429256

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U13-SR 16 & Whisper Ridge Dr (FL23-271) - TMC

Wed Sep 27, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108323, Location: 29.931909, -81.429256

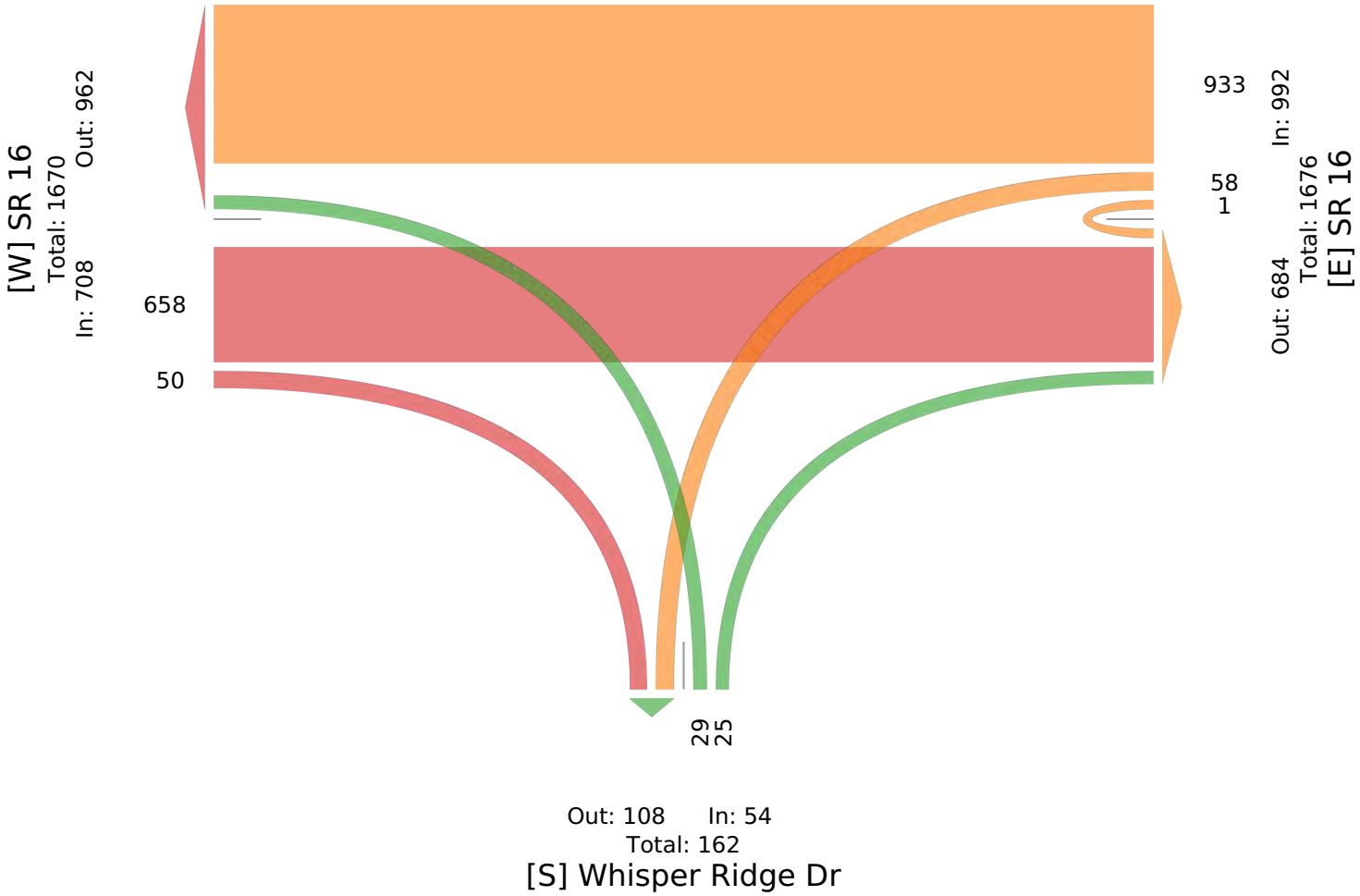
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR 16 Westbound					Whisper Ridge Dr Northbound					SR 16 Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2023-09-27 4:30PM	225	18	1	**244**	0	10	8	0	**18**	0	15	174	0	**189**	0	**451**
4:45PM	222	12	0	**234**	0	4	7	0	**11**	0	11	162	0	**173**	0	**418**
5:00PM	230	13	0	**243**	0	5	9	0	**14**	0	10	174	0	**184**	0	**441**
5:15PM	256	15	0	**271**	0	6	5	0	**11**	0	14	148	0	**162**	0	**444**
Total	933	58	1	**992**	0	25	29	0	**54**	0	50	658	0	**708**	0	**1754**
% Approach	94.1%	5.8%	0.1%	**-**	-	46.3%	53.7%	0%	**-**	-	7.1%	92.9%	0%	**-**	-	-
% Total	53.2%	3.3%	0.1%	**56.6%**	-	1.4%	1.7%	0%	**3.1%**	-	2.9%	37.5%	0%	**40.4%**	-	-
PHF	0.911	0.806	0.250	**0.915**	-	0.625	0.806	-	**0.750**	-	0.833	0.945	-	**0.937**	-	0.972
Lights and Motorcycles	927	58	1	**986**	-	25	28	0	**53**	-	50	645	0	**695**	-	1734
% Lights and Motorcycles	99.4%	100%	100%	**99.4%**	-	100%	96.6%	0%	**98.1%**	-	100%	98.0%	0%	**98.2%**	-	98.9%
Heavy	6	0	0	**6**	-	0	1	0	**1**	-	0	13	0	**13**	-	20
% Heavy	0.6%	0%	0%	**0.6%**	-	0%	3.4%	0%	**1.9%**	-	0%	2.0%	0%	**1.8%**	-	1.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U13-SR 16 & Whisper Ridge Dr (FL23-271) - TMC
Wed Sep 27, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108323, Location: 29.931909, -81.429256

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U14-SR 16 & North Outlet Mall (FL23-271) - TMC

Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108324, Location: 29.92581, -81.420694

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

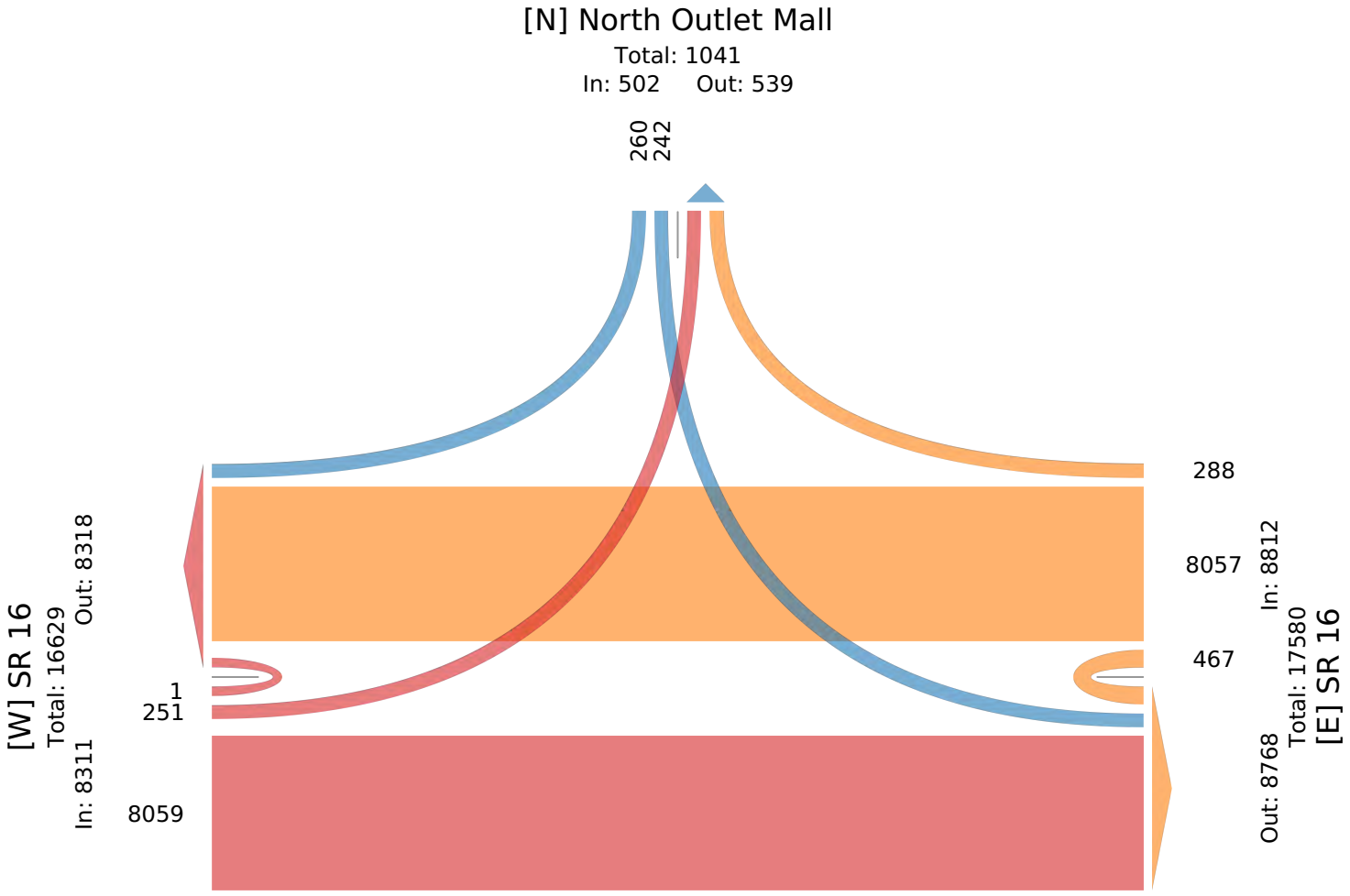
Leg Direction	North Outlet Mall Southbound					SR 16 Westbound					SR 16 Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2023-09-27 7:00AM	0	2	0	**2**	0	1	121	0	**122**	0	207	2	0	**209**	0	**333**
7:15AM	0	0	0	**0**	0	4	128	0	**132**	0	252	0	0	**252**	0	**384**
7:30AM	0	0	0	**0**	0	6	150	2	**158**	0	249	1	0	**250**	0	**408**
7:45AM	2	0	0	**2**	0	5	160	3	**168**	0	273	3	0	**276**	0	**446**
Hourly Total	2	2	0	**4**	0	16	559	5	**580**	0	981	6	0	**987**	0	**1571**
8:00AM	0	0	0	**0**	0	2	140	0	**142**	0	204	1	0	**205**	0	**347**
8:15AM	1	2	0	**3**	0	1	149	1	**151**	0	239	0	0	**239**	0	**393**
8:30AM	0	0	0	**0**	0	6	163	1	**170**	0	205	4	0	**209**	0	**379**
8:45AM	1	2	0	**3**	0	3	156	6	**165**	0	192	6	0	**198**	0	**366**
Hourly Total	2	4	0	**6**	0	12	608	8	**628**	0	840	11	0	**851**	0	**1485**
9:00AM	1	2	0	**3**	0	4	99	5	**108**	0	199	0	0	**199**	0	**310**
9:15AM	3	1	0	**4**	0	4	124	1	**129**	0	164	2	0	**166**	0	**299**
9:30AM	2	1	0	**3**	0	7	127	4	**138**	0	183	3	0	**186**	0	**327**
9:45AM	1	2	0	**3**	0	8	125	5	**138**	0	151	11	0	**162**	0	**303**
Hourly Total	7	6	0	**13**	0	23	475	15	**513**	0	697	16	0	**713**	0	**1239**
10:00AM	1	1	0	**2**	0	6	123	5	**134**	0	147	5	0	**152**	0	**288**
10:15AM	6	3	0	**9**	0	5	116	9	**130**	0	158	4	0	**162**	0	**301**
10:30AM	4	3	0	**7**	0	3	103	4	**110**	0	163	0	0	**163**	0	**280**
10:45AM	2	1	0	**3**	0	8	134	6	**148**	0	136	9	0	**145**	0	**296**
Hourly Total	13	8	0	**21**	0	22	476	24	**522**	0	604	18	0	**622**	0	**1165**
11:00AM	1	3	0	**4**	0	8	126	6	**140**	0	148	9	0	**157**	0	**301**
11:15AM	5	7	0	**12**	0	14	141	7	**162**	0	162	9	0	**171**	0	**345**
11:30AM	7	6	0	**13**	0	10	137	14	**161**	0	139	10	0	**149**	0	**323**
11:45AM	11	12	0	**23**	0	10	129	14	**153**	0	170	15	0	**185**	0	**361**
Hourly Total	24	28	0	**52**	0	42	533	41	**616**	0	619	43	0	**662**	0	**1330**
12:00PM	11	5	0	**16**	0	5	181	19	**205**	0	173	7	0	**180**	0	**401**
12:15PM	6	7	0	**13**	0	5	169	17	**191**	0	159	9	0	**168**	0	**372**
12:30PM	10	6	0	**16**	0	8	170	13	**191**	0	158	3	0	**161**	0	**368**
12:45PM	6	9	0	**15**	0	13	148	17	**178**	0	149	4	0	**153**	0	**346**
Hourly Total	33	27	0	**60**	0	31	668	66	**765**	0	639	23	0	**662**	0	**1487**
1:00PM	6	5	0	**11**	0	8	183	11	**202**	0	108	8	0	**116**	0	**329**
1:15PM	8	11	0	**19**	0	6	156	7	**169**	0	188	5	0	**193**	0	**381**
1:30PM	4	6	0	**10**	0	10	188	12	**210**	0	151	8	0	**159**	0	**379**
1:45PM	12	8	0	**20**	0	6	180	8	**194**	0	133	11	0	**144**	0	**358**
Hourly Total	30	30	0	**60**	0	30	707	38	**775**	0	580	32	0	**612**	0	**1447**
2:00PM	5	9	0	**14**	0	5	155	7	**167**	0	159	6	0	**165**	0	**346**
2:15PM	6	7	0	**13**	0	6	174	13	**193**	0	175	1	0	**176**	0	**382**
2:30PM	8	6	0	**14**	0	7	211	8	**226**	0	177	7	0	**184**	0	**424**
2:45PM	11	9	0	**20**	0	6	217	12	**235**	0	164	7	0	**171**	0	**426**
Hourly Total	30	31	0	**61**	0	24	757	40	**821**	0	675	21	0	**696**	0	**1578**
3:00PM	9	8	0	**17**	0	9	207	11	**227**	0	213	2	0	**215**	0	**459**
3:15PM	8	11	0	**19**	0	2	207	5	**214**	0	164	7	0	**171**	0	**404**
3:30PM	9	4	0	**13**	0	12	212	8	**232**	0	173	3	0	**176**	0	**421**
3:45PM	8	5	0	**13**	0	10	217	14	**241**	0	172	9	0	**181**	0	**435**
Hourly Total	34	28	0	**62**	0	33	843	38	**914**	0	722	21	0	**743**	0	**1719**
4:00PM	7	11	0	**18**	0	9	199	17	**225**	0	133	12	0	**145**	0	**388**
4:15PM	8	6	0	**14**	0	6	213	19	**238**	0	131	6	0	**137**	0	**389**
4:30PM	11	8	0	**19**	0	7	234	13	**254**	0	165	7	0	**172**	0	**445**
4:45PM	8	10	0	**18**	0	7	218	14	**239**	0	145	8	0	**153**	0	**410**
Hourly Total	34	35	0	**69**	0	29	864	63	**956**	0	574	33	0	**607**	0	**1632**
5:00PM	10	10	0	**20**	0	8	233	15	**256**	0	168	8	0	**176**	0	**452**
5:15PM	10	7	0	**17**	0	6	246	15	**267**	0	164	2	1	**167**	0	**451**
5:30PM	9	5	0	**14**	0	4	214	17	**235**	0	175	5	0	**180**	0	**429**

Leg	North Outlet Mall					SR 16					SR 16					
Direction	Southbound					Westbound					Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
5:45PM	6	4	0	**10**	0	1	224	17	**242**	0	149	1	0	**150**	0	**402**
Hourly Total	35	26	0	**61**	0	19	917	64	**1000**	0	656	16	1	**673**	0	**1734**
6:00PM	6	8	0	**14**	0	3	179	21	**203**	0	145	2	0	**147**	0	**364**
6:15PM	2	6	0	**8**	0	3	176	17	**196**	0	124	4	0	**128**	0	**332**
6:30PM	5	1	0	**6**	0	1	163	12	**176**	0	103	2	0	**105**	0	**287**
6:45PM	3	2	0	**5**	0	0	132	15	**147**	0	100	3	0	**103**	0	**255**
Hourly Total	16	17	0	**33**	0	7	650	65	**722**	0	472	11	0	**483**	0	**1238**
Total	260	242	0	**502**	0	288	8057	467	**8812**	0	8059	251	1	**8311**	0	**17625**
% Approach	51.8%	48.2%	0%	**-**	-	3.3%	91.4%	5.3%	**-**	-	97.0%	3.0%	0%	**-**	-	**-**
% Total	1.5%	1.4%	0%	**2.8%**	-	1.6%	45.7%	2.6%	**50.0%**	-	45.7%	1.4%	0%	**47.2%**	-	**-**
Lights and Motorcycles	258	239	0	**497**	-	284	7753	457	**8494**	-	7746	248	1	**7995**	-	16986
% Lights and Motorcycles	99.2%	98.8%	0%	**99.0%**	-	98.6%	96.2%	97.9%	**96.4%**	-	96.1%	98.8%	100%	**96.2%**	-	96.4%
Heavy	2	3	0	**5**	-	4	304	10	**318**	-	313	3	0	**316**	-	639
% Heavy	0.8%	1.2%	0%	**1.0%**	-	1.4%	3.8%	2.1%	**3.6%**	-	3.9%	1.2%	0%	**3.8%**	-	3.6%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U14-SR 16 & North Outlet Mall (FL23-271) - TMC
Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108324, Location: 29.92581, -81.420694

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U14-SR 16 & North Outlet Mall (FL23-271) - TMC

Wed Sep 27, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108324, Location: 29.92581, -81.420694

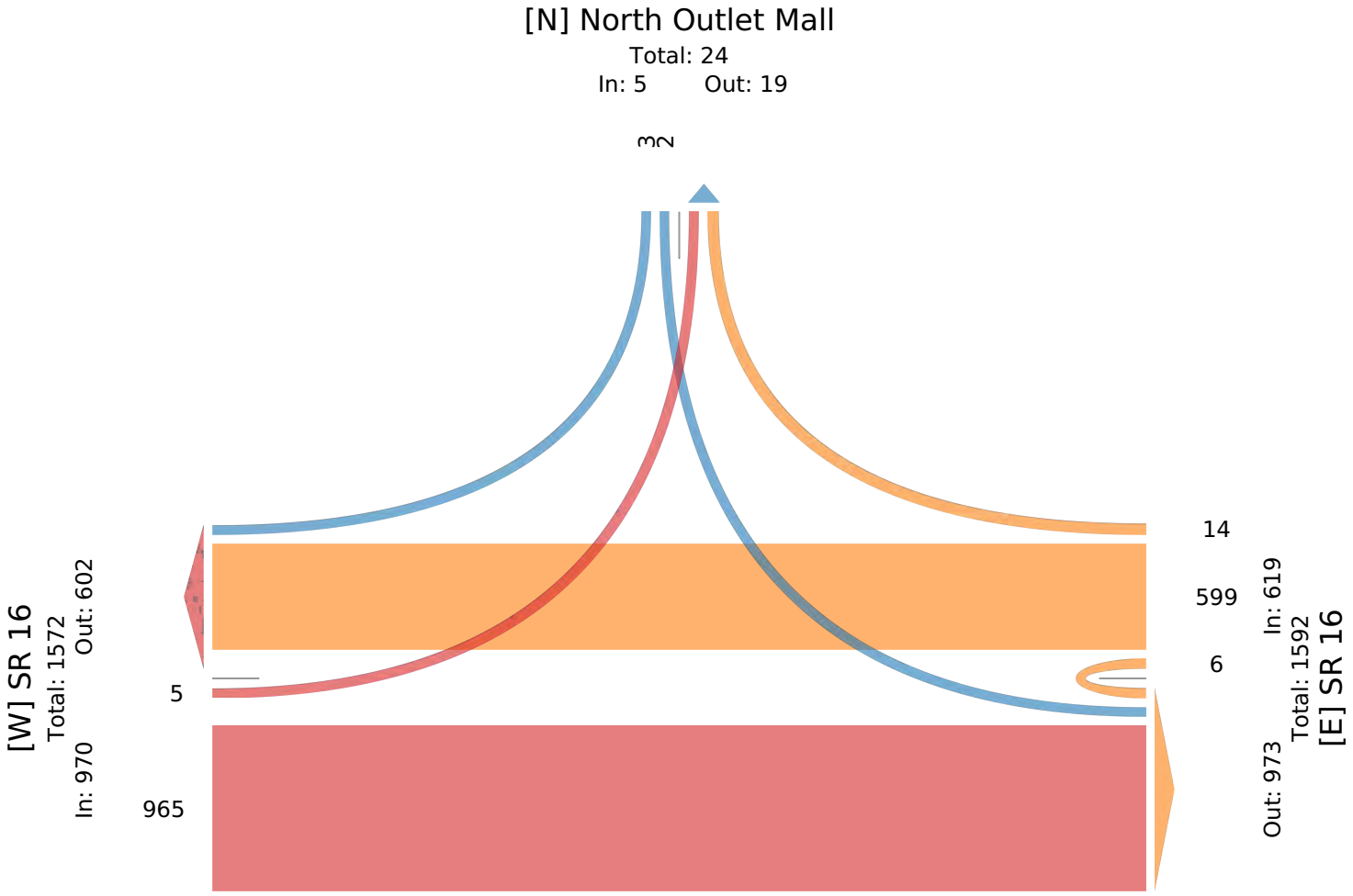
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	North Outlet Mall Southbound					SR 16 Westbound					SR 16 Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2023-09-27 7:30AM	0	0	0	**0**	0	6	150	2	**158**	0	249	1	0	**250**	0	**408**
7:45AM	2	0	0	**2**	0	5	160	3	**168**	0	273	3	0	**276**	0	**446**
8:00AM	0	0	0	**0**	0	2	140	0	**142**	0	204	1	0	**205**	0	**347**
8:15AM	1	2	0	**3**	0	1	149	1	**151**	0	239	0	0	**239**	0	**393**
Total	3	2	0	**5**	0	14	599	6	**619**	0	965	5	0	**970**	0	**1594**
% Approach	60.0%	40.0%	0%	**-**	-	2.3%	96.8%	1.0%	**-**	-	99.5%	0.5%	0%	**-**	-	-
% Total	0.2%	0.1%	0%	**0.3%**	-	0.9%	37.6%	0.4%	**38.8%**	-	60.5%	0.3%	0%	**60.9%**	-	-
PHF	0.375	0.250	-	**0.417**	-	0.583	0.936	0.500	**0.921**	-	0.884	0.417	-	**0.879**	-	0.893
Lights and Motorcycles	3	1	0	**4**	-	13	579	6	**598**	-	946	5	0	**951**	-	1553
% Lights and Motorcycles	100%	50.0%	0%	**80.0%**	-	92.9%	96.7%	100%	**96.6%**	-	98.0%	100%	0%	**98.0%**	-	97.4%
Heavy	0	1	0	**1**	-	1	20	0	**21**	-	19	0	0	**19**	-	41
% Heavy	0%	50.0%	0%	**20.0%**	-	7.1%	3.3%	0%	**3.4%**	-	2.0%	0%	0%	**2.0%**	-	2.6%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U14-SR 16 & North Outlet Mall (FL23-271) - TMC
Wed Sep 27, 2023
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108324, Location: 29.92581, -81.420694

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U14-SR 16 & North Outlet Mall (FL23-271) - TMC

Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108324, Location: 29.92581, -81.420694

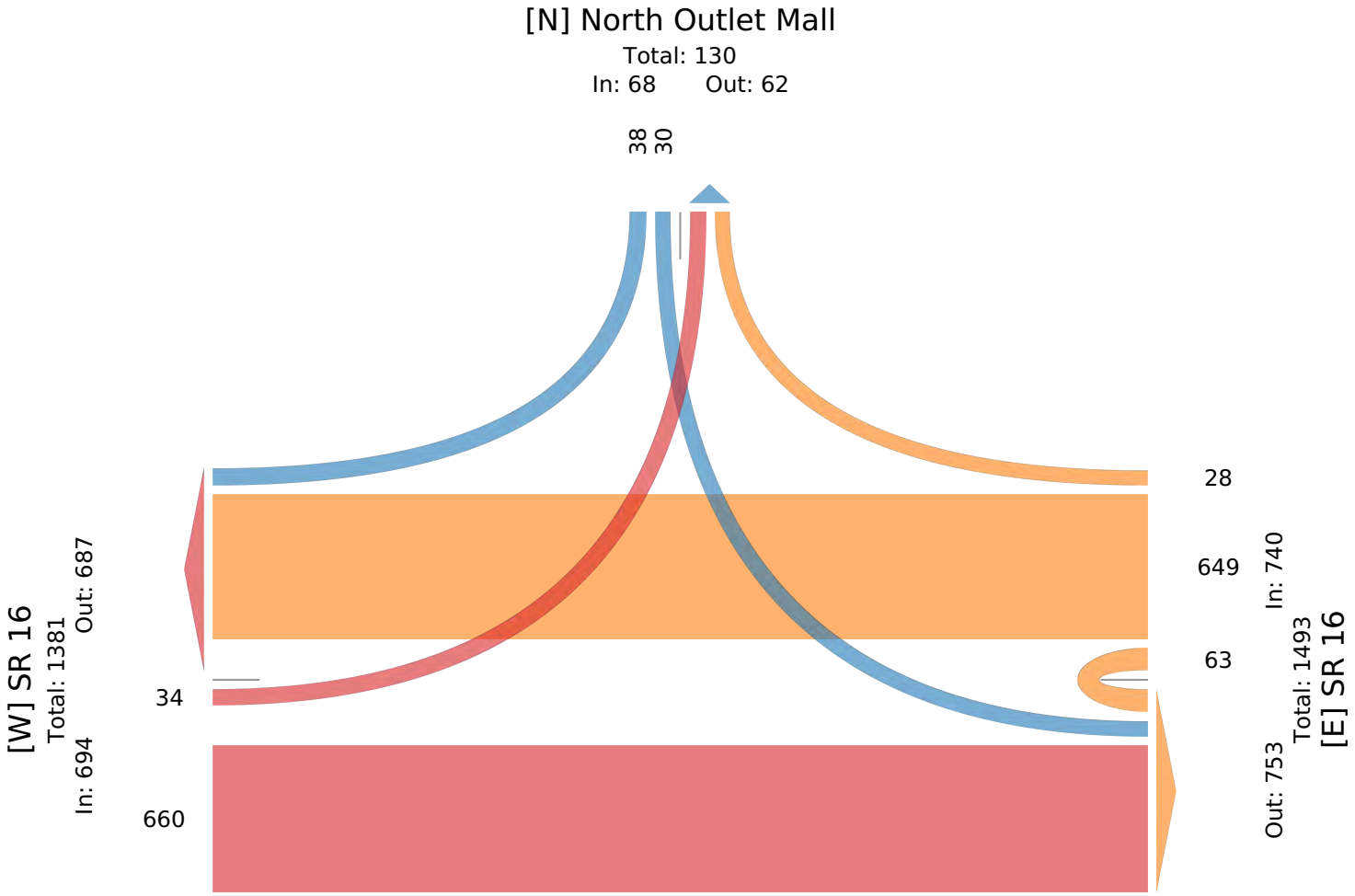
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	North Outlet Mall Southbound					SR 16 Westbound					SR 16 Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2023-09-27 11:45AM	11	12	0	**23**	0	10	129	14	**153**	0	170	15	0	**185**	0	**361**
12:00PM	11	5	0	**16**	0	5	181	19	**205**	0	173	7	0	**180**	0	**401**
12:15PM	6	7	0	**13**	0	5	169	17	**191**	0	159	9	0	**168**	0	**372**
12:30PM	10	6	0	**16**	0	8	170	13	**191**	0	158	3	0	**161**	0	**368**
Total	38	30	0	**68**	0	28	649	63	**740**	0	660	34	0	**694**	0	**1502**
% Approach	55.9%	44.1%	0%	**-**	-	3.8%	87.7%	8.5%	**-**	-	95.1%	4.9%	0%	**-**	-	**-**
% Total	2.5%	2.0%	0%	**4.5%**	-	1.9%	43.2%	4.2%	**49.3%**	-	43.9%	2.3%	0%	**46.2%**	-	**-**
PHF	0.864	0.625	-	**0.739**	-	0.700	0.896	0.829	**0.902**	-	0.954	0.567	-	**0.938**	-	0.936
Lights and Motorcycles	38	30	0	**68**	-	28	606	62	**696**	-	623	32	0	**655**	-	1419
% Lights and Motorcycles	100%	100%	0%	**100%**	-	100%	93.4%	98.4%	**94.1%**	-	94.4%	94.1%	0%	**94.4%**	-	94.5%
Heavy	0	0	0	**0**	-	0	43	1	**44**	-	37	2	0	**39**	-	83
% Heavy	0%	0%	0%	**0%**	-	0%	6.6%	1.6%	**5.9%**	-	5.6%	5.9%	0%	**5.6%**	-	5.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U14-SR 16 & North Outlet Mall (FL23-271) - TMC
Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108324, Location: 29.92581, -81.420694

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U14-SR 16 & North Outlet Mall (FL23-271) - TMC

Wed Sep 27, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108324, Location: 29.92581, -81.420694

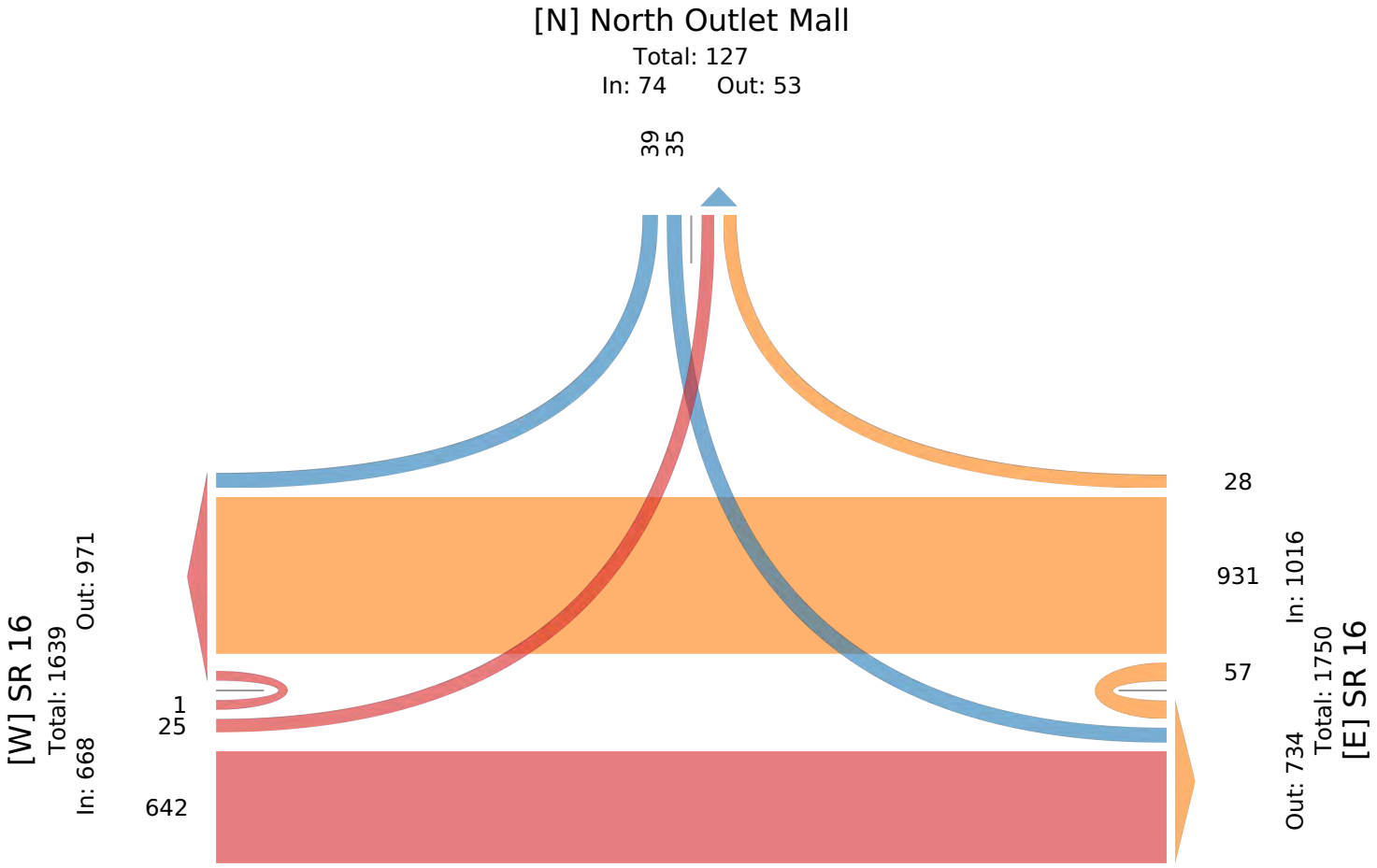
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	North Outlet Mall Southbound					SR 16 Westbound					SR 16 Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2023-09-27 4:30PM	11	8	0	**19**	0	7	234	13	**254**	0	165	7	0	**172**	0	**445**
4:45PM	8	10	0	**18**	0	7	218	14	**239**	0	145	8	0	**153**	0	**410**
5:00PM	10	10	0	**20**	0	8	233	15	**256**	0	168	8	0	**176**	0	**452**
5:15PM	10	7	0	**17**	0	6	246	15	**267**	0	164	2	1	**167**	0	**451**
Total	39	35	0	**74**	0	28	931	57	**1016**	0	642	25	1	**668**	0	**1758**
% Approach	52.7%	47.3%	0%	**-**	-	2.8%	91.6%	5.6%	**-**	-	96.1%	3.7%	0.1%	**-**	-	-
% Total	2.2%	2.0%	0%	**4.2%**	-	1.6%	53.0%	3.2%	**57.8%**	-	36.5%	1.4%	0.1%	**38.0%**	-	-
PHF	0.886	0.875	-	**0.925**	-	0.875	0.946	0.950	**0.951**	-	0.955	0.781	0.250	**0.949**	-	0.972
Lights and Motorcycles	39	35	0	**74**	-	28	923	57	**1008**	-	630	25	1	**656**	-	1738
% Lights and Motorcycles	100%	100%	0%	**100%**	-	100%	99.1%	100%	**99.2%**	-	98.1%	100%	100%	**98.2%**	-	98.9%
Heavy	0	0	0	**0**	-	0	8	0	**8**	-	12	0	0	**12**	-	20
% Heavy	0%	0%	0%	**0%**	-	0%	0.9%	0%	**0.8%**	-	1.9%	0%	0%	**1.8%**	-	1.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U14-SR 16 & North Outlet Mall (FL23-271) - TMC
Wed Sep 27, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108324, Location: 29.92581, -81.420694

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



S15-SR 16 & Toms Rd (FL23-271) - TMC

Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108325, Location: 29.92071, -81.416404

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

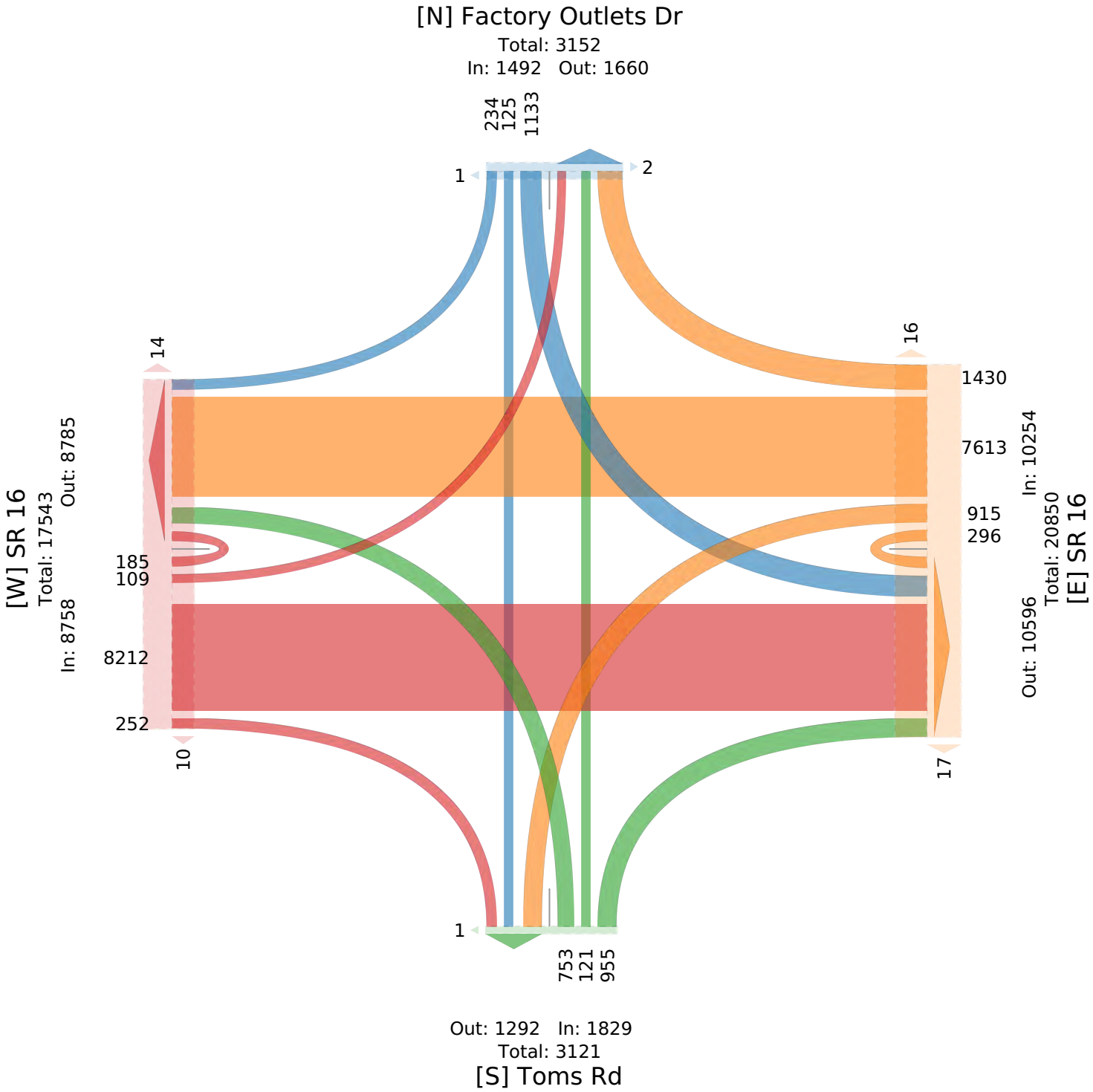
Leg	Factory Outlets Dr						SR 16						Toms Rd						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-09-27 7:00AM	0	0	0	0	**0**	0	1	110	19	3	**133**	2	24	0	15	0	**39**	0	2	193	0	1	**196**	1	**368**
7:15AM	2	0	0	0	**2**	0	2	121	27	5	**155**	1	40	0	8	0	**48**	0	3	263	0	1	**267**	0	**472**
7:30AM	3	0	1	0	**4**	0	2	153	23	2	**180**	0	49	0	7	0	**56**	0	8	239	2	2	**251**	0	**491**
7:45AM	0	0	3	0	**3**	1	8	140	25	5	**178**	0	40	0	21	0	**61**	0	11	254	0	0	**265**	0	**507**
Hourly Total	5	0	4	0	**9**	1	13	524	94	15	**646**	3	153	0	51	0	**204**	0	24	949	2	4	**979**	1	**1838**
8:00AM	1	0	0	0	**1**	0	4	128	13	7	**152**	0	42	2	16	0	**60**	0	13	189	1	1	**204**	0	**417**
8:15AM	0	0	2	0	**2**	0	4	139	15	3	**161**	0	45	1	14	0	**60**	0	11	224	1	1	**237**	0	**460**
8:30AM	2	0	2	0	**4**	0	7	158	18	4	**187**	1	35	1	17	0	**53**	1	4	201	0	4	**209**	0	**453**
8:45AM	0	0	2	0	**2**	0	12	143	13	7	**175**	0	26	1	12	0	**39**	0	8	190	0	5	**203**	0	**419**
Hourly Total	3	0	6	0	**9**	0	27	568	59	21	**675**	1	148	5	59	0	**212**	1	36	804	2	11	**853**	0	**1749**
9:00AM	1	0	3	0	**4**	0	11	106	11	4	**132**	2	16	2	3	0	**21**	0	2	193	1	3	**199**	0	**356**
9:15AM	1	1	3	0	**5**	0	11	124	20	6	**161**	2	16	3	9	0	**28**	0	3	160	0	3	**166**	1	**360**
9:30AM	0	2	2	0	**4**	0	13	119	11	2	**145**	1	9	1	13	0	**23**	0	2	186	0	5	**193**	0	**365**
9:45AM	1	1	0	0	**2**	0	24	130	10	4	**168**	1	6	6	11	0	**23**	0	5	130	4	6	**145**	1	**338**
Hourly Total	3	4	8	0	**15**	0	59	479	52	16	**606**	6	47	12	36	0	**95**	0	12	669	5	17	**703**	2	**1419**
10:00AM	3	0	6	0	**9**	0	32	124	15	8	**179**	2	15	1	12	0	**28**	0	4	146	2	0	**152**	0	**368**
10:15AM	3	1	9	0	**13**	0	39	113	15	9	**176**	3	17	1	6	0	**24**	0	6	155	3	3	**167**	1	**380**
10:30AM	0	1	11	0	**12**	0	34	96	15	9	**154**	0	12	1	9	0	**22**	0	1	156	1	6	**164**	1	**352**
10:45AM	3	1	20	0	**24**	0	44	145	9	6	**204**	2	12	6	11	0	**29**	0	3	147	1	1	**152**	0	**409**
Hourly Total	9	3	46	0	**58**	0	149	478	54	32	**713**	7	56	9	38	0	**103**	0	14	604	7	10	**635**	2	**1509**
11:00AM	7	2	18	0	**27**	0	46	126	14	4	**190**	2	14	6	10	0	**30**	0	3	138	5	5	**151**	0	**398**
11:15AM	10	4	23	0	**37**	0	49	149	14	5	**217**	0	9	8	21	0	**38**	0	7	158	4	1	**170**	0	**462**
11:30AM	6	4	27	0	**37**	0	49	143	18	11	**221**	0	13	5	9	0	**27**	0	7	143	3	6	**159**	0	**444**
11:45AM	9	7	38	0	**54**	0	47	137	22	13	**219**	0	12	7	22	0	**41**	0	9	168	4	5	**186**	0	**500**
Hourly Total	32	17	106	0	**155**	0	191	555	68	33	**847**	2	48	26	62	0	**136**	0	26	607	16	17	**666**	0	**1804**
12:00PM	12	4	34	0	**50**	0	31	166	15	5	**217**	0	24	7	17	0	**48**	0	6	195	8	4	**213**	0	**528**
12:15PM	11	6	39	0	**56**	0	58	162	17	7	**244**	1	13	1	11	0	**25**	0	9	161	5	2	**177**	0	**502**
12:30PM	4	4	31	0	**39**	0	45	149	16	4	**214**	2	14	5	18	0	**37**	0	6	169	2	5	**182**	4	**472**
12:45PM	12	5	44	0	**61**	0	53	141	17	7	**218**	1	11	3	20	0	**34**	0	6	151	3	4	**164**	1	**477**
Hourly Total	39	19	148	0	**206**	0	187	618	65	23	**893**	4	62	16	66	0	**144**	0	27	676	18	15	**736**	5	**1979**
1:00PM	4	3	39	0	**46**	0	42	165	19	8	**234**	0	16	5	12	0	**33**	0	4	136	0	0	**140**	0	**453**
1:15PM	6	4	45	0	**55**	0	37	153	20	2	**212**	0	10	4	14	0	**28**	0	5	187	4	2	**198**	1	**493**
1:30PM	10	3	42	0	**55**	0	38	172	21	7	**238**	1	3	5	18	0	**26**	0	5	154	2	0	**161**	1	**480**
1:45PM	4	1	31	0	**36**	0	53	162	20	17	**252**	1	17	0	14	0	**31**	0	3	140	5	7	**155**	1	**474**
Hourly Total	24	11	157	0	**192**	0	170	652	80	34	**936**	2	46	14	58	0	**118**	0	17	617	11	9	**654**	3	**1900**
2:00PM	3	9	36	0	**48**	0	42	145	16	6	**209**	0	11	4	12	0	**27**	0	6	145	1	2	**154**	1	**438**
2:15PM	11	3	50	0	**64**	0	39	168	19	10	**236**	2	18	3	13	0	**34**	0	8	152	2	4	**166**	0	**500**
2:30PM	8	3	31	0	**42**	0	40	188	18	9	**255**	0	17	0	17	0	**34**	0	5	190	2	8	**205**	0	**536**
2:45PM	5	2	38	0	**45**	0	37	185	21	9	**252**	1	9	3	18	0	**30**	0	4	186	5	3	**198**	0	**525**
Hourly Total	27	17	155	0	**199**	0	158	686	74	34	**952**	3	55	10	60	0	**125**	0	23	673	10	17	**723**	1	**1999**
3:00PM	5	8	42	0	**55**	0	21	169	24	4	**218**	1	59	2	24	0	**85**	0	3	207	3	0	**213**	0	**571**
3:15PM	4	1	29	0	**34**	0	38	200	25	5	**268**	1	29	1	18	0	**48**	0	2	175	1	2	**180**	0	**530**
3:30PM	6	4	28	0	**38**	0	36	194	22	5	**257**	0	26	3	22	0	**51**	0	4	167	4	3	**178**	0	**524**
3:45PM	2	2	34	0	**38**	0	47	224	21	5	**297**	1	11	1	15	0	**27**	0	6	159	3	9	**177**	0	**539**
Hourly Total	17	15	133	0	**165**	0	142	787	92	19	**1040**	3	125	7	79	0	**211**	0	15	708	11	14	**748**	0	**2164**
4:00PM	3	4	48	0	**55**	2	38	195	23	5	**261**	1	15	3	21	0	**39**	0	5	187	1	3	**196**	2	**551**
4:15PM	5	4	24	0	**33**	0	32	209	44	4	**289**	0	25	1	22	0	**48**	0	6	163	1	5	**175**	0	**545**
4:30PM	8	2	31	0	**41**	0	41	214	24	10	**289**	0	29	2	22	0	**53**	0	3	181	1	6	**191**	2	**574**
4:45PM	6	5	33	0	**44**	0	37	209	33	3	**282**	0	8	2	22	0	**32**	0	4	182	3	8	**197**	0	**555**
Hourly Total	22	15	136	0	**173**	2	148	827	124	22	**1121**	1	77	8	87	0	**172**	0	18	713	6	22	**759**	4	**2225**
5:00PM	9	5	39	0	**53**	0	34	229	34	10	**307**	0	38	4	26	0	**68**	0	6	180	3	7	**196**	0	**624**
5:15PM	8	4	34	0	**46**	0	24	252	26	7	**309**	1	28	2	30	0	**60**	0	6	178	4	4	**192**	3	**607**
5:30PM	4	0	30	0	**34**	0	26	176	31	5	**238**	0	15	3	21	0	**39**	0	8	172	4	6	**190**	3	**501**
5:45PM	12	5	27	0	**44**	0	22	207	19	5	**253**	0	20	2	22	0	**44**	0	5	161	0	4	**170**	0	**511**
Hourly Total	33	14	130	0	**177**	0	106	864	110	27	**1107**	1	101	11	99	0	**211**	0	25	691	11	21	**748**	6	**2243**
6:00PM	5	5	31	0	**41**	0	21	141	11	6	**179**	0	12	2	20	0	**34**	0	3	153	3	12	**171**	0	**425**
6:15PM	4	4	31	0	**39**	0	18	169	17	5	**209**	0	13	1	12	0	**26**	0	4	140	2	5	**151**	0	**425**
6:30PM	5	0	23	0	**28**	0	21	149	6	7	**183**	0	7	0	17	0	**24**	0	3	103	4	5	**115**	0	**350**
6:45PM	6	1	19	0	**26**	0	20	116	9	2	**147**	0	5	0	9	0	**14**	0	5	105	1	6	**117**	0	**304**
Hourly Total	20	10	104	0	**134**	0	80	575	43	20	**718**	0	37	3	58	0	**98**	0	15	501	10	28	**554**	0	**1504**
Total	234	125	1133	0	**1492**	3	1430	7613	915	296	**10254**	33	955	121	753	0	**1829**	1	252	8212	109	185	**8758**	24	**22333**

Leg Direction	Factory Outlets Dr Southbound						SR 16 Westbound						Toms Rd Northbound						SR 16 Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
% Approach	15.7%	8.4%	75.9%	0%	**-**	-	13.9%	74.2%	8.9%	2.9%	**-**	-	52.2%	6.6%	41.2%	0%	**-**	-	2.9%	93.8%	1.2%	2.1%	**-**	-	**-**
% Total	1.0%	0.6%	5.1%	0%	**6.7%**	-	6.4%	34.1%	4.1%	1.3%	**45.9%**	-	4.3%	0.5%	3.4%	0%	**8.2%**	-	1.1%	36.8%	0.5%	0.8%	**39.2%**	-	**-**
Lights and Motorcycles	233	124	1122	0	**1479**	-	1420	7325	871	290	**9906**	-	911	121	723	0	**1755**	-	240	7894	109	182	**8425**	-	21565
% Lights and Motorcycles	99.6%	99.2%	99.0%	0%	**99.1%**	-	99.3%	96.2%	95.2%	98.0%	**96.6%**	-	95.4%	100%	96.0%	0%	**96.0%**	-	95.2%	96.1%	100%	98.4%	**96.2%**	-	96.6%
Heavy	1	1	11	0	**13**	-	10	288	44	6	**348**	-	44	0	30	0	**74**	-	12	318	0	3	**333**	-	768
% Heavy	0.4%	0.8%	1.0%	0%	**0.9%**	-	0.7%	3.8%	4.8%	2.0%	**3.4%**	-	4.6%	0%	4.0%	0%	**4.0%**	-	4.8%	3.9%	0%	1.6%	**3.8%**	-	3.4%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	31	-	-	-	-	-	1	-	-	-	-	-	24	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	93.9%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	6.1%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

S15-SR 16 & Toms Rd (FL23-271) - TMC
Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108325, Location: 29.92071, -81.416404

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



S15-SR 16 & Toms Rd (FL23-271) - TMC

Wed Sep 27, 2023
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108325, Location: 29.92071, -81.416404

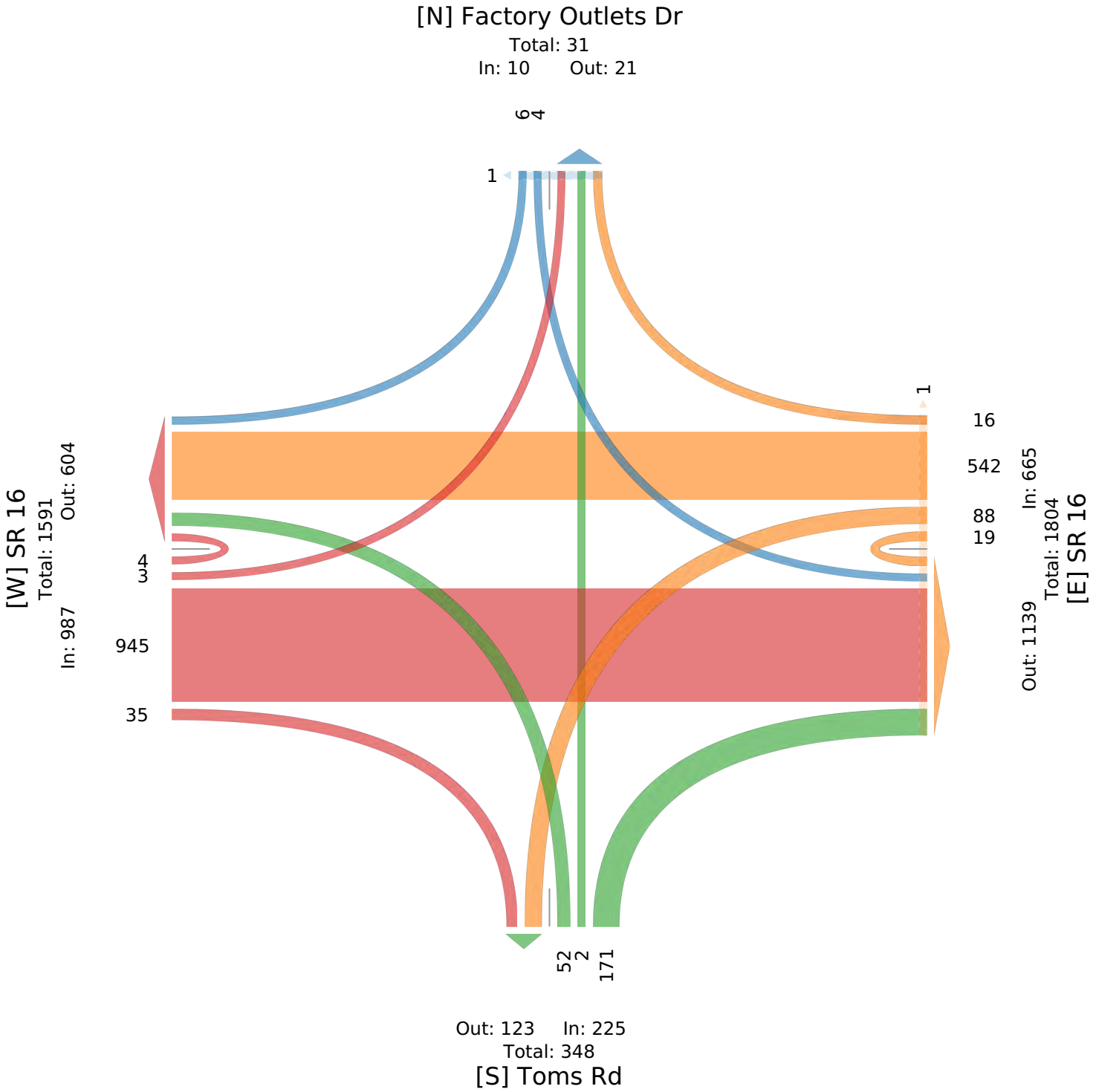
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg	Factory Outlets Dr						SR 16						Toms Rd						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 7:15AM	2	0	0	0	**2**	0	2	121	27	5	**155**	1	40	0	8	0	**48**	0	3	263	0	1	**267**	0	**472**
7:30AM	3	0	1	0	**4**	0	2	153	23	2	**180**	0	49	0	7	0	**56**	0	8	239	2	2	**251**	0	**491**
7:45AM	0	0	3	0	**3**	1	8	140	25	5	**178**	0	40	0	21	0	**61**	0	11	254	0	0	**265**	0	**507**
8:00AM	1	0	0	0	**1**	0	4	128	13	7	**152**	0	42	2	16	0	**60**	0	13	189	1	1	**204**	0	**417**
Total	6	0	4	0	**10**	1	16	542	88	19	**665**	1	171	2	52	0	**225**	0	35	945	3	4	**987**	0	**1887**
% Approach	60.0%	0%	40.0%	0%	**-**	-	2.4%	81.5%	13.2%	2.9%	**-**	-	76.0%	0.9%	23.1%	0%	**-**	-	3.5%	95.7%	0.3%	0.4%	**-**	-	-
% Total	0.3%	0%	0.2%	0%	**0.5%**	-	0.8%	28.7%	4.7%	1.0%	**35.2%**	-	9.1%	0.1%	2.8%	0%	**11.9%**	-	1.9%	50.1%	0.2%	0.2%	**52.3%**	-	-
PHF	0.500	-	0.333	-	**0.625**	-	0.500	0.886	0.815	0.679	**0.924**	-	0.872	0.250	0.619	-	**0.922**	-	0.673	0.898	0.375	0.500	**0.924**	-	0.930
Lights and Motorcycles	6	0	4	0	**10**	-	15	507	83	18	**623**	-	167	2	45	0	**214**	-	35	925	3	4	**967**	-	1814
% Lights and Motorcycles	100%	0%	100%	0%	**100%**	-	93.8%	93.5%	94.3%	94.7%	**93.7%**	-	97.7%	100%	86.5%	0%	**95.1%**	-	100%	97.9%	100%	100%	**98.0%**	-	96.1%
Heavy	0	0	0	0	**0**	-	1	35	5	1	**42**	-	4	0	7	0	**11**	-	0	20	0	0	**20**	-	73
% Heavy	0%	0%	0%	0%	**0%**	-	6.3%	6.5%	5.7%	5.3%	**6.3%**	-	2.3%	0%	13.5%	0%	**4.9%**	-	0%	2.1%	0%	0%	**2.0%**	-	3.9%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

S15-SR 16 & Toms Rd (FL23-271) - TMC
Wed Sep 27, 2023
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108325, Location: 29.92071, -81.416404

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



S15-SR 16 & Toms Rd (FL23-271) - TMC

Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108325, Location: 29.92071, -81.416404

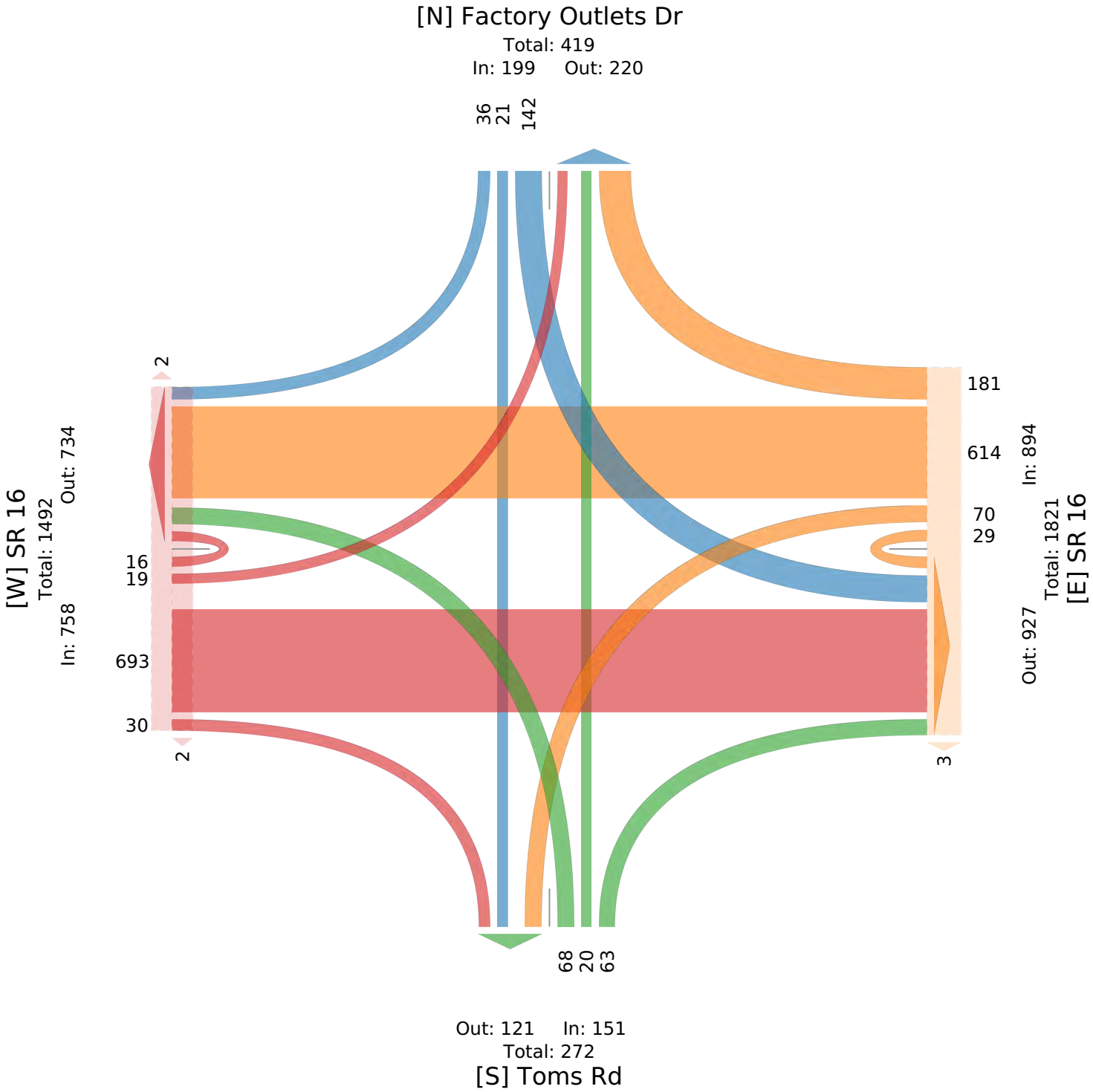
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

Leg	Factory Outlets Dr						SR 16						Toms Rd						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 11:45AM	9	7	38	0	**54**	0	47	137	22	13	**219**	0	12	7	22	0	**41**	0	9	168	4	5	**186**	0	**500**
12:00PM	12	4	34	0	**50**	0	31	166	15	5	**217**	0	24	7	17	0	**48**	0	6	195	8	4	**213**	0	**528**
12:15PM	11	6	39	0	**56**	0	58	162	17	7	**244**	1	13	1	11	0	**25**	0	9	161	5	2	**177**	0	**502**
12:30PM	4	4	31	0	**39**	0	45	149	16	4	**214**	2	14	5	18	0	**37**	0	6	169	2	5	**182**	4	**472**
Total	36	21	142	0	**199**	0	181	614	70	29	**894**	3	63	20	68	0	**151**	0	30	693	19	16	**758**	4	**2002**
% Approach	18.1%	10.6%	71.4%	0%	**-**	-	20.2%	68.7%	7.8%	3.2%	**-**	-	41.7%	13.2%	45.0%	0%	**-**	-	4.0%	91.4%	2.5%	2.1%	**-**	-	**-**
% Total	1.8%	1.0%	7.1%	0%	**9.9%**	-	9.0%	30.7%	3.5%	1.4%	**44.7%**	-	3.1%	1.0%	3.4%	0%	**7.5%**	-	1.5%	34.6%	0.9%	0.8%	**37.9%**	-	**-**
PHF	0.750	0.750	0.910	-	**0.888**	-	0.780	0.925	0.795	0.558	**0.916**	-	0.656	0.714	0.773	-	**0.786**	-	0.833	0.888	0.594	0.800	**0.890**	-	0.948
Lights and Motorcycles	36	21	139	0	**196**	-	181	572	65	29	**847**	-	61	20	64	0	**145**	-	30	658	19	16	**723**	-	1911
% Lights and Motorcycles	100%	100%	97.9%	0%	**98.5%**	-	100%	93.2%	92.9%	100%	**94.7%**	-	96.8%	100%	94.1%	0%	**96.0%**	-	100%	94.9%	100%	100%	**95.4%**	-	95.5%
Heavy	0	0	3	0	**3**	-	0	42	5	0	**47**	-	2	0	4	0	**6**	-	0	35	0	0	**35**	-	91
% Heavy	0%	0%	2.1%	0%	**1.5%**	-	0%	6.8%	7.1%	0%	**5.3%**	-	3.2%	0%	5.9%	0%	**4.0%**	-	0%	5.1%	0%	0%	**4.6%**	-	4.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	66.7%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	33.3%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

S15-SR 16 & Toms Rd (FL23-271) - TMC
Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108325, Location: 29.92071, -81.416404

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



S15-SR 16 & Toms Rd (FL23-271) - TMC

Wed Sep 27, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108325, Location: 29.92071, -81.416404

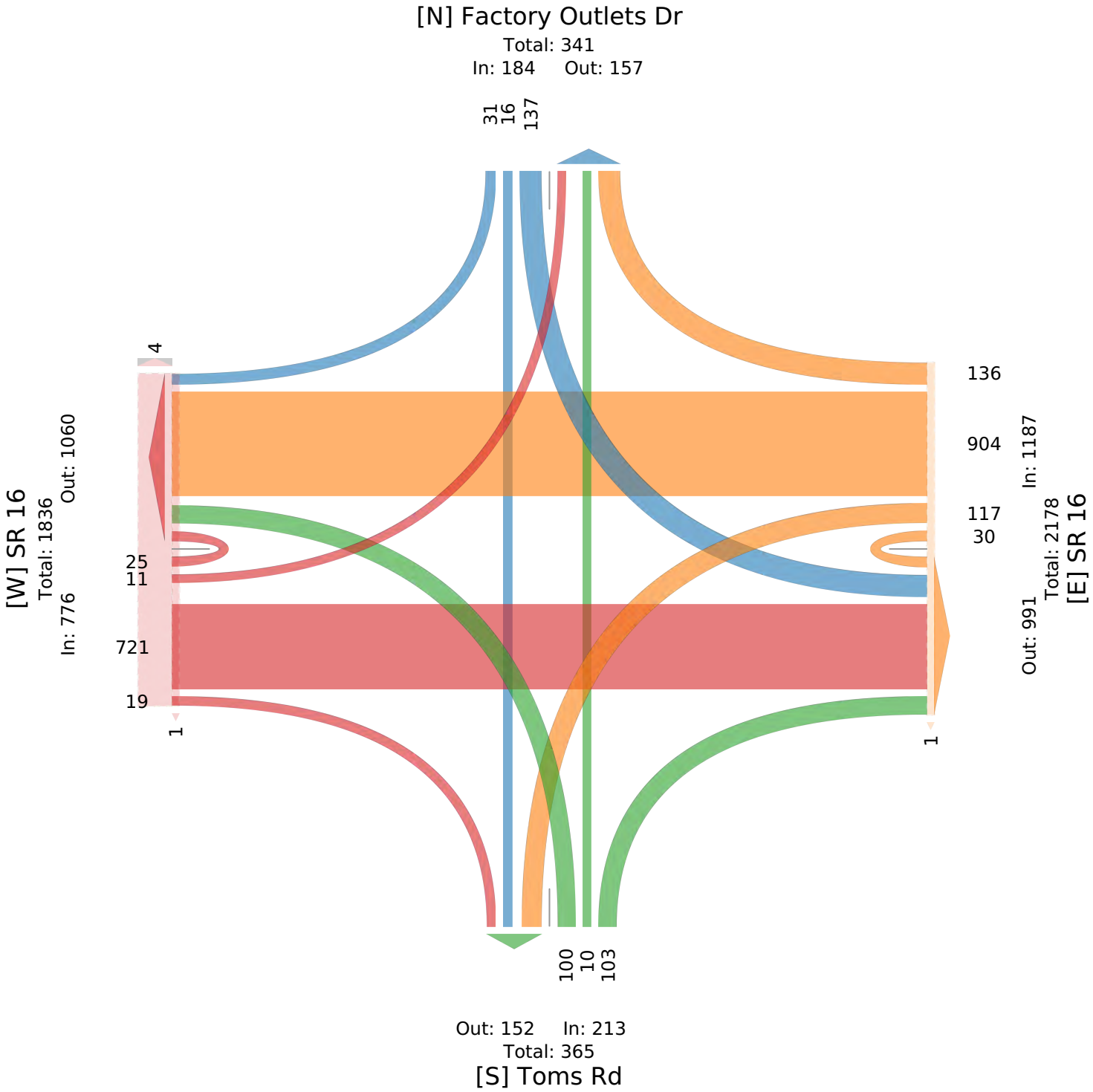
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

Leg	Factory Outlets Dr						SR 16						Toms Rd						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 4:30PM	8	2	31	0	**41**	0	41	214	24	10	**289**	0	29	2	22	0	**53**	0	3	181	1	6	**191**	2	**574**
4:45PM	6	5	33	0	**44**	0	37	209	33	3	**282**	0	8	2	22	0	**32**	0	4	182	3	8	**197**	0	**555**
5:00PM	9	5	39	0	**53**	0	34	229	34	10	**307**	0	38	4	26	0	**68**	0	6	180	3	7	**196**	0	**624**
5:15PM	8	4	34	0	**46**	0	24	252	26	7	**309**	1	28	2	30	0	**60**	0	6	178	4	4	**192**	3	**607**
Total	31	16	137	0	**184**	0	136	904	117	30	**1187**	1	103	10	100	0	**213**	0	19	721	11	25	**776**	5	**2360**
% Approach	16.8%	8.7%	74.5%	0%	**-**	-	11.5%	76.2%	9.9%	2.5%	**-**	-	48.4%	4.7%	46.9%	0%	**-**	-	2.4%	92.9%	1.4%	3.2%	**-**	-	**-**
% Total	1.3%	0.7%	5.8%	0%	**7.8%**	-	5.8%	38.3%	5.0%	1.3%	**50.3%**	-	4.4%	0.4%	4.2%	0%	**9.0%**	-	0.8%	30.6%	0.5%	1.1%	**32.9%**	-	**-**
PHF	0.861	0.800	0.878	-	**0.868**	-	0.829	0.897	0.860	0.750	**0.960**	-	0.678	0.625	0.833	-	**0.783**	-	0.792	0.990	0.688	0.781	**0.985**	-	0.946
Lights and Motorcycles	31	16	137	0	**184**	-	136	896	115	29	**1176**	-	97	10	98	0	**205**	-	15	714	11	25	**765**	-	2330
% Lights and Motorcycles	100%	100%	100%	0%	**100%**	-	100%	99.1%	98.3%	96.7%	**99.1%**	-	94.2%	100%	98.0%	0%	**96.2%**	-	78.9%	99.0%	100%	100%	**98.6%**	-	98.7%
Heavy	0	0	0	0	**0**	-	0	8	2	1	**11**	-	6	0	2	0	**8**	-	4	7	0	0	**11**	-	30
% Heavy	0%	0%	0%	0%	**0%**	-	0%	0.9%	1.7%	3.3%	**0.9%**	-	5.8%	0%	2.0%	0%	**3.8%**	-	21.1%	1.0%	0%	0%	**1.4%**	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

S15-SR 16 & Toms Rd (FL23-271) - TMC
Wed Sep 27, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108325, Location: 29.92071, -81.416404

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U16-SR 16 & CR 208 (FL23-271) - TMC

Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108326, Location: 29.918457, -81.414458

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

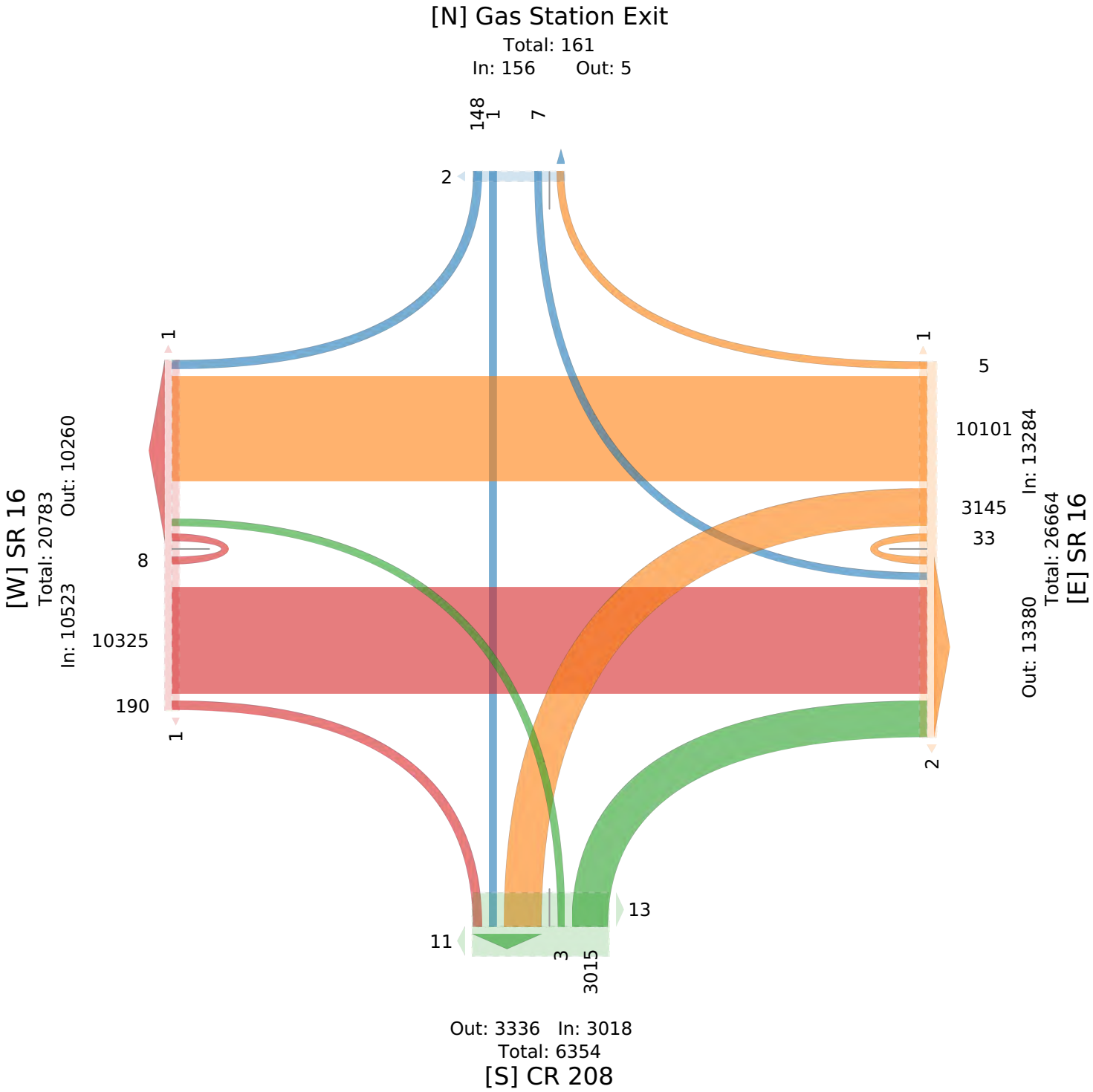
Leg	Gas Station Exit						SR 16						CR 208						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-09-27 7:00AM	1	0	0	0	**1**	0	0	126	63	0	**189**	0	84	0	0	0	**84**	0	4	217	0	0	**221**	0	**495**
7:15AM	0	0	0	0	**0**	0	0	146	74	0	**220**	0	69	0	0	0	**69**	1	3	307	0	0	**310**	0	**599**
7:30AM	3	0	0	0	**3**	0	1	179	80	0	**260**	0	82	0	0	0	**82**	0	5	286	0	0	**291**	0	**636**
7:45AM	4	0	0	0	**4**	0	0	175	80	0	**255**	0	80	0	0	0	**80**	0	1	303	0	0	**304**	0	**643**
Hourly Total	8	0	0	0	**8**	0	1	626	297	0	**924**	0	315	0	0	0	**315**	1	13	1113	0	0	**1126**	0	**2373**
8:00AM	0	0	0	0	**0**	0	1	150	70	0	**221**	0	81	0	0	0	**81**	0	2	209	0	0	**211**	0	**513**
8:15AM	1	0	0	0	**1**	0	0	158	71	0	**229**	0	81	0	0	0	**81**	0	2	257	0	0	**259**	0	**570**
8:30AM	1	0	0	0	**1**	0	0	192	69	0	**261**	2	78	0	0	0	**78**	5	4	232	0	0	**236**	0	**576**
8:45AM	4	0	0	0	**4**	0	1	165	67	0	**233**	0	69	0	0	0	**69**	3	5	212	0	0	**217**	0	**523**
Hourly Total	6	0	0	0	**6**	0	2	665	277	0	**944**	2	309	0	0	0	**309**	8	13	910	0	0	**923**	0	**2182**
9:00AM	1	0	0	0	**1**	0	0	139	57	0	**196**	0	50	0	0	0	**50**	2	3	206	0	0	**209**	0	**456**
9:15AM	4	0	0	0	**4**	0	0	159	71	0	**230**	0	59	0	0	0	**59**	0	2	184	0	0	**186**	0	**479**
9:30AM	2	0	0	0	**2**	0	0	150	63	0	**213**	0	58	0	0	0	**58**	1	5	192	0	0	**197**	0	**470**
9:45AM	3	0	0	0	**3**	0	1	156	69	4	**230**	1	55	0	0	0	**55**	0	2	120	0	0	**122**	0	**410**
Hourly Total	10	0	0	0	**10**	0	1	604	260	4	**869**	1	222	0	0	0	**222**	3	12	702	0	0	**714**	0	**1815**
10:00AM	5	0	0	0	**5**	0	0	176	57	2	**235**	0	63	0	0	0	**63**	0	1	175	0	0	**176**	0	**479**
10:15AM	1	0	1	0	**2**	0	0	164	45	0	**209**	0	53	0	1	0	**54**	0	6	182	0	0	**188**	0	**453**
10:30AM	2	0	0	0	**2**	1	0	169	49	3	**221**	0	55	0	0	0	**55**	0	2	191	0	0	**193**	0	**471**
10:45AM	6	0	1	0	**7**	0	0	191	58	0	**249**	0	60	0	0	0	**60**	0	2	174	0	0	**176**	0	**492**
Hourly Total	14	0	2	0	**16**	1	0	700	209	5	**914**	0	231	0	1	0	**232**	0	11	722	0	0	**733**	0	**1895**
11:00AM	2	0	0	0	**2**	0	0	185	69	3	**257**	0	57	0	0	0	**57**	2	1	163	0	0	**164**	0	**480**
11:15AM	2	0	0	0	**2**	0	0	217	77	0	**294**	0	63	0	0	0	**63**	0	3	200	0	0	**203**	0	**562**
11:30AM	6	0	0	0	**6**	0	0	203	67	0	**270**	0	86	0	1	0	**87**	0	2	198	0	0	**200**	0	**563**
11:45AM	3	0	0	0	**3**	0	0	206	78	1	**285**	0	73	0	0	0	**73**	2	11	215	0	0	**226**	0	**587**
Hourly Total	13	0	0	0	**13**	0	0	811	291	4	**1106**	0	279	0	1	0	**280**	4	17	776	0	0	**793**	0	**2192**
12:00PM	0	0	0	0	**0**	0	0	217	68	3	**288**	0	76	0	0	0	**76**	3	6	252	0	0	**258**	0	**622**
12:15PM	4	1	0	0	**5**	0	0	244	78	0	**322**	0	67	0	0	0	**67**	0	8	195	0	1	**204**	0	**598**
12:30PM	3	0	0	0	**3**	0	0	210	73	1	**284**	0	45	0	0	0	**45**	0	8	214	0	1	**223**	0	**555**
12:45PM	3	0	0	0	**3**	0	0	221	97	1	**319**	0	55	0	0	0	**55**	0	3	192	0	0	**195**	0	**572**
Hourly Total	10	1	0	0	**11**	0	0	892	316	5	**1213**	0	243	0	0	0	**243**	3	25	853	0	2	**880**	0	**2347**
1:00PM	3	0	0	0	**3**	0	0	227	74	1	**302**	0	61	0	0	0	**61**	0	3	205	0	1	**209**	0	**575**
1:15PM	4	0	0	0	**4**	0	0	221	68	0	**289**	0	59	0	0	0	**59**	0	7	223	0	0	**230**	0	**582**
1:30PM	4	0	2	0	**6**	0	0	234	73	1	**308**	0	62	0	0	0	**62**	0	8	207	0	0	**215**	0	**591**
1:45PM	8	0	0	0	**8**	0	0	245	69	0	**314**	0	54	0	0	0	**54**	0	2	199	0	0	**201**	0	**577**
Hourly Total	19	0	2	0	**21**	0	0	927	284	2	**1213**	0	236	0	0	0	**236**	0	20	834	0	1	**855**	0	**2325**
2:00PM	3	0	0	0	**3**	0	0	209	75	1	**285**	0	53	0	0	0	**53**	0	4	204	0	0	**208**	0	**549**
2:15PM	3	0	0	0	**3**	0	0	250	63	0	**313**	0	76	0	0	0	**76**	0	4	230	0	1	**235**	0	**627**
2:30PM	4	0	0	0	**4**	0	0	247	62	0	**309**	0	79	0	0	0	**79**	2	4	246	0	0	**250**	0	**642**
2:45PM	9	0	0	0	**9**	0	1	267	71	1	**340**	0	48	0	0	0	**48**	0	3	224	0	0	**227**	0	**624**
Hourly Total	19	0	0	0	**19**	0	1	973	271	2	**1247**	0	256	0	0	0	**256**	2	15	904	0	1	**920**	0	**2442**
3:00PM	2	0	0	0	**2**	0	0	241	41	0	**282**	0	47	0	0	0	**47**	0	4	295	0	0	**299**	0	**630**
3:15PM	0	0	0	0	**0**	0	0	254	57	0	**311**	0	76	0	0	0	**76**	0	3	230	0	0	**233**	0	**620**
3:30PM	4	0	0	0	**4**	0	0	263	51	0	**314**	0	53	0	0	0	**53**	0	4	262	0	0	**266**	0	**637**
3:45PM	3	0	0	0	**3**	0	0	293	58	1	**352**	0	63	0	0	0	**63**	0	3	219	0	0	**222**	0	**640**
Hourly Total	9	0	0	0	**9**	0	0	1051	207	1	**1259**	0	239	0	0	0	**239**	0	14	1006	0	0	**1020**	0	**2527**
4:00PM	2	0	0	0	**2**	1	0	252	64	1	**317**	0	81	0	0	0	**81**	0	9	219	0	0	**228**	2	**628**
4:15PM	4	0	0	0	**4**	0	0	275	68	1	**344**	0	71	0	0	0	**71**	0	6	230	0	2	**238**	0	**657**
4:30PM	3	0	0	0	**3**	0	0	267	61	0	**328**	0	76	0	0	0	**76**	2	6	251	0	1	**258**	0	**665**
4:45PM	1	0	0	0	**1**	0	0	279	69	1	**349**	0	59	0	0	0	**59**	0	3	227	0	0	**230**	0	**639**
Hourly Total	10	0	0	0	**10**	1	0	1073	262	3	**1338**	0	287	0	0	0	**287**	2	24	927	0	3	**954**	2	**2589**
5:00PM	4	0	0	0	**4**	0	0	296	56	0	**352**	0	77	0	0	0	**77**	0	4	256	0	0	**260**	0	**693**
5:15PM	8	0	0	0	**8**	0	0	291	65	1	**357**	0	55	0	0	0	**55**	0	2	239	0	0	**241**	0	**661**
5:30PM	2	0	0	0	**2**	0	0	243	59	0	**302**	0	51	0	1	0	**52**	0	3	221	0	0	**224**	0	**580**
5:45PM	6	0	1	0	**7**	0	0	252	81	0	**333**	0	61	0	0	0	**61**	0	4	211	0	0	**215**	0	**616**
Hourly Total	20	0	1	0	**21**	0	0	1082	261	1	**1344**	0	244	0	1	0	**245**	0	13	927	0	0	**940**	0	**2550**
6:00PM	3	0	2	0	**5**	0	0	177	65	0	**242**	0	44	0	0	0	**44**	0	5	184	0	0	**189**	0	**480**
6:15PM	5	0	0	0	**5**	0	0	188	55	0	**243**	0	42	0	0	0	**42**	0	3	195	0	1	**199**	0	**489**

Leg Direction	Gas Station Exit Southbound						SR 16 Westbound						CR 208 Northbound						SR 16 Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
6:30PM	1	0	0	0	**1**	0	0	175	52	3	**230**	0	38	0	0	0	**38**	1	3	138	0	0	**141**	0	**410**
6:45PM	1	0	0	0	**1**	0	0	157	38	3	**198**	0	30	0	0	0	**30**	0	2	134	0	0	**136**	0	**365**
Hourly Total	10	0	2	0	**12**	0	0	697	210	6	**913**	0	154	0	0	0	**154**	1	13	651	0	1	**665**	0	**1744**
Total	148	1	7	0	**156**	2	5	10101	3145	33	**13284**	3	3015	0	3	0	**3018**	24	190	10325	0	8	**10523**	2	**26981**
% Approach	94.9%	0.6%	4.5%	0%	**-**	-	0%	76.0%	23.7%	0.2%	**-**	-	99.9%	0%	0.1%	0%	**-**	-	1.8%	98.1%	0%	0.1%	**-**	-	**-**
% Total	0.5%	0%	0%	0%	**0.6%**	-	0%	37.4%	11.7%	0.1%	**49.2%**	-	11.2%	0%	0%	0%	**11.2%**	-	0.7%	38.3%	0%	0%	**39.0%**	-	**-**
Lights and Motorcycles	142	1	7	0	**150**	-	5	9769	2926	33	**12733**	-	2834	0	3	0	**2837**	-	182	9934	0	8	**10124**	-	25844
% Lights and Motorcycles	95.9%	100%	100%	0%	**96.2%**	-	100%	96.7%	93.0%	100%	**95.9%**	-	94.0%	0%	100%	0%	**94.0%**	-	95.8%	96.2%	0%	100%	**96.2%**	-	95.8%
Heavy	6	0	0	0	**6**	-	0	332	219	0	**551**	-	181	0	0	0	**181**	-	8	391	0	0	**399**	-	1137
% Heavy	4.1%	0%	0%	0%	**3.8%**	-	0%	3.3%	7.0%	0%	**4.1%**	-	6.0%	0%	0%	0%	**6.0%**	-	4.2%	3.8%	0%	0%	**3.8%**	-	4.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	19	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	66.7%	-	-	-	-	-	79.2%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	33.3%	-	-	-	-	-	20.8%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U16-SR 16 & CR 208 (FL23-271) - TMC
Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108326, Location: 29.918457, -81.414458

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U16-SR 16 & CR 208 (FL23-271) - TMC

Wed Sep 27, 2023
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108326, Location: 29.918457, -81.414458

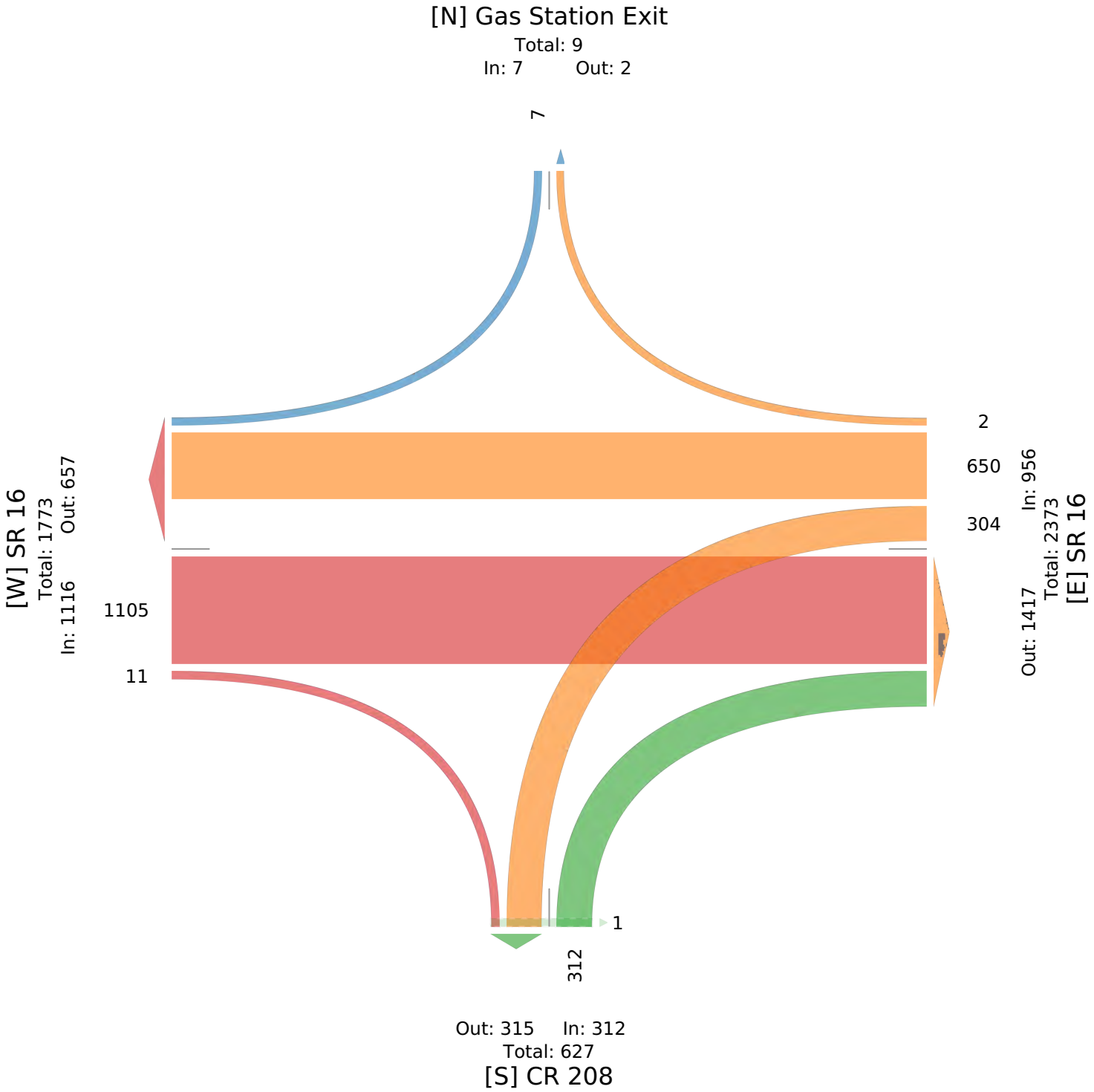
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg	Gas Station Exit						SR 16						CR 208						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 7:15AM	0	0	0	0	**0**	0	0	146	74	0	**220**	0	69	0	0	0	**69**	1	3	307	0	0	**310**	0	**599**
7:30AM	3	0	0	0	**3**	0	1	179	80	0	**260**	0	82	0	0	0	**82**	0	5	286	0	0	**291**	0	**636**
7:45AM	4	0	0	0	**4**	0	0	175	80	0	**255**	0	80	0	0	0	**80**	0	1	303	0	0	**304**	0	**643**
8:00AM	0	0	0	0	**0**	0	1	150	70	0	**221**	0	81	0	0	0	**81**	0	2	209	0	0	**211**	0	**513**
Total	7	0	0	0	**7**	0	2	650	304	0	**956**	0	312	0	0	0	**312**	1	11	1105	0	0	**1116**	0	**2391**
% Approach	100%	0%	0%	0%	**-**	-	0.2%	68.0%	31.8%	0%	**-**	-	100%	0%	0%	0%	**-**	-	1.0%	99.0%	0%	0%	**-**	-	**-**
% Total	0.3%	0%	0%	0%	**0.3%**	-	0.1%	27.2%	12.7%	0%	**40.0%**	-	13.0%	0%	0%	0%	**13.0%**	-	0.5%	46.2%	0%	0%	**46.7%**	-	**-**
PHF	0.438	-	-	-	**0.438**	-	0.500	0.908	0.950	-	**0.919**	-	0.951	-	-	-	**0.951**	-	0.550	0.900	-	-	**0.900**	-	0.930
Lights and Motorcycles	7	0	0	0	**7**	-	2	608	293	0	**903**	-	294	0	0	0	**294**	-	9	1084	0	0	**1093**	-	2297
% Lights and Motorcycles	100%	0%	0%	0%	**100%**	-	100%	93.5%	96.4%	0%	**94.5%**	-	94.2%	0%	0%	0%	**94.2%**	-	81.8%	98.1%	0%	0%	**97.9%**	-	96.1%
Heavy	0	0	0	0	**0**	-	0	42	11	0	**53**	-	18	0	0	0	**18**	-	2	21	0	0	**23**	-	94
% Heavy	0%	0%	0%	0%	**0%**	-	0%	6.5%	3.6%	0%	**5.5%**	-	5.8%	0%	0%	0%	**5.8%**	-	18.2%	1.9%	0%	0%	**2.1%**	-	3.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U16-SR 16 & CR 208 (FL23-271) - TMC
Wed Sep 27, 2023
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108326, Location: 29.918457, -81.414458

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U16-SR 16 & CR 208 (FL23-271) - TMC

Wed Sep 27, 2023
Midday Peak (11:30 AM - 12:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108326, Location: 29.918457, -81.414458

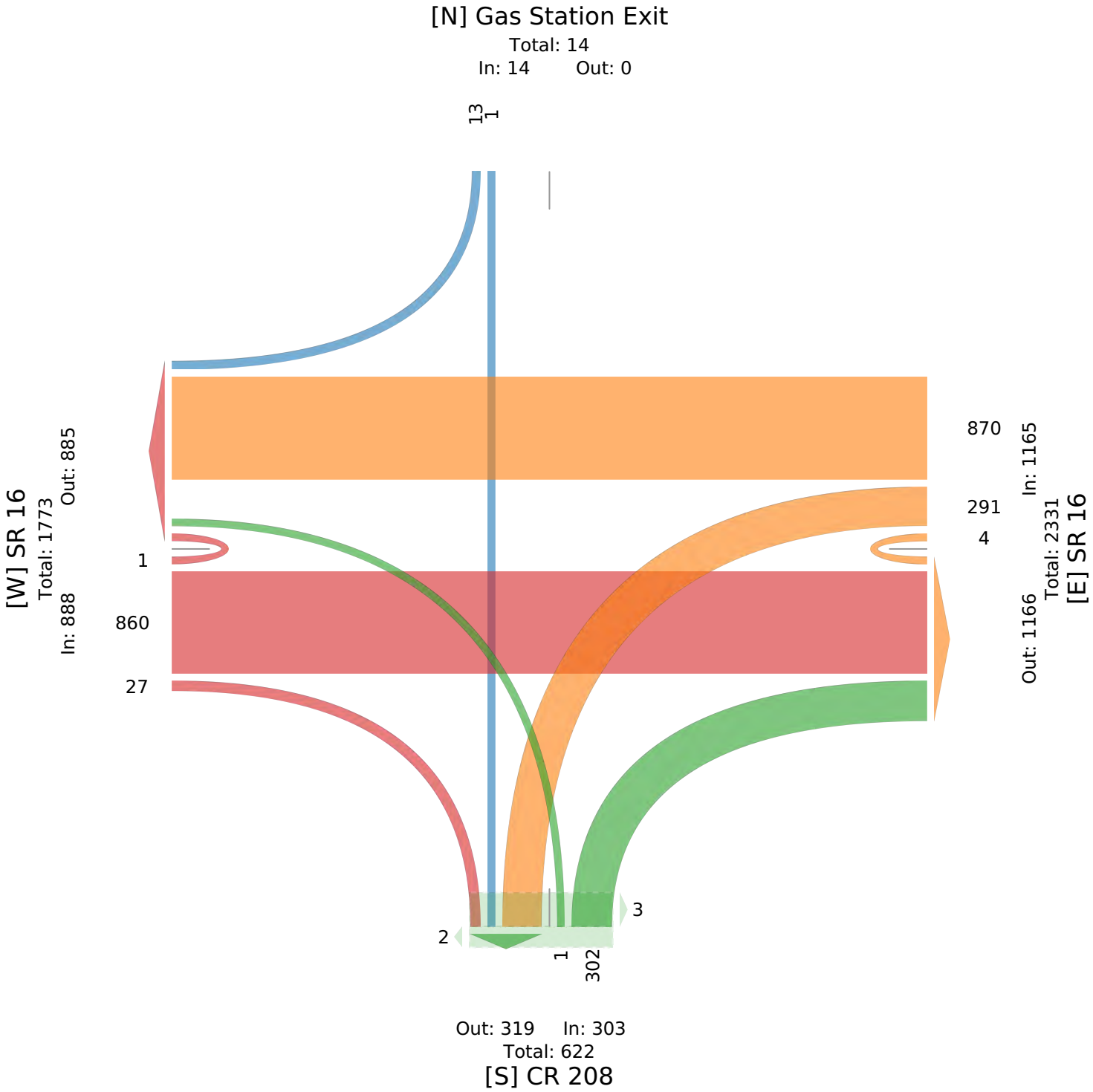
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg	Gas Station Exit						SR 16						CR 208						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 11:30AM	6	0	0	0	**6**	0	0	203	67	0	**270**	0	86	0	1	0	**87**	0	2	198	0	0	**200**	0	**563**
11:45AM	3	0	0	0	**3**	0	0	206	78	1	**285**	0	73	0	0	0	**73**	2	11	215	0	0	**226**	0	**587**
12:00PM	0	0	0	0	**0**	0	0	217	68	3	**288**	0	76	0	0	0	**76**	3	6	252	0	0	**258**	0	**622**
12:15PM	4	1	0	0	**5**	0	0	244	78	0	**322**	0	67	0	0	0	**67**	0	8	195	0	1	**204**	0	**598**
Total	13	1	0	0	**14**	0	0	870	291	4	**1165**	0	302	0	1	0	**303**	5	27	860	0	1	**888**	0	**2370**
% Approach	92.9%	7.1%	0%	0%	**-**	-	0%	74.7%	25.0%	0.3%	**-**	-	99.7%	0%	0.3%	0%	**-**	-	3.0%	96.8%	0%	0.1%	**-**	-	-
% Total	0.5%	0%	0%	0%	**0.6%**	-	0%	36.7%	12.3%	0.2%	**49.2%**	-	12.7%	0%	0%	0%	**12.8%**	-	1.1%	36.3%	0%	0%	**37.5%**	-	-
PHF	0.542	0.250	-	-	**0.583**	-	-	0.891	0.933	0.333	**0.905**	-	0.878	-	0.250	-	**0.871**	-	0.614	0.853	-	0.250	**0.860**	-	0.953
Lights and Motorcycles	13	1	0	0	**14**	-	0	820	268	4	**1092**	-	286	0	1	0	**287**	-	27	820	0	1	**848**	-	2241
% Lights and Motorcycles	100%	100%	0%	0%	**100%**	-	0%	94.3%	92.1%	100%	**93.7%**	-	94.7%	0%	100%	0%	**94.7%**	-	100%	95.3%	0%	100%	**95.5%**	-	94.6%
Heavy	0	0	0	0	**0**	-	0	50	23	0	**73**	-	16	0	0	0	**16**	-	0	40	0	0	**40**	-	129
% Heavy	0%	0%	0%	0%	**0%**	-	0%	5.7%	7.9%	0%	**6.3%**	-	5.3%	0%	0%	0%	**5.3%**	-	0%	4.7%	0%	0%	**4.5%**	-	5.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U16-SR 16 & CR 208 (FL23-271) - TMC
Wed Sep 27, 2023
Midday Peak (11:30 AM - 12:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108326, Location: 29.918457, -81.414458

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



U16-SR 16 & CR 208 (FL23-271) - TMC

Wed Sep 27, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108326, Location: 29.918457, -81.414458

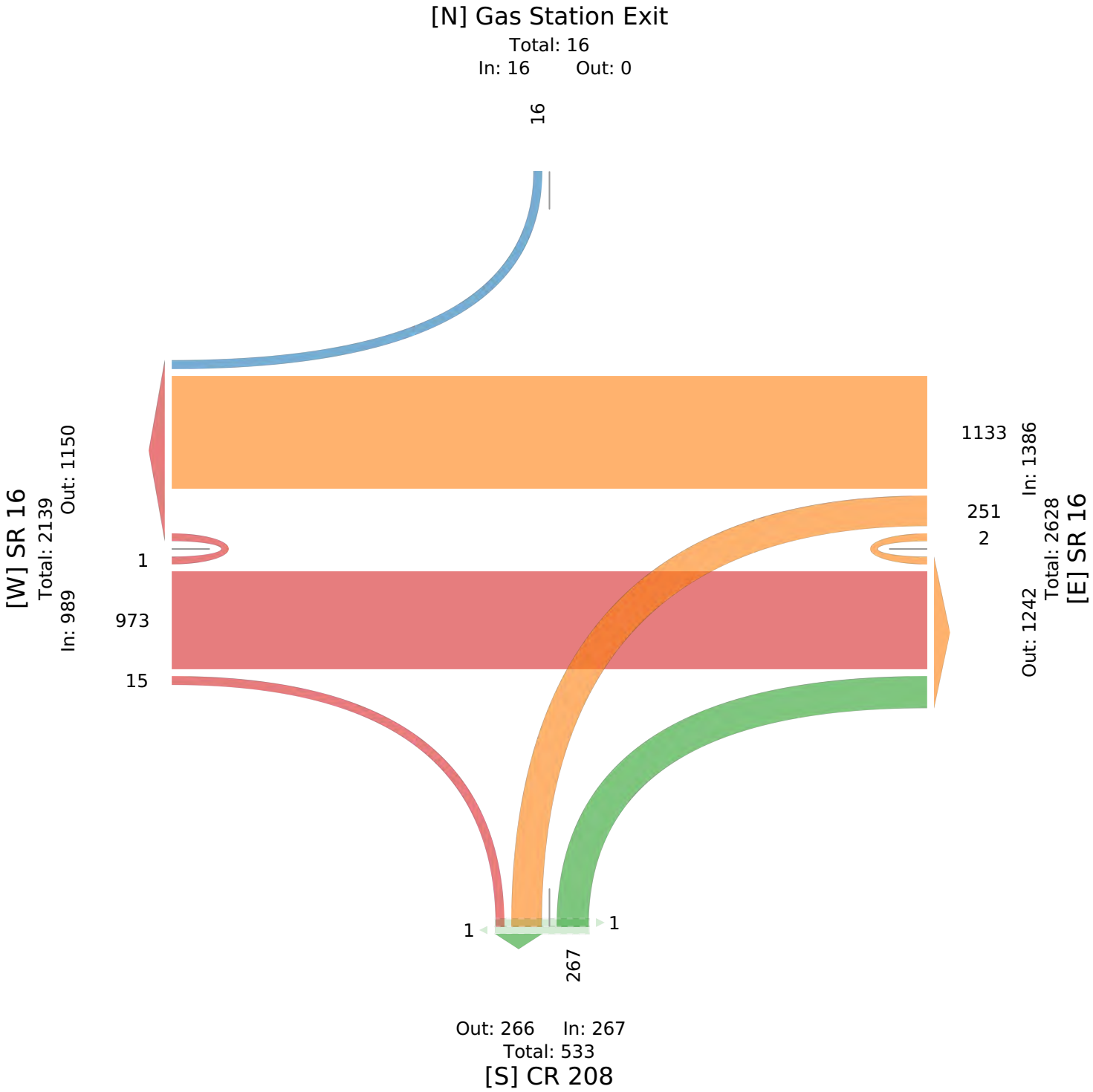
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Gas Station Exit Southbound						SR 16 Westbound						CR 208 Northbound						SR 16 Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 4:30PM	3	0	0	0	**3**	0	0	267	61	0	**328**	0	76	0	0	0	**76**	2	6	251	0	1	**258**	0	**665**
4:45PM	1	0	0	0	**1**	0	0	279	69	1	**349**	0	59	0	0	0	**59**	0	3	227	0	0	**230**	0	**639**
5:00PM	4	0	0	0	**4**	0	0	296	56	0	**352**	0	77	0	0	0	**77**	0	4	256	0	0	**260**	0	**693**
5:15PM	8	0	0	0	**8**	0	0	291	65	1	**357**	0	55	0	0	0	**55**	0	2	239	0	0	**241**	0	**661**
Total	16	0	0	0	**16**	0	0	1133	251	2	**1386**	0	267	0	0	0	**267**	2	15	973	0	1	**989**	0	**2658**
% Approach	100%	0%	0%	0%	**-**	-	0%	81.7%	18.1%	0.1%	**-**	-	100%	0%	0%	0%	**-**	-	1.5%	98.4%	0%	0.1%	**-**	-	-
% Total	0.6%	0%	0%	0%	**0.6%**	-	0%	42.6%	9.4%	0.1%	**52.1%**	-	10.0%	0%	0%	0%	**10.0%**	-	0.6%	36.6%	0%	0%	**37.2%**	-	-
PHF	0.500	-	-	-	**0.500**	-	-	0.957	0.909	0.500	**0.971**	-	0.867	-	-	-	**0.867**	-	0.625	0.950	-	0.250	**0.951**	-	0.959
Lights and Motorcycles	16	0	0	0	**16**	-	0	1123	233	2	**1358**	-	257	0	0	0	**257**	-	15	952	0	1	**968**	-	2599
% Lights and Motorcycles	100%	0%	0%	0%	**100%**	-	0%	99.1%	92.8%	100%	**98.0%**	-	96.3%	0%	0%	0%	**96.3%**	-	100%	97.8%	0%	100%	**97.9%**	-	97.8%
Heavy	0	0	0	0	**0**	-	0	10	18	0	**28**	-	10	0	0	0	**10**	-	0	21	0	0	**21**	-	59
% Heavy	0%	0%	0%	0%	**0%**	-	0%	0.9%	7.2%	0%	**2.0%**	-	3.7%	0%	0%	0%	**3.7%**	-	0%	2.2%	0%	0%	**2.1%**	-	2.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

U16-SR 16 & CR 208 (FL23-271) - TMC
Wed Sep 27, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108326, Location: 29.918457, -81.414458

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



S17-SR 16 & I-95 SB Ramps (FL23-271) - TMC

Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108327, Location: 29.917683, -81.412911

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

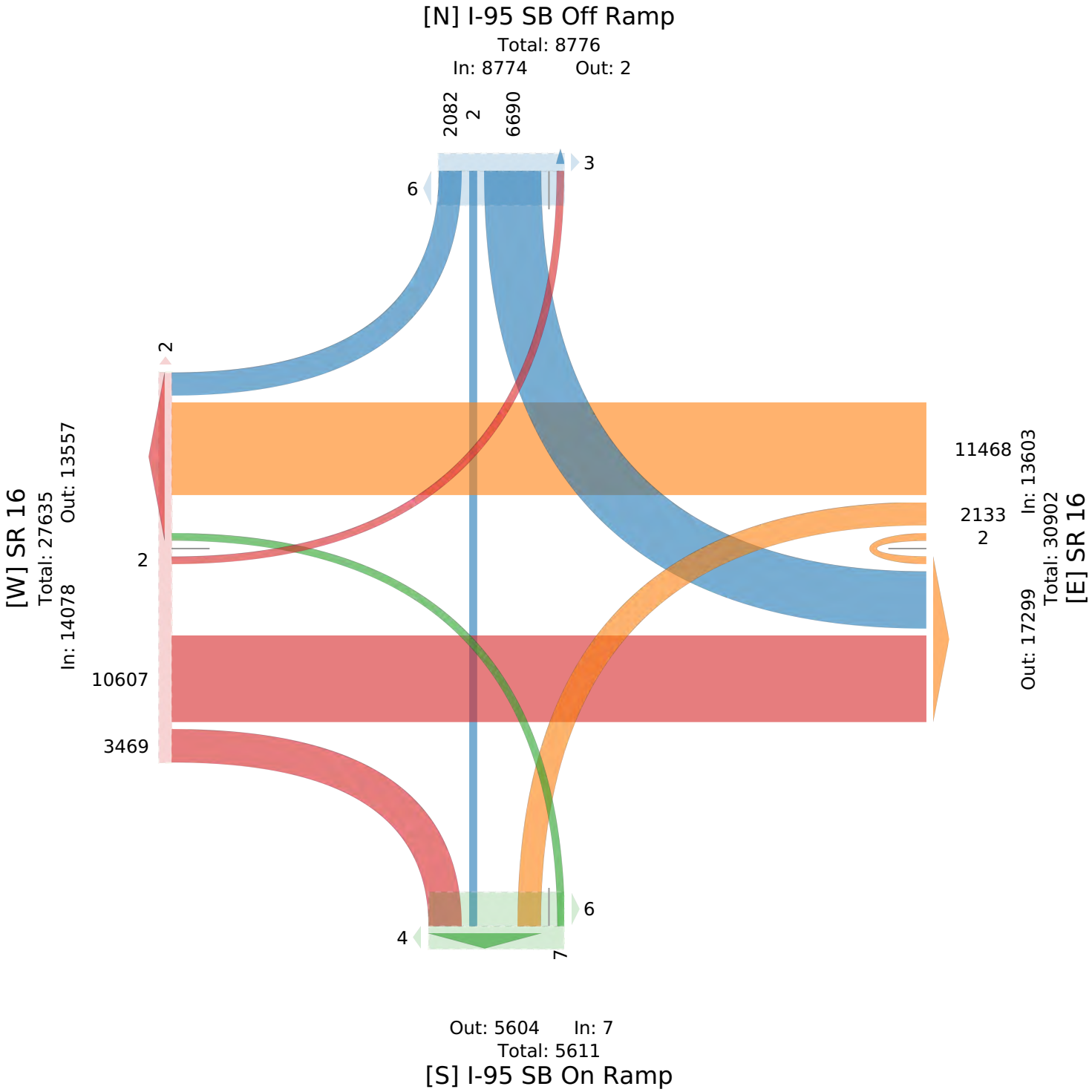
Leg	I-95 SB Off Ramp						SR 16						I-95 SB On Ramp						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-09-27 7:00AM	36	0	114	0	**150**	0	0	137	36	0	**173**	0	0	0	0	0	**0**	0	77	228	0	0	**305**	0	**628**
7:15AM	46	0	175	0	**221**	1	0	179	44	0	**223**	0	0	0	0	0	**0**	1	95	266	0	0	**361**	0	**805**
7:30AM	39	0	173	0	**212**	0	0	222	47	0	**269**	0	0	0	0	0	**0**	0	77	289	0	0	**366**	0	**847**
7:45AM	38	0	174	0	**212**	0	0	213	30	0	**243**	0	0	0	0	0	**0**	0	93	315	0	0	**408**	0	**863**
Hourly Total	159	0	636	0	**795**	1	0	751	157	0	**908**	0	0	0	0	0	**0**	1	342	1098	0	0	**1440**	0	**3143**
8:00AM	28	0	155	0	**183**	0	0	193	35	0	**228**	0	0	0	0	0	**0**	0	62	268	0	0	**330**	0	**741**
8:15AM	21	0	166	0	**187**	0	0	209	32	0	**241**	0	0	0	0	0	**0**	0	69	281	0	0	**350**	0	**778**
8:30AM	24	0	185	0	**209**	0	0	234	31	0	**265**	0	0	0	0	0	**0**	0	77	258	0	0	**335**	0	**809**
8:45AM	46	0	164	0	**210**	0	0	184	40	0	**224**	0	0	0	0	0	**0**	0	69	229	0	0	**298**	0	**732**
Hourly Total	119	0	670	0	**789**	0	0	820	138	0	**958**	0	0	0	0	0	**0**	0	277	1036	0	0	**1313**	0	**3060**
9:00AM	29	0	138	0	**167**	0	0	164	45	0	**209**	0	0	0	0	0	**0**	0	74	197	0	0	**271**	0	**647**
9:15AM	40	0	139	0	**179**	0	0	198	56	0	**254**	0	0	0	0	0	**0**	0	65	186	0	0	**251**	0	**684**
9:30AM	30	0	137	0	**167**	0	0	188	41	0	**229**	0	0	0	0	0	**0**	0	66	196	0	0	**262**	0	**658**
9:45AM	46	0	147	0	**193**	0	0	176	38	0	**214**	0	0	0	0	0	**0**	0	36	147	0	0	**183**	0	**590**
Hourly Total	145	0	561	0	**706**	0	0	726	180	0	**906**	0	0	0	0	0	**0**	0	241	726	0	0	**967**	0	**2579**
10:00AM	35	0	102	0	**137**	0	0	208	32	0	**240**	0	0	0	0	0	**0**	0	69	184	0	0	**253**	0	**630**
10:15AM	34	0	118	0	**152**	0	0	182	24	0	**206**	0	0	0	0	0	**0**	0	64	177	0	0	**241**	0	**599**
10:30AM	46	0	108	0	**154**	0	0	181	36	0	**217**	0	0	0	0	0	**0**	0	55	202	0	0	**257**	0	**628**
10:45AM	45	0	116	0	**161**	0	0	211	25	0	**236**	0	0	0	0	0	**0**	0	55	193	0	0	**248**	0	**645**
Hourly Total	160	0	444	0	**604**	0	0	782	117	0	**899**	0	0	0	0	0	**0**	0	243	756	0	0	**999**	0	**2502**
11:00AM	46	0	100	0	**146**	0	0	212	39	0	**251**	0	0	0	0	0	**0**	0	52	180	0	0	**232**	0	**629**
11:15AM	51	0	104	0	**155**	0	0	270	37	0	**307**	0	0	0	0	0	**0**	0	53	220	0	0	**273**	0	**735**
11:30AM	49	0	106	0	**155**	2	0	223	28	0	**251**	0	0	0	0	0	**0**	0	51	222	0	0	**273**	0	**679**
11:45AM	53	0	112	0	**165**	0	0	253	24	0	**277**	0	0	0	0	0	**0**	0	57	262	0	0	**319**	0	**761**
Hourly Total	199	0	422	0	**621**	2	0	958	128	0	**1086**	0	0	0	0	0	**0**	0	213	884	0	0	**1097**	0	**2804**
12:00PM	41	0	134	0	**175**	0	0	239	54	0	**293**	0	0	0	0	0	**0**	1	74	259	0	0	**333**	0	**801**
12:15PM	60	1	115	0	**176**	2	0	264	37	0	**301**	0	0	0	0	0	**0**	0	61	249	0	0	**310**	2	**787**
12:30PM	49	0	140	0	**189**	1	0	241	43	0	**284**	0	0	0	1	0	**1**	0	69	203	0	0	**272**	0	**746**
12:45PM	63	1	101	0	**165**	1	0	262	32	0	**294**	0	0	0	0	0	**0**	0	61	227	0	0	**288**	0	**747**
Hourly Total	213	2	490	0	**705**	4	0	1006	166	0	**1172**	0	0	0	1	0	**1**	1	265	938	0	0	**1203**	2	**3081**
1:00PM	49	0	140	0	**189**	0	0	244	37	0	**281**	0	0	0	0	0	**0**	1	75	195	0	0	**270**	0	**740**
1:15PM	44	0	119	0	**163**	0	0	262	40	0	**302**	0	0	0	0	0	**0**	1	78	242	0	0	**320**	0	**785**
1:30PM	51	0	139	0	**190**	0	0	261	48	0	**309**	0	0	0	0	0	**0**	0	69	203	0	0	**272**	0	**771**
1:45PM	56	0	127	0	**183**	0	0	246	44	0	**290**	0	0	0	0	0	**0**	0	88	200	0	0	**288**	0	**761**
Hourly Total	200	0	525	0	**725**	0	0	1013	169	0	**1182**	0	0	0	0	0	**0**	2	310	840	0	0	**1150**	0	**3057**
2:00PM	44	0	129	0	**173**	0	0	246	58	0	**304**	0	0	0	1	0	**1**	0	72	172	0	0	**244**	0	**722**
2:15PM	49	0	126	0	**175**	0	0	273	43	0	**316**	0	0	0	0	0	**0**	1	88	260	0	0	**348**	0	**839**
2:30PM	42	0	130	0	**172**	0	0	261	53	0	**314**	0	0	0	2	0	**2**	3	93	251	0	0	**344**	0	**832**
2:45PM	57	0	118	0	**175**	0	0	294	61	1	**356**	0	0	0	0	0	**0**	0	88	205	0	0	**293**	0	**824**
Hourly Total	192	0	503	0	**695**	0	0	1074	215	1	**1290**	0	0	0	3	0	**3**	4	341	888	0	0	**1229**	0	**3217**
3:00PM	37	0	114	0	**151**	0	0	246	59	0	**305**	0	0	0	1	0	**1**	0	97	254	0	0	**351**	0	**808**
3:15PM	39	0	143	0	**182**	0	0	278	33	0	**311**	0	0	0	1	0	**1**	0	93	228	0	0	**321**	0	**815**
3:30PM	48	0	145	0	**193**	0	0	271	66	0	**337**	0	0	0	1	0	**1**	0	84	246	0	0	**330**	0	**861**
3:45PM	51	0	178	0	**229**	0	0	318	55	0	**373**	0	0	0	0	0	**0**	0	84	217	1	0	**302**	0	**904**
Hourly Total	175	0	580	0	**755**	0	0	1113	213	0	**1326**	0	0	0	3	0	**3**	0	358	945	1	0	**1304**	0	**3388**
4:00PM	42	0	174	0	**216**	0	0	286	54	0	**340**	0	0	0	0	0	**0**	0	88	223	0	0	**311**	0	**867**
4:15PM	54	0	146	0	**200**	0	0	305	65	0	**370**	0	0	0	0	0	**0**	0	79	228	0	0	**307**	0	**877**
4:30PM	47	0	183	0	**230**	0	0	314	69	0	**383**	0	0	0	0	0	**0**	2	103	236	0	0	**339**	0	**952**
4:45PM	49	0	197	0	**246**	1	0	297	76	0	**373**	0	0	0	0	0	**0**	0	74	213	1	0	**288**	0	**907**
Hourly Total	192	0	700	0	**892**	1	0	1202	264	0	**1466**	0	0	0	0	0	**0**	2	344	900	1	0	**1245**	0	**3603**
5:00PM	46	0	147	0	**193**	0	0	325	80	0	**405**	0	0	0	0	0	**0**	0	99	255	0	0	**354**	0	**952**
5:15PM	43	0	168	0	**211**	0	0	338	75	1	**414**	0	0	0	0	0	**0**	0	69	220	0	0	**289**	0	**914**
5:30PM	40	0	159	0	**199**	0	0	282	59	0	**341**	0	0	0	0	0	**0**	0	77	220	0	0	**297**	0	**837**
5:45PM	49	0	164	0	**213**	1	0	295	40	0	**335**	0	0	0	0	0	**0**	0	80	222	0	0	**302**	0	**850**
Hourly Total	178	0	638	0	**816**	1	0	1240	254	1	**1495**	0	0	0	0	0	**0**	0	325	917	0	0	**1242**	0	**3553**

Leg	I-95 SB Off Ramp						SR 16						I-95 SB On Ramp						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
6:00PM	44	0	120	0	**164**	0	0	207	39	0	**246**	0	0	0	0	0	**0**	0	66	199	0	0	**265**	0	**675**
6:15PM	40	0	175	0	**215**	0	0	208	37	0	**245**	0	0	0	0	0	**0**	0	56	193	0	0	**249**	0	**709**
6:30PM	32	0	132	0	**164**	0	0	202	28	0	**230**	0	0	0	0	0	**0**	0	43	158	0	0	**201**	0	**595**
6:45PM	34	0	94	0	**128**	0	0	166	28	0	**194**	0	0	0	0	0	**0**	0	45	129	0	0	**174**	0	**496**
Hourly Total	150	0	521	0	**671**	0	0	783	132	0	**915**	0	0	0	0	0	**0**	0	210	679	0	0	**889**	0	**2475**
Total	2082	2	6690	0	**8774**	9	0	11468	2133	2	**13603**	0	0	0	7	0	**7**	10	3469	10607	2	0	**14078**	2	**36462**
% Approach	23.7%	0%	76.2%	0%	**-**	-	0%	84.3%	15.7%	0%	**-**	-	0%	0%	100%	0%	**-**	-	24.6%	75.3%	0%	0%	**-**	-	**-**
% Total	5.7%	0%	18.3%	0%	**24.1%**	-	0%	31.5%	5.8%	0%	**37.3%**	-	0%	0%	0%	0%	**0%**	-	9.5%	29.1%	0%	0%	**38.6%**	-	**-**
Lights and Motorcycles	1996	2	6394	0	**8392**	-	0	10990	2029	2	**13021**	-	0	0	1	0	**1**	-	3268	10247	1	0	**13516**	-	34930
% Lights and Motorcycles	95.9%	100%	95.6%	0%	**95.6%**	-	0%	95.8%	95.1%	100%	**95.7%**	-	0%	0%	14.3%	0%	**14.3%**	-	94.2%	96.6%	50.0%	0%	**96.0%**	-	95.8%
Heavy	86	0	296	0	**382**	-	0	478	104	0	**582**	-	0	0	6	0	**6**	-	201	360	1	0	**562**	-	1532
% Heavy	4.1%	0%	4.4%	0%	**4.4%**	-	0%	4.2%	4.9%	0%	**4.3%**	-	0%	0%	85.7%	0%	**85.7%**	-	5.8%	3.4%	50.0%	0%	**4.0%**	-	4.2%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	40.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	60.0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

S17-SR 16 & I-95 SB Ramps (FL23-271) - TMC
Wed Sep 27, 2023
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108327, Location: 29.917683, -81.412911

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



S17-SR 16 & I-95 SB Ramps (FL23-271) - TMC

Wed Sep 27, 2023
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108327, Location: 29.917683, -81.412911

PEGGY MALONE & ASSOCIATES
TRAFFIC DATA COLLECTION

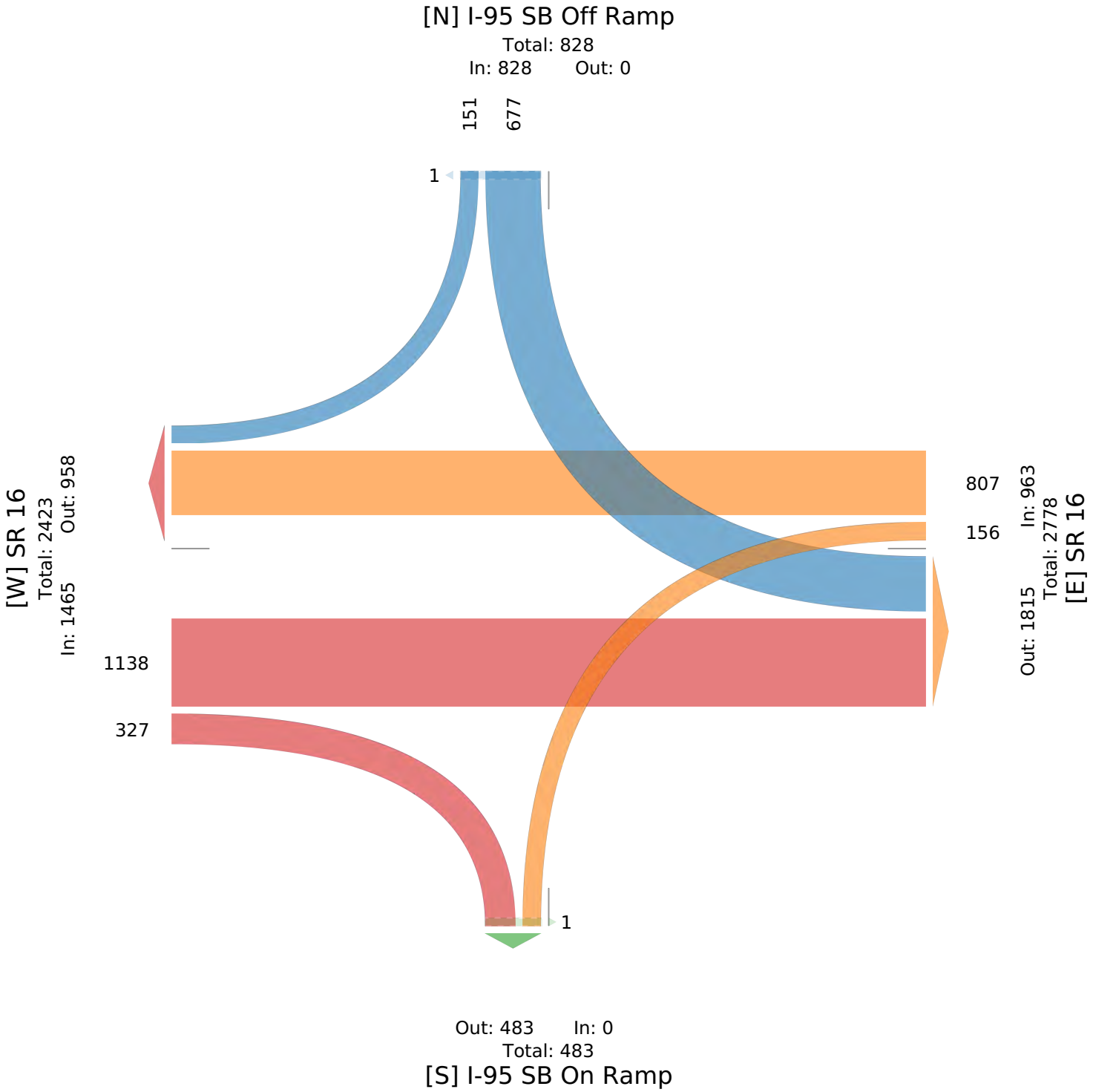
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg	I-95 SB Off Ramp						SR 16						I-95 SB On Ramp						SR 16						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 7:15AM	46	0	175	0	**221**	1	0	179	44	0	**223**	0	0	0	0	0	**0**	1	95	266	0	0	**361**	0	**805**
7:30AM	39	0	173	0	**212**	0	0	222	47	0	**269**	0	0	0	0	0	**0**	0	77	289	0	0	**366**	0	**847**
7:45AM	38	0	174	0	**212**	0	0	213	30	0	**243**	0	0	0	0	0	**0**	0	93	315	0	0	**408**	0	**863**
8:00AM	28	0	155	0	**183**	0	0	193	35	0	**228**	0	0	0	0	0	**0**	0	62	268	0	0	**330**	0	**741**
Total	151	0	677	0	**828**	1	0	807	156	0	**963**	0	0	0	0	0	**0**	1	327	1138	0	0	**1465**	0	**3256**
% Approach	18.2%	0%	81.8%	0%	**-**	-	0%	83.8%	16.2%	0%	**-**	-	0%	0%	0%	0%	**-**	-	22.3%	77.7%	0%	0%	**-**	-	**-**
% Total	4.6%	0%	20.8%	0%	**25.4%**	-	0%	24.8%	4.8%	0%	**29.6%**	-	0%	0%	0%	0%	**0%**	-	10.0%	35.0%	0%	0%	**45.0%**	-	**-**
PHF	0.821	-	0.967	-	**0.937**	-	-	0.909	0.830	-	**0.895**	-	-	-	-	-	**-**	-	0.861	0.903	-	-	**0.898**	-	0.943
Lights and Motorcycles	143	0	647	0	**790**	-	0	768	151	0	**919**	-	0	0	0	0	**0**	-	314	1115	0	0	**1429**	-	3138
% Lights and Motorcycles	94.7%	0%	95.6%	0%	**95.4%**	-	0%	95.2%	96.8%	0%	**95.4%**	-	0%	0%	0%	0%	**-**	-	96.0%	98.0%	0%	0%	**97.5%**	-	96.4%
Heavy	8	0	30	0	**38**	-	0	39	5	0	**44**	-	0	0	0	0	**0**	-	13	23	0	0	**36**	-	118
% Heavy	5.3%	0%	4.4%	0%	**4.6%**	-	0%	4.8%	3.2%	0%	**4.6%**	-	0%	0%	0%	0%	**-**	-	4.0%	2.0%	0%	0%	**2.5%**	-	3.6%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

S17-SR 16 & I-95 SB Ramps (FL23-271) - TMC
Wed Sep 27, 2023
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108327, Location: 29.917683, -81.412911

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



S17-SR 16 & I-95 SB Ramps (FL23-271) - TMC

Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108327, Location: 29.917683, -81.412911

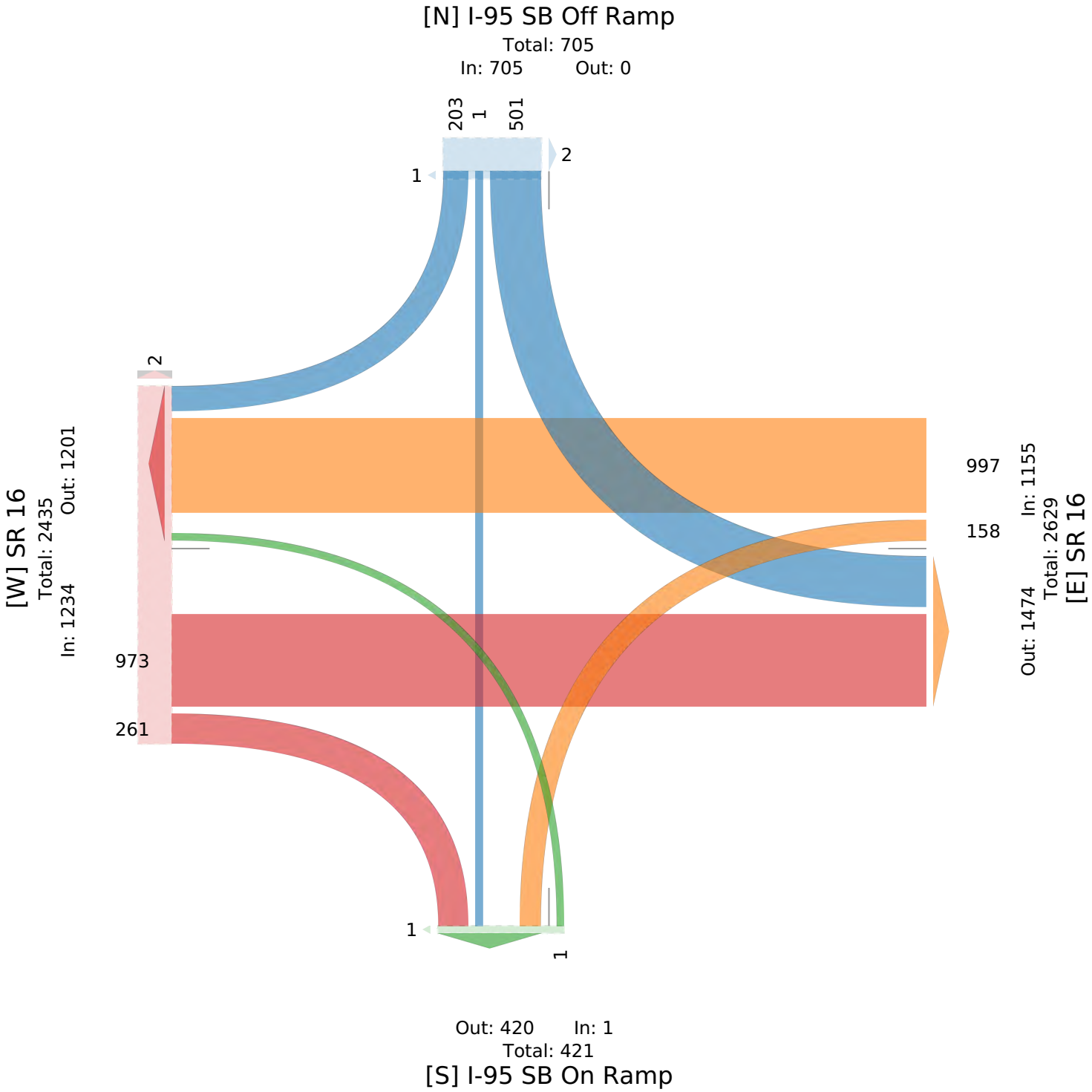
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	I-95 SB Off Ramp Southbound						SR 16 Westbound						I-95 SB On Ramp Northbound						SR 16 Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 11:45AM	53	0	112	0	**165**	0	0	253	24	0	**277**	0	0	0	0	0	**0**	0	57	262	0	0	**319**	0	**761**
12:00PM	41	0	134	0	**175**	0	0	239	54	0	**293**	0	0	0	0	0	**0**	1	74	259	0	0	**333**	0	**801**
12:15PM	60	1	115	0	**176**	2	0	264	37	0	**301**	0	0	0	0	0	**0**	0	61	249	0	0	**310**	2	**787**
12:30PM	49	0	140	0	**189**	1	0	241	43	0	**284**	0	0	0	1	0	**1**	0	69	203	0	0	**272**	0	**746**
Total	203	1	501	0	**705**	3	0	997	158	0	**1155**	0	0	0	1	0	**1**	1	261	973	0	0	**1234**	2	**3095**
% Approach	28.8%	0.1%	71.1%	0%	**-**	-	0%	86.3%	13.7%	0%	**-**	-	0%	0%	100%	0%	**-**	-	21.2%	78.8%	0%	0%	**-**	-	-
% Total	6.6%	0%	16.2%	0%	**22.8%**	-	0%	32.2%	5.1%	0%	**37.3%**	-	0%	0%	0%	0%	**0%**	-	8.4%	31.4%	0%	0%	**39.9%**	-	-
PHF	0.846	0.250	0.895	-	**0.933**	-	-	0.944	0.731	-	**0.959**	-	-	-	0.250	-	**0.250**	-	0.882	0.928	-	-	**0.926**	-	0.966
Lights and Motorcycles	195	1	476	0	**672**	-	0	932	154	0	**1086**	-	0	0	1	0	**1**	-	237	940	0	0	**1177**	-	2936
% Lights and Motorcycles	96.1%	100%	95.0%	0%	**95.3%**	-	0%	93.5%	97.5%	0%	**94.0%**	-	0%	0%	100%	0%	**100%**	-	90.8%	96.6%	0%	0%	**95.4%**	-	94.9%
Heavy	8	0	25	0	**33**	-	0	65	4	0	**69**	-	0	0	0	0	**0**	-	24	33	0	0	**57**	-	159
% Heavy	3.9%	0%	5.0%	0%	**4.7%**	-	0%	6.5%	2.5%	0%	**6.0%**	-	0%	0%	0%	0%	**0%**	-	9.2%	3.4%	0%	0%	**4.6%**	-	5.1%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

S17-SR 16 & I-95 SB Ramps (FL23-271) - TMC
Wed Sep 27, 2023
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108327, Location: 29.917683, -81.412911

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



S17-SR 16 & I-95 SB Ramps (FL23-271) - TMC

Wed Sep 27, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108327, Location: 29.917683, -81.412911

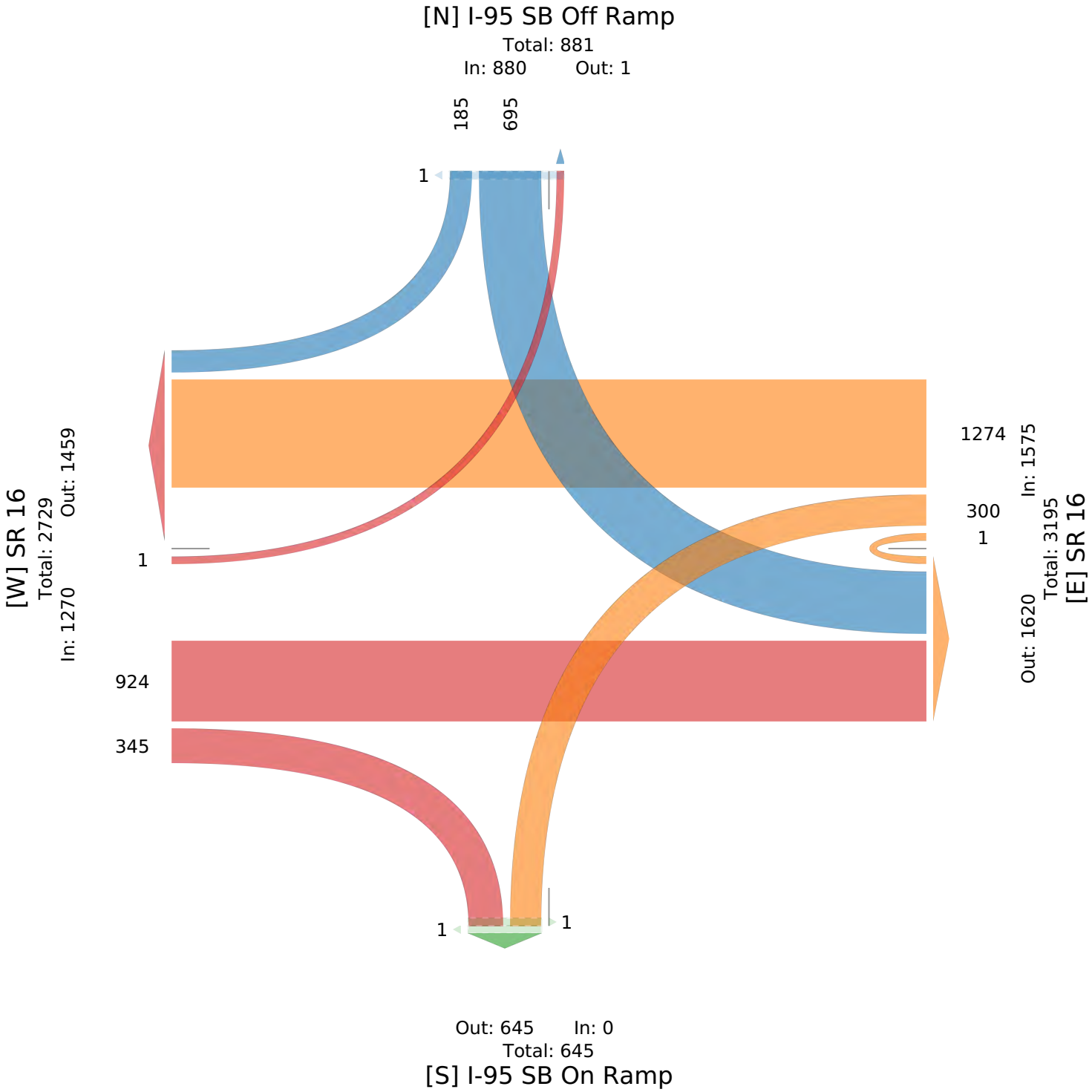
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	I-95 SB Off Ramp Southbound						SR 16 Westbound						I-95 SB On Ramp Northbound						SR 16 Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2023-09-27 4:30PM	47	0	183	0	**230**	0	0	314	69	0	**383**	0	0	0	0	0	**0**	2	103	236	0	0	**339**	0	**952**
4:45PM	49	0	197	0	**246**	1	0	297	76	0	**373**	0	0	0	0	0	**0**	0	74	213	1	0	**288**	0	**907**
5:00PM	46	0	147	0	**193**	0	0	325	80	0	**405**	0	0	0	0	0	**0**	0	99	255	0	0	**354**	0	**952**
5:15PM	43	0	168	0	**211**	0	0	338	75	1	**414**	0	0	0	0	0	**0**	0	69	220	0	0	**289**	0	**914**
Total	185	0	695	0	**880**	1	0	1274	300	1	**1575**	0	0	0	0	0	**0**	2	345	924	1	0	**1270**	0	**3725**
% Approach	21.0%	0%	79.0%	0%	**-**	-	0%	80.9%	19.0%	0.1%	**-**	-	0%	0%	0%	0%	**-**	-	27.2%	72.8%	0.1%	0%	**-**	-	**-**
% Total	5.0%	0%	18.7%	0%	**23.6%**	-	0%	34.2%	8.1%	0%	**42.3%**	-	0%	0%	0%	0%	**0%**	-	9.3%	24.8%	0%	0%	**34.1%**	-	**-**
PHF	0.944	-	0.882	-	**0.894**	-	-	0.942	0.938	0.250	**0.951**	-	-	-	-	-	**-**	-	0.837	0.906	0.250	-	**0.897**	-	0.978
Lights and Motorcycles	178	0	680	0	**858**	-	0	1253	300	1	**1554**	-	0	0	0	0	**0**	-	343	902	0	0	**1245**	-	3657
% Lights and Motorcycles	96.2%	0%	97.8%	0%	**97.5%**	-	0%	98.4%	100%	100%	**98.7%**	-	0%	0%	0%	0%	**-**	-	99.4%	97.6%	0%	0%	**98.0%**	-	98.2%
Heavy	7	0	15	0	**22**	-	0	21	0	0	**21**	-	0	0	0	0	**0**	-	2	22	1	0	**25**	-	68
% Heavy	3.8%	0%	2.2%	0%	**2.5%**	-	0%	1.6%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**-**	-	0.6%	2.4%	100%	0%	**2.0%**	-	1.8%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

S17-SR 16 & I-95 SB Ramps (FL23-271) - TMC
Wed Sep 27, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1108327, Location: 29.917683, -81.412911

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



Peggy Malone & Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 9/27/2023

Station #: T3 EB
Site ID: 000000004166
Loc: SR 16 E/O SAN GIACOMO RD
Direction: EAST

File: D0927004.prn
Info: 23-271 MG MAX
GPS: 29.961687,-81.479076

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
					27		28											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					4	158	7	136							11	294	6	147
00:30					4	173	12	170							16	343	8	172
00:45					5	144	9	153							14	297	7	148
01:00					4	163	5	171							9	334	4	167
01:15					4	173	1	144							5	317	2	158
01:30					4	156	3	164							7	320	4	160
01:45					2	155	3	134							5	289	2	144
02:00					0	194	4	133							4	327	2	164
02:15					5	220	3	158							8	378	4	189
02:30					3	183	3	192							6	375	3	188
02:45					2	193	5	177							7	370	4	185
03:00					8	174	5	200							13	374	6	187
03:15					5	181	5	174							10	355	5	178
03:30					6	164	4	177							10	341	5	170
03:45					7	173	6	158							13	331	6	166
04:00					8	153	11	175							19	328	10	164
04:15					18	192	16	181							34	373	17	186
04:30					22	186	24	181							46	367	23	184
04:45					20	149	26	171							46	320	23	160
05:00					20	182	25	185							45	367	22	184
05:15					21	193	22	191							43	384	22	192
05:30					55	177	51	180							106	357	53	178
05:45					62	171	63	143							125	314	62	157
06:00					121	170	88	163							209	333	104	166
06:15					109	148	121	131							230	279	115	140
06:30					156	106	150	145							306	251	153	126
06:45					146	112	147	103							293	215	146	108
07:00					197	123	203	110							400	233	200	116
07:15					212	85	212	92							424	177	212	88
07:30					245	72	252	93							497	165	248	82
07:45					228	54	229	71							457	125	228	62
08:00					217	70	221	66							438	136	219	68
08:15					246	47	213	55							459	102	230	51
08:30					235	45	203	53							438	98	219	49
08:45					195	46	194	38							389	84	194	42
09:00					202	39	213	40							415	79	208	40
09:15					185	32	168	33							353	65	176	32
09:30					157	28	174	29							331	57	166	28
09:45					127	29	194	25							321	54	160	27
10:00					153	24	145	23							298	47	149	24
10:15					156	20	184	8							340	28	170	14
10:30					147	16	158	14							305	30	152	15
10:45					147	13	126	18							273	31	136	16
11:00					134	10	150	19							284	29	142	14
11:15					178	7	134	16							312	23	156	12
11:30					141	4	188	13							329	17	164	8
11:45					199	5	175	12							374	17	187	8
12:00					191	8	152	7							343	15	172	8
TOTALS					10033		9932								19965		9978	
AM Times					07:30		07:30								07:30		07:30	
AM Peaks					936		915								1851		924	
AM PHF					0.95		0.91								0.93		0.93	
PM Times					14:00		14:30								14:15		14:15	
PM Peaks					790		743								1497		748	
PM PHF					0.90		0.93								0.99		0.99	

Peggy Malone & Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 9/27/2023

Station #: T3 WB
Site ID: 000000004028
Loc: SR 16 E/O SAN GIACOMO RD
Direction: WEST

File: D0927005.prn
Info: 23-271 MG MAX
GPS: 29.961687,-81.479076

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
					27		28											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					10	194	7	199							17	393	8	196
00:30					7	159	13	159							20	318	10	159
00:45					5	151	7	132							12	283	6	142
01:00					3	161	4	148							7	309	4	154
01:15					5	186	2	175							7	361	4	180
01:30					8	172	11	161							19	333	10	166
01:45					2	204	5	173							7	377	4	188
02:00					4	173	6	171							10	344	5	172
02:15					6	151	3	184							9	335	4	168
02:30					3	195	7	155							10	350	5	175
02:45					1	195	5	172							6	367	3	184
03:00					2	206	8	199							10	405	5	202
03:15					6	220	4	237							10	457	5	228
03:30					5	205	4	181							9	386	4	193
03:45					9	203	4	191							13	394	6	197
04:00					4	204	7	214							11	418	6	209
04:15					16	191	12	214							28	405	14	202
04:30					16	194	9	232							25	426	12	213
04:45					16	212	16	195							32	407	16	204
05:00					10	208	13	225							23	433	12	216
05:15					13	216	22	206							35	422	18	211
05:30					26	219	20	201							46	420	23	210
05:45					43	184	36	211							79	395	40	198
06:00					46	154	69	155							115	309	58	154
06:15					65	146	69	163							134	309	67	154
06:30					83	139	74	135							157	274	78	137
06:45					113	116	102	117							215	233	108	116
07:00					108	93	121	118							229	211	114	106
07:15					123	135	125	135							248	270	124	135
07:30					146	106	149	98							295	204	148	102
07:45					156	90	140	102							296	192	148	96
08:00					174	101	220	109							394	210	197	105
08:15					164	91	138	101							302	192	151	96
08:30					144	98	146	60							290	158	145	79
08:45					187	72	179	69							366	141	183	70
09:00					131	52	142	71							273	123	136	62
09:15					108	75	132	55							240	130	120	65
09:30					151	60	110	53							261	113	130	56
09:45					111	40	139	39							250	79	125	40
10:00					116	37	88	29							204	66	102	33
10:15					119	32	135	44							254	76	127	38
10:30					106	49	122	60							228	109	114	54
10:45					124	31	121	41							245	72	122	36
11:00					132	24	121	25							253	49	126	24
11:15					138	18	157	28							295	46	148	23
11:30					138	16	119	19							257	35	128	18
11:45					155	14	146	18							301	32	150	16
12:00					192	6	185	15							377	21	188	10
TOTALS					9648		9668								19316		9653	
AM Times					08:00		08:00								08:00		08:00	
AM Peaks					669		683								1352		676	
AM PHF					0.89		0.78								0.86		0.86	
PM Times					16:45		16:15								16:30		16:30	
PM Peaks					855		866								1688		843	
PM PHF					0.98		0.93								0.97		0.98	

Peggy Malone & Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 9/27/2023

Station #: T2 EB
Site ID: 000000023923
Loc: SR 16 E/O S FRANCIS RD
Direction: EAST

File: D0927002.prn
Info: 23-271 MG MAX
GPS: 29.957484,-81.462196

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
					27		28											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					12	206	7	165							19	371	10	186
00:30					5	165	11	147							16	312	8	156
00:45					4	195	15	180							19	375	10	188
01:00					3	160	12	147							15	307	8	154
01:15					4	165	5	189							9	354	4	177
01:30					2	181	4	155							6	336	3	168
01:45					9	170	7	174							16	344	8	172
02:00					5	164	3	144							8	308	4	154
02:15					0	199	3	152							3	351	2	176
02:30					4	220	4	175							8	395	4	198
02:45					4	211	3	194							7	405	4	202
03:00					2	217	5	183							7	400	4	200
03:15					8	193	3	224							11	417	6	208
03:30					6	185	5	201							11	386	6	193
03:45					7	200	4	175							11	375	6	188
04:00					7	193	6	192							13	385	6	192
04:15					7	162	11	198							18	360	9	180
04:30					19	209	17	186							36	395	18	198
04:45					21	216	21	202							42	418	21	209
05:00					18	178	27	196							45	374	22	187
05:15					25	207	25	211							50	418	25	209
05:30					19	213	24	206							43	419	22	210
05:45					54	197	49	206							103	403	52	202
06:00					69	180	70	156							139	336	70	168
06:15					120	185	92	181							212	366	106	183
06:30					113	177	111	137							224	314	112	157
06:45					141	131	152	151							293	282	146	141
07:00					156	120	156	136							312	256	156	128
07:15					204	132	193	111							397	243	198	122
07:30					201	103	211	106							412	209	206	104
07:45					219	74	239	105							458	179	229	90
08:00					237	66	246	79							483	145	242	72
08:15					205	75	220	77							425	152	212	76
08:30					245	57	204	62							449	119	224	60
08:45					231	53	204	61							435	114	218	57
09:00					194	55	204	45							398	100	199	50
09:15					210	38	195	42							405	80	202	40
09:30					190	47	183	39							373	86	186	43
09:45					172	31	188	35							360	66	180	33
10:00					126	27	195	24							321	51	160	26
10:15					161	32	155	31							316	63	158	32
10:30					169	20	184	16							353	36	176	18
10:45					145	22	173	15							318	37	159	18
11:00					159	14	143	16							302	30	151	15
11:15					159	11	159	23							318	34	159	17
11:30					181	17	148	24							329	41	164	20
11:45					173	6	204	17							377	23	188	12
12:00					210	7	196	15							406	22	203	11
TOTALS					10721		10602								21323		10666	
AM Times					08:00		07:30								07:45		07:45	
AM Peaks					918		916								1815		906	
AM PHF					0.94		0.93								0.94		0.94	
PM Times					14:15		17:00								16:45		16:45	
PM Peaks					847		819								1629		814	
PM PHF					0.96		0.97								0.97		0.97	

Peggy Malone & Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 9/27/2023

Station #: T2 WB
Site ID: 000000023793
Loc: SR 16 E/O S FRANCIS RD
Direction: WEST

File: D0927003.prn
Info: 23-271 MG MAX
GPS: 29.957484,-81.462196

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
					27		28											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					9	205	5	189							14	394	7	197
00:30					9	231	9	221							18	452	9	226
00:45					6	156	12	176							18	332	9	166
01:00					4	175	11	161							15	336	8	168
01:15					6	178	3	170							9	348	4	174
01:30					3	191	4	175							7	366	4	183
01:45					8	195	11	184							19	379	10	190
02:00					3	204	7	199							10	403	5	202
02:15					5	178	6	190							11	368	6	184
02:30					7	200	4	195							11	395	6	198
02:45					5	194	6	180							11	374	6	187
03:00					1	207	5	173							6	380	3	190
03:15					3	234	9	232							12	466	6	233
03:30					6	225	3	265							9	490	4	245
03:45					8	233	7	182							15	415	8	208
04:00					6	198	4	206							10	404	5	202
04:15					10	215	10	214							20	429	10	214
04:30					20	222	16	222							36	444	18	222
04:45					18	215	10	242							28	457	14	228
05:00					16	227	21	218							37	445	18	222
05:15					16	224	18	238							34	462	17	231
05:30					25	239	30	217							55	456	28	228
05:45					30	233	26	223							56	456	28	228
06:00					48	209	48	198							96	407	48	204
06:15					55	152	84	174							139	326	70	163
06:30					88	156	82	173							170	329	85	164
06:45					112	157	98	134							210	291	105	146
07:00					151	115	134	140							285	255	142	128
07:15					139	108	136	113							275	221	138	110
07:30					160	133	156	146							316	279	158	140
07:45					180	115	186	92							366	207	183	104
08:00					191	107	192	108							383	215	192	108
08:15					200	95	223	113							423	208	212	104
08:30					184	110	167	105							351	215	176	108
08:45					172	93	178	68							350	161	175	80
09:00					236	76	204	66							440	142	220	71
09:15					141	61	153	73							294	134	147	67
09:30					137	77	141	55							278	132	139	66
09:45					146	59	133	58							279	117	140	58
10:00					131	45	147	40							278	85	139	42
10:15					143	37	123	25							266	62	133	31
10:30					138	30	157	45							295	75	148	38
10:45					126	53	122	67							248	120	124	60
11:00					134	37	139	42							273	79	136	40
11:15					141	20	133	23							274	43	137	22
11:30					149	18	175	25							324	43	162	22
11:45					159	15	137	19							296	34	148	17
12:00					161	15	143	17							304	32	152	16
TOTALS					10718		10619								21337		10677	
AM Times					08:15		08:15								08:15		08:15	
AM Peaks					792		772								1564		781	
AM PHF					0.84		0.87								0.89		0.89	
PM Times					17:00		16:30								16:45		16:45	
PM Peaks					923		920								1820		909	
PM PHF					0.97		0.95								0.98		0.98	

Peggy Malone & Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 9/27/2023

Station #: T1
Site ID: 000000023864
Loc: SR 16 E/O N OUTLET MALL ACCESS
Direction: WEST

File: D0927001.prn
Info: 23-271 RJ MIN
GPS: 29.92467,-81.41975

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
					27		28											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					9	190	9	198							18	388	9	194
00:30					11	191	11	180							22	371	11	186
00:45					5	176	11	159							16	335	8	168
01:00					6	200	5	201							11	401	6	200
01:15					7	168	7	195							14	363	7	182
01:30					5	213	15	196							20	409	10	204
01:45					5	192	6	204							11	396	6	198
02:00					5	166	5	190							10	356	5	178
02:15					5	194	7	193							12	387	6	194
02:30					5	226	3	188							8	414	4	207
02:45					2	239	7	192							9	431	4	216
03:00					5	223	4	241							9	464	4	232
03:15					9	218	7	226							16	444	8	222
03:30					4	231	6	187							10	418	5	209
03:45					4	238	6	232							10	470	5	235
04:00					9	230	7	219							16	449	8	224
04:15					15	246	14	224							29	470	14	235
04:30					18	252	9	258							27	510	14	255
04:45					13	242	15	235							28	477	14	238
05:00					7	257	19	249							26	506	13	253
05:15					18	267	20	239							38	506	19	253
05:30					27	230	27	228							54	458	27	229
05:45					41	247	49	246							90	493	45	246
06:00					52	197	69	156							121	353	60	176
06:15					82	196	79	211							161	407	80	204
06:30					95	174	92	171							187	345	94	172
06:45					133	147	132	167							265	314	132	157
07:00					122	146	132	152							254	298	127	149
07:15					138	119	124	174							262	293	131	146
07:30					162	129	162	126							324	255	162	128
07:45					168	117	170	130							338	247	169	124
08:00					144	106	171	118							315	224	158	112
08:15					154	92	120	97							274	189	137	94
08:30					176	85	165	86							341	171	170	86
08:45					167	69	163	71							330	140	165	70
09:00					111	80	143	75							254	155	127	78
09:15					129	71	143	57							272	128	136	64
09:30					141	65	137	63							278	128	139	64
09:45					145	42	145	53							290	95	145	48
10:00					135	39	132	26							267	65	134	32
10:15					132	47	150	65							282	112	141	56
10:30					113	60	117	73							230	133	115	66
10:45					154	40	147	40							301	80	150	40
11:00					147	26	143	30							290	56	145	28
11:15					169	18	139	24							308	42	154	21
11:30					162	21	158	20							320	41	160	20
11:45					159	17	167	27							326	44	163	22
12:00					204	10	203	16							407	26	204	13
TOTALS					10878		10880								21758		10878	
AM Times					11:15		11:15								11:15		11:15	
AM Peaks					694		667								1361		680	
AM PHF					0.85		0.82								0.84		0.84	
PM Times					16:30		16:30								16:30		16:30	
PM Peaks					1018		981								1999		999	
PM PHF					0.95		0.95								0.98		0.98	

Peggy Malone & Associates

WEEKLY SUMMARY FOR LANE 2 Page: 2
Starting: 9/27/2023

Station #: T1
Site ID: 000000023864
Loc: SR 16 E/O N OUTLET MALL ACCESS
Direction: EAST

File: D0927001.prn
Info: 23-271 RJ MIN
GPS: 29.92467,-81.41975

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
					27		28											
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15					8	188	12	164							20	352	10	176
00:30					6	184	10	184							16	368	8	184
00:45					5	175	12	172							17	347	8	174
01:00					4	125	5	182							9	307	4	154
01:15					7	201	5	164							12	365	6	182
01:30					9	170	5	168							14	338	7	169
01:45					4	150	6	153							10	303	5	152
02:00					0	171	5	149							5	320	2	160
02:15					5	199	5	183							10	382	5	191
02:30					5	184	4	177							9	361	4	180
02:45					2	185	6	165							8	350	4	175
03:00					7	234	4	198							11	432	6	216
03:15					6	184	3	220							9	404	4	202
03:30					13	182	11	167							24	349	12	174
03:45					6	187	12	178							18	365	9	182
04:00					9	190	10	172							19	362	10	181
04:15					18	183	16	166							34	349	17	174
04:30					22	197	25	183							47	380	24	190
04:45					20	189	26	205							46	394	23	197
05:00					19	191	29	178							48	369	24	184
05:15					24	186	29	221							53	407	26	204
05:30					59	198	52	178							111	376	56	188
05:45					80	169	73	166							153	335	76	168
06:00					120	175	106	161							226	336	113	168
06:15					140	146	144	154							284	300	142	150
06:30					159	113	161	136							320	249	160	124
06:45					183	122	180	137							363	259	182	130
07:00					206	104	189	99							395	203	198	102
07:15					251	100	251	95							502	195	251	98
07:30					246	81	259	105							505	186	252	93
07:45					276	78	260	94							536	172	268	86
08:00					204	87	228	67							432	154	216	77
08:15					239	76	213	69							452	145	226	72
08:30					200	63	196	55							396	118	198	59
08:45					201	52	196	59							397	111	198	56
09:00					203	57	200	54							403	111	202	56
09:15					168	51	186	32							354	83	177	42
09:30					181	36	174	38							355	74	178	37
09:45					157	23	200	29							357	52	178	26
10:00					154	31	173	20							327	51	164	26
10:15					168	23	194	20							362	43	181	22
10:30					174	17	172	16							346	33	173	16
10:45					146	19	146	20							292	39	146	20
11:00					158	9	153	12							311	21	156	10
11:15					172	15	168	25							340	40	170	20
11:30					155	9	193	17							348	26	174	13
11:45					197	6	196	16							393	22	196	11
12:00					212	7	191	11							403	18	202	9
TOTALS					10730		10728								21458		10731	
AM Times					07:00		07:15								07:15		07:15	
AM Peaks					979		998								1975		987	
AM PHF					0.89		0.96								0.92		0.92	
PM Times					14:15		16:30								15:00		15:00	
PM Peaks					802		787								1550		774	
PM PHF					0.86		0.89								0.90		0.90	

Peggy Malone & Associates

CLASSIFICATION SUMMARY
Tue 9/26/2023

Station #: C2 EB
Site ID: 000000023579
Loc: SR 16 W/O S FRANCIS RD
Direction: EAST
Lane: 1

File: D0926003.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
00:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	14	3	0	0	0	0	0	1	0	0	0	0	0	0	18
01:15	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
01:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	4
02:00	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	10	3	1	2	1	0	0	1	0	0	0	0	0	0	18
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	7	2	0	0	1	0	0	0	0	0	0	0	0	0	10
Hour Total	0	17	6	0	0	1	0	0	0	0	0	0	0	0	0	24
04:15	0	5	2	0	0	3	0	0	0	0	0	0	0	0	0	10
04:30	0	11	4	0	0	0	0	1	0	0	0	0	0	0	0	16
04:45	1	12	3	0	0	0	0	0	0	0	0	0	0	0	0	16
05:00	0	10	4	0	0	0	0	0	2	0	0	0	0	0	0	16
Hour Total	1	38	13	0	0	3	0	1	2	0	0	0	0	0	0	58
05:15	0	14	7	0	0	0	0	1	0	0	0	0	0	0	0	22
05:30	0	21	5	0	1	0	0	1	1	0	0	0	0	0	0	29
05:45	0	23	14	0	1	1	0	0	1	0	0	0	0	0	0	40
06:00	1	42	23	0	0	2	0	0	0	0	0	0	0	0	0	68
Hour Total	1	100	49	0	2	3	0	2	2	0	0	0	0	0	0	159
06:15	0	44	37	1	1	0	0	1	1	0	0	0	0	0	0	85
06:30	1	73	39	1	2	1	0	0	2	0	0	0	0	0	0	119
06:45	0	98	42	0	2	0	0	0	1	0	0	0	0	0	0	143
07:00	0	90	58	1	1	0	0	0	0	0	0	0	0	0	0	150
Hour Total	1	305	176	3	6	1	0	1	4	0	0	0	0	0	0	497
07:15	0	129	56	0	1	0	0	0	1	0	0	0	0	0	0	187
07:30	0	152	45	1	2	2	0	0	0	0	0	0	0	0	0	202
07:45	0	164	63	0	1	0	0	1	1	0	0	0	0	0	0	230
08:00	1	163	48	1	2	1	0	4	1	0	0	0	0	0	0	221
Hour Total	1	608	212	2	6	3	0	5	3	0	0	0	0	0	0	840
08:15	0	165	48	0	4	2	0	0	2	0	0	0	1	0	0	222
08:30	1	173	60	0	2	2	0	1	1	1	0	0	0	0	0	241
08:45	0	162	55	3	1	1	0	3	1	0	0	0	0	0	0	226
09:00	0	126	48	1	2	1	0	1	0	0	1	0	0	0	0	180
Hour Total	1	626	211	4	9	6	0	5	4	1	1	0	1	0	0	869

Station #: C2 EB
Site ID: 000000023579
Loc: SR 16 W/O S FRANCIS RD
Direction: EAST
Lane: 1

File: D0926003.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	2	129	40	7	5	0	0	0	2	0	0	0	0	0	0	185
09:30	1	137	54	3	8	1	0	2	3	0	0	0	0	0	0	209
09:45	0	124	47	1	6	1	0	1	1	0	0	0	0	0	0	181
10:00	0	101	40	0	2	1	0	1	2	0	0	0	0	0	0	147
Hour Total	3	491	181	11	21	3	0	4	8	0	0	0	0	0	0	722
10:15	1	97	36	0	3	1	0	1	1	0	0	0	0	0	0	140
10:30	3	109	46	0	1	1	0	0	0	0	0	0	0	0	0	160
10:45	0	91	27	0	4	2	0	0	2	0	0	0	0	0	0	126
11:00	0	100	39	0	2	3	0	1	1	0	0	0	0	0	0	146
Hour Total	4	397	148	0	10	7	0	2	4	0	0	0	0	0	0	572
11:15	0	90	38	0	1	1	0	0	3	0	0	0	0	0	0	133
11:30	0	90	38	0	1	2	0	1	1	0	0	0	0	0	0	133
11:45	0	111	37	0	1	0	0	1	1	0	0	0	0	0	0	151
12:00	1	97	44	0	1	0	0	0	1	0	0	0	0	0	0	144
Hour Total	1	388	157	0	4	3	0	2	6	0	0	0	0	0	0	561
12:15	0	107	46	0	4	0	0	0	0	0	0	0	0	0	0	157
12:30	0	103	53	0	1	1	0	0	1	0	0	0	0	0	0	159
12:45	0	110	42	1	2	1	0	4	1	0	0	0	0	0	0	161
13:00	0	112	29	1	2	1	0	2	0	0	0	0	0	0	0	147
Hour Total	0	432	170	2	9	3	0	6	2	0	0	0	0	0	0	624
13:15	1	91	47	0	2	3	0	1	1	0	1	0	0	0	0	147
13:30	0	98	52	0	4	3	0	1	1	0	0	0	0	0	0	159
13:45	0	115	43	0	1	0	0	1	0	0	0	0	0	0	0	160
14:00	0	104	29	0	1	5	0	0	2	1	0	0	0	0	0	142
Hour Total	1	408	171	0	8	11	0	3	4	1	1	0	0	0	0	608
14:15	0	82	31	1	1	2	0	0	2	0	0	0	0	0	0	119
14:30	0	102	50	0	2	2	0	0	4	0	0	0	0	0	0	160
14:45	0	121	38	0	2	2	0	0	1	0	0	0	0	0	0	164
15:00	0	122	34	0	2	3	0	0	0	0	0	0	0	0	0	161
Hour Total	0	427	153	1	7	9	0	0	7	0	0	0	0	0	0	604
15:15	1	148	41	4	7	3	0	1	2	0	0	0	0	0	0	207
15:30	1	148	39	1	4	0	0	0	1	0	0	0	0	0	0	194
15:45	0	127	48	0	6	1	0	0	1	0	0	0	0	0	0	183
16:00	0	136	38	0	3	0	0	0	0	0	1	0	0	0	0	178
Hour Total	2	559	166	5	20	4	0	1	4	0	1	0	0	0	0	762
16:15	0	133	44	1	4	0	0	0	0	0	0	0	0	0	0	182
16:30	1	116	51	1	2	3	0	2	4	0	0	0	0	0	0	180
16:45	0	136	38	3	7	0	0	1	0	0	0	0	0	0	0	185
17:00	0	122	35	4	3	2	0	1	0	0	0	0	0	0	0	167
Hour Total	1	507	168	9	16	5	0	4	4	0	0	0	0	0	0	714
17:15	0	132	50	0	9	0	0	0	1	0	0	0	0	0	0	192
17:30	1	103	42	0	2	0	0	0	0	0	0	0	0	0	0	148
17:45	0	100	35	0	3	2	0	0	0	0	0	0	0	0	0	140
18:00	0	112	33	0	3	0	0	0	0	0	0	0	0	0	0	148
Hour Total	1	447	160	0	17	2	0	0	1	0	0	0	0	0	0	628

CLASSIFICATION SUMMARY
Tue 9/26/2023

Station #: C2 EB
Site ID: 000000023579
Loc: SR 16 W/O S FRANCIS RD
Direction: EAST
Lane: 1

File: D0926003.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	106	32	0	2	0	0	0	0	0	0	0	0	0	0	140
18:30	0	84	29	0	2	0	0	0	1	0	0	0	0	0	0	116
18:45	0	71	21	0	1	0	0	0	0	0	0	0	0	0	0	93
19:00	0	81	19	0	0	0	0	0	0	0	0	0	0	0	0	100
Hour Total	0	342	101	0	5	0	0	0	1	0	0	0	0	0	0	449
19:15	0	77	17	0	0	0	0	1	0	0	0	0	0	0	0	95
19:30	0	64	16	0	0	0	0	1	1	0	0	0	0	0	0	82
19:45	0	44	7	0	0	0	0	0	2	0	1	0	0	0	0	54
20:00	1	45	16	0	0	0	0	0	0	0	0	0	0	0	0	62
Hour Total	1	230	56	0	0	0	0	2	3	0	1	0	0	0	0	293
20:15	0	44	13	0	0	0	0	0	0	0	0	0	0	0	0	57
20:30	0	37	8	0	0	0	0	0	0	0	0	0	0	0	0	45
20:45	0	30	9	0	1	0	0	0	0	0	0	0	0	0	0	40
21:00	0	26	7	0	0	0	0	0	0	0	0	0	0	0	0	33
Hour Total	0	137	37	0	1	0	0	0	0	0	0	0	0	0	0	175
21:15	0	31	6	0	1	0	0	0	0	0	0	0	0	0	0	38
21:30	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
21:45	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
22:00	0	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	93	18	0	1	0	0	0	0	0	0	0	0	0	0	112
22:15	0	15	4	0	0	0	0	0	1	0	0	0	0	0	0	20
22:30	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
22:45	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	17
23:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	46	14	0	0	0	0	0	1	0	0	0	0	0	0	61
23:15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
23:30	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
23:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
24:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	37	4	0	1	0	0	0	0	0	0	0	0	0	0	42
DAY TOTAL	19	6667	2380	38	145	65	0	38	62	2	4	0	1	0	0	9421
PERCENTS	0.2%	70.8%	25.3%	0.4%	1.5%	0.7%	0.0%	0.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.2% Trucks & Buses 3.8%

AM Times	09:45	07:45	07:00	08:45	09:00	10:45	08:00	09:15	07:45	08:15	07:30	07:45
AM Peaks	4	665	222	14	21	8	8	8	1	1	1	914
PM Times	14:45	15:15	15:45	16:15	16:30	13:15	12:45	14:00	13:15	12:30		15:15
PM Peaks	2	559	181	9	21	11	8	9	1	1		762

CLASSIFICATION SUMMARY
Wed 9/27/2023

Station #: C2 EB
Site ID: 000000023579
Loc: SR 16 W/O S FRANCIS RD
Direction: EAST
Lane: 1

File: D0926003.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
00:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
Hour Total	0	14	4	0	0	0	0	0	1	0	0	0	0	0	0	19
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
Hour Total	0	7	3	1	0	0	0	0	1	0	0	0	0	0	0	12
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	2	0	0	0	0	0	1	0	0	0	0	0	0	9
03:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
03:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
Hour Total	0	19	4	0	0	0	0	0	1	0	0	0	0	0	0	24
04:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:30	1	13	4	0	0	1	0	0	0	0	0	0	0	0	0	19
04:45	0	15	1	1	0	0	0	0	0	0	0	0	0	0	0	17
05:00	0	11	4	0	0	1	0	1	0	0	0	0	0	0	0	17
Hour Total	1	46	9	1	0	2	0	1	0	0	0	0	0	0	0	60
05:15	0	14	9	0	1	0	0	0	0	0	0	0	0	0	0	24
05:30	0	15	3	0	1	0	0	0	0	0	0	0	0	0	0	19
05:45	0	30	21	0	1	1	0	0	0	0	0	0	0	0	0	53
06:00	0	33	27	1	0	0	0	0	0	0	0	0	0	0	0	61
Hour Total	0	92	60	1	3	1	0	0	0	0	0	0	0	0	0	157
06:15	0	64	43	0	2	0	0	0	2	0	0	0	0	0	0	111
06:30	1	64	37	0	2	1	0	0	0	0	0	0	0	0	0	105
06:45	1	85	50	0	1	0	0	0	1	0	0	0	0	0	0	138
07:00	0	95	46	0	0	1	0	0	0	0	0	0	0	0	0	142
Hour Total	2	308	176	0	5	2	0	0	3	0	0	0	0	0	0	496
07:15	1	136	61	0	1	1	0	0	1	0	0	0	0	0	0	201
07:30	0	150	46	0	2	1	0	0	2	0	0	0	0	0	0	201
07:45	1	178	48	0	2	0	0	0	1	0	0	0	0	0	0	230
08:00	1	170	60	1	4	0	0	0	0	0	0	0	0	0	0	236
Hour Total	3	634	215	1	9	2	0	0	4	0	0	0	0	0	0	868
08:15	0	165	38	1	1	1	0	1	1	0	0	0	0	0	0	208
08:30	1	164	61	2	4	0	0	1	0	0	0	0	0	0	0	233
08:45	0	170	50	2	3	1	0	2	2	0	0	0	0	0	0	230
09:00	0	131	42	4	3	4	0	0	1	0	0	0	0	0	0	185
Hour Total	1	630	191	9	11	6	0	4	4	0	0	0	0	0	0	856

CLASSIFICATION SUMMARY
Wed 9/27/2023

Station #: C2 EB
Site ID: 000000023579
Loc: SR 16 W/O S FRANCIS RD
Direction: EAST
Lane: 1

File: D0926003.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	133	45	4	6	3	0	1	0	0	0	0	0	0	0	192
09:30	1	125	34	1	12	2	0	0	2	0	0	0	0	0	0	177
09:45	0	115	36	2	3	0	0	0	1	0	0	0	0	0	0	157
10:00	0	74	38	0	1	1	0	3	1	0	0	0	0	0	0	118
Hour Total	1	447	153	7	22	6	0	4	4	0	0	0	0	0	0	644
10:15	0	100	33	0	5	1	0	1	3	0	0	0	0	0	0	143
10:30	1	87	40	0	3	2	0	2	4	0	0	0	0	0	0	139
10:45	0	90	36	0	0	2	0	0	2	0	0	0	0	0	0	130
11:00	1	94	36	0	0	4	0	1	2	0	0	0	0	0	0	138
Hour Total	2	371	145	0	8	9	0	4	11	0	0	0	0	0	0	550
11:15	0	103	32	0	2	0	0	0	2	0	0	0	0	0	0	139
11:30	0	122	36	0	0	0	0	1	2	0	0	0	0	0	0	161
11:45	0	109	24	1	2	2	0	1	1	0	0	0	0	0	0	140
12:00	0	128	49	0	2	3	0	2	1	0	0	0	1	0	0	186
Hour Total	0	462	141	1	6	5	0	4	6	0	0	0	1	0	0	626
12:15	0	117	53	2	2	5	0	0	4	0	0	0	0	0	0	183
12:30	0	106	33	0	1	3	0	0	1	1	0	0	0	0	0	145
12:45	0	119	40	0	0	2	0	0	6	1	0	0	0	0	0	168
13:00	0	91	42	0	2	0	0	2	2	1	0	0	0	0	0	140
Hour Total	0	433	168	2	5	10	0	2	13	3	0	0	0	0	0	636
13:15	0	98	44	0	2	0	0	0	0	3	0	0	0	0	0	147
13:30	0	112	45	1	2	1	0	0	1	0	0	0	0	0	0	162
13:45	0	98	41	0	3	3	0	1	2	0	0	0	0	0	0	148
14:00	1	94	37	0	7	3	1	0	0	0	0	0	0	0	0	143
Hour Total	1	402	167	1	14	7	1	1	3	3	0	0	0	0	0	600
14:15	0	143	36	2	5	1	0	1	1	0	0	0	0	0	0	189
14:30	0	140	48	1	4	4	0	1	2	1	0	0	0	0	0	201
14:45	0	135	52	0	0	1	0	1	2	0	1	0	0	0	0	192
15:00	0	147	42	0	2	1	0	0	0	0	0	0	0	0	0	192
Hour Total	0	565	178	3	11	7	0	3	5	1	1	0	0	0	0	774
15:15	0	133	43	2	3	0	0	1	2	0	0	0	0	0	0	184
15:30	0	125	37	2	4	3	0	1	0	1	0	0	0	0	0	173
15:45	0	118	44	2	9	2	0	0	0	0	0	0	0	0	0	175
16:00	1	124	35	0	5	1	0	1	0	0	0	0	0	0	0	167
Hour Total	1	500	159	6	21	6	0	3	2	1	0	0	0	0	0	699
16:15	0	107	40	0	4	0	0	0	0	0	0	0	0	0	0	151
16:30	0	141	40	0	0	1	0	1	2	0	0	0	0	0	0	185
16:45	1	143	45	0	2	1	0	0	0	0	0	0	0	0	0	192
17:00	0	105	41	0	1	0	0	1	0	0	0	0	0	0	0	148
Hour Total	1	496	166	0	7	2	0	2	2	0	0	0	0	0	0	676
17:15	1	125	43	0	2	0	0	1	1	1	0	0	0	0	0	174
17:30	0	132	56	0	0	0	0	2	0	0	0	0	0	0	0	190
17:45	0	139	42	0	1	0	0	1	0	0	0	0	0	0	0	183
18:00	0	125	32	0	4	0	0	1	0	0	0	0	0	0	0	162
Hour Total	1	521	173	0	7	0	0	5	1	1	0	0	0	0	0	709

CLASSIFICATION SUMMARY
Wed 9/27/2023

Station #: C2 EB
Site ID: 000000023579
Loc: SR 16 W/O S FRANCIS RD
Direction: EAST
Lane: 1

File: D0926003.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	119	40	0	1	0	0	0	1	0	0	0	0	0	0	161
18:30	0	112	31	0	3	0	0	0	1	0	0	0	0	0	0	147
18:45	0	72	28	0	1	0	0	2	0	0	0	0	0	0	0	103
19:00	0	94	21	0	0	0	0	0	0	0	0	0	0	0	0	115
Hour Total	0	397	120	0	5	0	0	2	2	0	0	0	0	0	0	526
19:15	0	90	34	0	0	0	0	0	0	0	0	0	0	0	0	124
19:30	0	76	14	0	1	0	0	1	0	0	0	0	0	0	0	92
19:45	0	60	11	0	0	0	0	0	0	0	0	0	0	0	0	71
20:00	0	42	14	0	0	0	0	0	0	0	0	0	0	0	0	56
Hour Total	0	268	73	0	1	0	0	1	0	0	0	0	0	0	0	343
20:15	0	55	14	0	0	0	0	0	0	0	0	0	0	0	0	69
20:30	0	36	11	0	0	0	0	0	0	0	0	0	0	0	0	47
20:45	1	40	6	0	0	0	0	0	0	0	0	0	0	0	0	47
21:00	0	37	10	0	0	0	0	0	0	0	0	0	0	0	0	47
Hour Total	1	168	41	0	0	0	0	0	0	0	0	0	0	0	0	210
21:15	0	30	6	0	0	0	0	0	0	0	0	0	0	0	0	36
21:30	0	29	7	0	0	0	0	0	0	0	0	0	0	0	0	36
21:45	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	27
22:00	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	103	20	0	0	0	0	0	0	0	0	0	0	0	0	123
22:15	0	19	6	0	0	0	0	0	0	0	0	0	0	0	0	25
22:30	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
22:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	58	11	0	0	0	0	0	0	0	0	0	0	0	0	69
23:15	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
23:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
23:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
24:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	27	5	0	0	0	0	0	0	0	0	0	0	0	0	32
DAY TOTAL	15	6974	2384	33	135	65	1	36	64	9	1	0	1	0	0	9718
PERCENTS	0.2%	71.8%	24.5%	0.3%	1.4%	0.7%	0.0%	0.4%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.4% Trucks & Buses 3.6%

AM Times	06:30	07:45	07:15	08:30	08:45	08:45	09:45	10:15	11:15	07:45
AM Peaks	3	677	215	12	24	10	6	11	1	907
PM Times	16:00	14:15	14:30	15:00	15:30	13:45	13:15	17:00	12:15	12:30	14:00	14:15
PM Peaks	2	565	185	6	22	11	1	5	13	6	1	774

CLASSIFICATION SUMMARY
Thu 9/28/2023

Station #: C2 EB
Site ID: 000000023579
Loc: SR 16 W/O S FRANCIS RD
Direction: EAST
Lane: 1

File: D0926003.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
00:45	0	5	1	0	1	0	0	0	1	0	0	0	0	0	0	8
01:00	0	8	1	0	0	0	1	0	1	0	0	0	0	0	0	11
Hour Total	0	24	7	0	1	0	1	0	2	0	0	0	0	0	0	35
01:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
01:30	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	10	1	1	1	0	0	0	0	0	0	0	0	0	0	13
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
03:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
04:15	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
04:30	1	10	4	0	0	0	0	0	0	0	0	0	0	0	0	15
04:45	0	12	6	0	2	0	0	0	0	0	0	0	0	0	0	20
05:00	0	19	7	0	1	0	0	0	0	0	0	0	0	0	0	27
Hour Total	1	48	18	0	3	0	0	0	1	0	0	0	0	0	0	71
05:15	0	17	5	0	1	1	0	0	0	0	0	0	0	0	0	24
05:30	0	16	8	0	0	0	0	0	0	0	0	0	0	0	0	24
05:45	0	31	15	0	2	0	0	0	0	0	0	0	0	0	0	48
06:00	0	45	16	0	0	1	0	0	1	0	0	0	0	0	0	63
Hour Total	0	109	44	0	3	2	0	0	1	0	0	0	0	0	0	159
06:15	0	48	35	0	3	0	0	0	0	0	0	0	0	0	0	86
06:30	0	64	35	0	1	1	0	0	0	0	0	0	0	0	0	101
06:45	0	97	42	1	1	2	0	1	0	0	0	0	0	0	0	144
07:00	0	99	43	0	2	1	0	0	1	0	0	0	0	0	0	146
Hour Total	0	308	155	1	7	4	0	1	1	0	0	0	0	0	0	477
07:15	0	132	52	0	2	1	0	0	1	0	0	0	0	0	0	188
07:30	0	163	43	0	1	1	0	1	2	0	0	0	0	0	0	211
07:45	0	188	49	1	1	1	0	0	0	0	0	0	0	0	0	240
08:00	1	176	51	1	5	4	0	0	0	0	0	0	0	0	0	238
Hour Total	1	659	195	2	9	7	0	1	3	0	0	0	0	0	0	877
08:15	0	154	56	1	0	1	0	2	2	0	0	0	0	0	0	216
08:30	0	147	35	0	5	1	0	0	4	0	0	0	0	0	0	192
08:45	0	153	41	1	2	1	0	1	0	0	0	0	0	0	0	199
09:00	0	131	53	0	5	2	0	0	2	0	0	0	0	0	0	193
Hour Total	0	585	185	2	12	5	0	3	8	0	0	0	0	0	0	800

Station #: C2 EB
Site ID: 000000023579
Loc: SR 16 W/O S FRANCIS RD
Direction: EAST
Lane: 1

File: D0926003.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	1	117	54	6	11	4	0	0	1	0	0	0	0	0	0	194
09:30	0	117	38	2	9	1	0	0	0	0	0	0	0	0	0	167
09:45	0	113	49	1	3	5	0	0	1	0	0	0	0	0	0	172
10:00	0	120	47	0	6	3	0	0	3	0	0	0	0	0	0	179
Hour Total	1	467	188	9	29	13	0	0	5	0	0	0	0	0	0	712
10:15	1	102	38	0	3	1	0	1	0	0	0	0	0	0	0	146
10:30	0	123	44	0	1	2	0	1	2	0	0	0	0	0	0	173
10:45	0	109	32	0	4	0	0	0	1	0	0	0	0	0	0	146
11:00	0	83	38	0	1	2	0	1	1	0	0	0	0	0	0	126
Hour Total	1	417	152	0	9	5	0	3	4	0	0	0	0	0	0	591
11:15	0	90	40	0	4	4	0	0	1	0	0	0	0	0	0	139
11:30	0	82	39	0	5	0	0	0	2	0	0	0	0	0	0	128
11:45	1	133	37	0	5	1	0	0	1	0	0	0	0	0	0	178
12:00	0	129	50	0	1	0	0	0	0	0	0	0	0	0	0	180
Hour Total	1	434	166	0	15	5	0	0	4	0	0	0	0	0	0	625
12:15	0	102	35	0	4	1	0	0	2	0	0	0	0	0	0	144
12:30	0	87	41	0	0	1	0	3	0	0	0	0	0	0	0	132
12:45	1	113	52	0	2	0	0	0	1	0	0	0	0	0	0	169
13:00	0	101	30	0	1	0	0	2	0	0	0	0	0	0	0	134
Hour Total	1	403	158	0	7	2	0	5	3	0	0	0	0	0	0	579
13:15	1	126	39	1	2	1	0	0	1	0	0	0	0	0	0	171
13:30	0	90	34	0	1	1	1	1	2	0	0	0	0	0	0	130
13:45	0	111	39	0	2	3	0	0	0	0	0	0	0	0	0	155
14:00	1	95	33	0	1	1	0	1	1	0	0	0	0	0	0	133
Hour Total	2	422	145	1	6	6	1	2	4	0	0	0	0	0	0	589
14:15	0	104	30	0	1	0	0	1	1	0	0	0	0	0	0	137
14:30	0	104	41	0	2	1	0	2	0	0	0	0	0	0	0	150
14:45	1	130	47	0	2	0	0	0	3	0	0	0	0	0	0	183
15:00	0	130	33	0	3	0	0	1	0	0	0	0	0	0	0	167
Hour Total	1	468	151	0	8	1	0	4	4	0	0	0	0	0	0	637
15:15	1	147	46	5	7	0	0	0	1	1	0	0	0	0	0	208
15:30	0	140	41	1	2	1	0	0	0	0	0	0	0	0	0	185
15:45	0	116	44	1	4	2	0	0	0	0	0	0	0	0	0	167
16:00	0	125	42	0	1	2	0	1	0	0	0	0	0	0	0	171
Hour Total	1	528	173	7	14	5	0	1	1	1	0	0	0	0	0	731
16:15	0	119	49	0	3	0	0	0	0	0	0	0	0	0	0	171
16:30	0	131	36	0	5	1	0	0	0	0	0	0	0	0	0	173
16:45	1	135	37	4	5	1	0	1	0	0	0	0	0	0	0	184
17:00	0	115	45	3	6	0	0	1	0	0	0	0	0	0	0	170
Hour Total	1	500	167	7	19	2	0	2	0	0	0	0	0	0	0	698
17:15	1	135	41	0	5	1	0	0	0	0	0	0	0	0	0	183
17:30	0	144	47	0	1	0	0	1	0	0	0	0	0	0	0	193
17:45	0	132	40	0	5	0	0	0	0	0	0	0	0	0	0	177
18:00	0	110	32	0	0	0	0	0	0	0	0	0	0	0	0	142
Hour Total	1	521	160	0	11	1	0	1	0	0	0	0	0	0	0	695

CLASSIFICATION SUMMARY
Thu 9/28/2023

Station #: C2 EB
Site ID: 000000023579
Loc: SR 16 W/O S FRANCIS RD
Direction: EAST
Lane: 1

File: D0926003.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	122	41	0	0	0	0	0	1	0	0	0	0	0	0	164
18:30	0	84	33	0	0	1	0	0	0	0	0	0	0	0	0	118
18:45	0	97	39	0	3	0	0	1	0	0	0	0	0	0	0	140
19:00	0	88	27	0	1	0	0	0	0	0	0	0	0	0	0	116
Hour Total	0	391	140	0	4	1	0	1	1	0	0	0	0	0	0	538
19:15	0	79	25	0	0	0	0	0	1	0	0	0	0	0	0	105
19:30	1	71	18	0	2	0	0	0	1	0	0	0	0	0	0	93
19:45	0	77	17	0	0	0	0	0	0	0	0	0	0	0	0	94
20:00	0	54	15	1	1	0	0	0	0	0	0	0	0	0	0	71
Hour Total	1	281	75	1	3	0	0	0	2	0	0	0	0	0	0	363
20:15	1	48	17	0	0	0	0	0	0	0	0	0	0	0	0	66
20:30	0	43	8	0	2	0	0	0	0	0	0	0	0	0	0	53
20:45	0	44	8	0	0	0	0	0	0	0	0	0	0	0	0	52
21:00	0	29	9	0	0	0	0	0	0	0	0	0	0	0	0	38
Hour Total	1	164	42	0	2	0	0	0	0	0	0	0	0	0	0	209
21:15	0	32	7	0	0	0	0	0	0	0	0	0	0	0	0	39
21:30	0	21	6	0	1	0	0	0	0	0	0	0	0	0	0	28
21:45	0	26	3	0	0	0	0	1	0	0	0	0	0	0	0	30
22:00	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	97	19	0	1	0	0	1	0	0	0	0	0	0	0	118
22:15	0	22	3	0	0	0	0	0	0	0	0	0	0	0	0	25
22:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
22:45	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	49	11	0	0	0	0	0	0	0	0	0	0	0	0	60
23:15	2	18	1	0	0	0	0	0	0	0	0	0	0	0	0	21
23:30	0	14	3	0	0	0	0	0	1	0	0	0	0	0	0	18
23:45	0	8	3	0	0	0	0	0	1	0	0	0	0	0	0	12
24:00	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	2	55	8	0	0	0	0	0	2	0	0	0	0	0	0	67
DAY TOTAL	16	6965	2368	31	164	59	2	25	46	1	0	0	0	0	0	9677
PERCENTS	0.2%	72.0%	24.5%	0.3%	1.7%	0.6%	0.0%	0.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.6% Trucks & Buses 3.4%

AM Times	03:45	07:30	07:30	08:45	09:15	09:15	00:15	07:30	08:15		07:30
AM Peaks	1	681	199	9	29	13	1	3	8		905
PM Times	12:30	14:45	15:30	15:00	16:30	13:15	12:45	12:15	14:00	14:30	14:45
PM Peaks	2	547	176	7	21	6	1	5	5	1	743

Station #: C2 EB
Site ID: 000000023579
Loc: SR 16 W/O S FRANCIS RD
Direction: EAST
Lane: 1

File: D0926003.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
GRAND TOTAL	50	20606	7132	102	444	189	3	99	172	12	5	0	2	0	0	28816
PERCENTS	0.2%	71.5%	24.8%	0.4%	1.5%	0.7%	0.0%	0.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Peggy Malone & Associates

CLASSIFICATION SUMMARY
Tue 9/26/2023

Station #: C2 WB
Site ID: 000000023584
Loc: SR 16 W/O S FRANCIS RD
Direction: WEST
Lane: 1

File: D0926004.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
01:15	0	6	0	1	0	0	0	0	1	0	0	0	0	0	0	8
01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	1	18	3	1	0	0	0	0	1	0	0	0	0	0	0	24
02:15	0	5	3	0	0	0	0	1	0	0	0	0	0	0	0	9
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	11	4	0	0	0	0	1	0	0	0	0	0	0	0	16
03:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	4	1	0	0	1	0	0	2	0	0	0	0	0	0	8
04:00	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	10
Hour Total	0	21	2	0	0	1	0	0	3	0	0	0	0	0	0	27
04:15	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	8
04:30	0	10	1	0	0	0	0	0	2	0	0	0	0	0	0	13
04:45	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
05:00	0	14	4	0	1	0	0	0	1	0	0	0	0	0	0	20
Hour Total	0	36	10	0	1	1	0	0	3	0	0	0	0	0	0	51
05:15	0	6	4	0	0	1	0	0	1	0	0	0	0	0	0	12
05:30	0	11	6	0	1	0	0	0	0	0	0	0	0	0	0	18
05:45	0	12	10	2	1	2	0	1	1	0	0	0	0	0	0	29
06:00	0	25	19	0	0	1	0	1	0	0	0	0	0	0	0	46
Hour Total	0	54	39	2	2	4	0	2	2	0	0	0	0	0	0	105
06:15	0	46	10	2	1	0	0	1	1	0	0	0	0	0	0	61
06:30	0	32	24	6	2	0	0	0	1	0	0	0	0	0	0	65
06:45	0	53	31	2	2	1	0	1	2	0	0	0	0	0	0	92
07:00	1	80	38	2	1	2	0	1	3	0	0	0	0	0	0	128
Hour Total	1	211	103	12	6	3	0	3	7	0	0	0	0	0	0	346
07:15	0	53	40	1	3	3	0	0	0	0	0	0	0	0	0	100
07:30	0	78	32	4	3	3	0	0	2	0	0	0	0	0	0	122
07:45	1	88	46	3	2	4	0	1	0	0	0	0	0	0	0	145
08:00	0	103	38	1	5	2	1	1	1	0	0	0	0	0	0	152
Hour Total	1	322	156	9	13	12	1	2	3	0	0	0	0	0	0	519
08:15	3	91	44	4	1	1	1	0	2	0	0	0	0	0	0	147
08:30	0	105	52	0	3	2	0	0	2	0	0	0	0	0	0	164
08:45	0	114	42	0	1	1	0	0	5	0	0	0	0	0	0	163
09:00	0	131	54	0	2	0	0	2	4	0	0	0	0	0	0	193
Hour Total	3	441	192	4	7	4	1	2	13	0	0	0	0	0	0	667

CLASSIFICATION SUMMARY
Tue 9/26/2023

Station #: C2 WB
Site ID: 000000023584
Loc: SR 16 W/O S FRANCIS RD
Direction: WEST
Lane: 1

File: D0926004.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	83	40	0	7	0	0	0	1	0	0	0	0	0	0	131
09:30	1	84	35	0	5	1	0	1	0	0	0	0	0	0	0	127
09:45	6	62	34	0	4	0	0	1	2	0	0	0	0	0	0	109
10:00	1	82	25	0	6	1	0	2	0	0	1	0	0	0	0	118
Hour Total	8	311	134	0	22	2	0	4	3	0	1	0	0	0	0	485
10:15	0	59	31	0	4	4	0	1	1	0	0	0	0	0	0	100
10:30	0	85	42	0	0	2	0	0	1	0	0	0	0	0	0	130
10:45	0	66	48	1	2	2	0	1	0	0	0	0	0	0	0	120
11:00	0	89	36	0	4	0	0	2	2	0	0	0	0	0	0	133
Hour Total	0	299	157	1	10	8	0	4	4	0	0	0	0	0	0	483
11:15	0	79	39	0	3	0	0	0	0	2	0	0	0	0	0	123
11:30	1	78	33	0	2	2	0	0	1	0	0	0	0	0	0	117
11:45	1	85	36	0	5	2	0	1	2	0	0	0	0	0	0	132
12:00	0	94	41	0	2	1	0	0	2	0	0	0	0	0	0	140
Hour Total	2	336	149	0	12	5	0	1	5	2	0	0	0	0	0	512
12:15	0	112	38	2	1	1	0	1	2	0	0	0	0	0	0	157
12:30	1	130	49	3	4	2	0	1	3	0	0	0	0	0	0	193
12:45	0	94	45	1	3	1	0	1	4	0	0	0	0	0	0	149
13:00	0	88	38	2	2	3	0	1	0	0	1	0	0	0	0	135
Hour Total	1	424	170	8	10	7	0	4	9	0	1	0	0	0	0	634
13:15	0	103	46	8	5	0	0	2	0	0	0	0	0	0	0	164
13:30	0	103	37	3	5	1	0	0	4	0	0	0	0	0	0	153
13:45	0	104	40	1	5	0	0	0	2	0	0	0	0	0	0	152
14:00	0	128	40	3	5	0	0	0	1	0	0	0	0	0	0	177
Hour Total	0	438	163	15	20	1	0	2	7	0	0	0	0	0	0	646
14:15	0	80	50	0	3	3	0	1	1	0	0	0	0	0	0	138
14:30	0	98	50	3	2	0	0	0	2	0	0	0	0	0	0	155
14:45	0	125	49	1	7	0	0	0	3	0	0	0	0	0	0	185
15:00	0	122	43	0	0	2	0	2	1	0	0	0	0	0	0	170
Hour Total	0	425	192	4	12	5	0	3	7	0	0	0	0	0	0	648
15:15	1	145	46	0	0	3	0	0	3	0	0	0	1	0	0	199
15:30	1	120	51	4	2	0	0	0	1	0	0	0	0	0	0	179
15:45	0	145	43	2	1	3	0	1	0	0	0	0	0	0	0	195
16:00	0	158	55	0	1	1	0	0	2	0	0	0	0	0	0	217
Hour Total	2	568	195	6	4	7	0	1	6	0	0	0	1	0	0	790
16:15	0	157	53	4	2	0	0	0	0	0	0	0	0	0	0	216
16:30	0	146	49	0	3	0	0	0	3	0	0	0	0	0	0	201
16:45	0	138	49	1	2	1	0	0	2	0	0	0	0	0	0	193
17:00	1	132	44	0	2	0	0	0	1	0	1	0	0	0	0	181
Hour Total	1	573	195	5	9	1	0	0	6	0	1	0	0	0	0	791
17:15	0	178	62	0	3	0	0	0	0	0	0	0	0	0	0	243
17:30	0	150	61	0	0	0	0	0	1	0	0	0	0	0	0	212
17:45	1	153	46	0	0	0	0	1	2	0	0	0	0	0	0	203
18:00	0	121	47	0	1	0	0	0	0	0	0	0	0	0	0	169
Hour Total	1	602	216	0	4	0	0	1	3	0	0	0	0	0	0	827

CLASSIFICATION SUMMARY
Tue 9/26/2023

Station #: C2 WB
Site ID: 000000023584
Loc: SR 16 W/O S FRANCIS RD
Direction: WEST
Lane: 1

File: D0926004.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	136	47	0	1	1	0	0	0	0	0	0	0	0	0	186
18:30	0	121	42	0	0	0	0	0	1	0	0	0	0	0	0	164
18:45	2	96	27	0	1	0	0	0	0	0	0	0	0	0	0	126
19:00	0	79	26	0	3	0	0	0	0	0	0	0	0	0	0	108
Hour Total	3	432	142	0	5	1	0	0	1	0	0	0	0	0	0	584
19:15	0	71	21	0	0	0	0	0	0	0	0	0	0	0	0	92
19:30	0	81	16	0	2	0	0	0	0	0	0	0	0	0	0	99
19:45	0	90	16	0	0	0	0	0	0	0	0	0	0	0	0	106
20:00	0	65	20	0	0	0	0	0	0	0	0	0	0	0	0	85
Hour Total	0	307	73	0	2	0	0	0	0	0	0	0	0	0	0	382
20:15	0	65	19	0	1	0	0	0	2	0	0	0	0	0	0	87
20:30	0	68	13	0	2	0	0	0	1	0	0	0	0	0	0	84
20:45	0	60	12	0	0	0	0	0	0	0	0	0	0	0	0	72
21:00	0	43	19	0	0	0	0	0	0	0	0	0	0	0	0	62
Hour Total	0	236	63	0	3	0	0	0	3	0	0	0	0	0	0	305
21:15	0	46	10	0	0	0	0	1	0	0	0	0	0	0	0	57
21:30	0	42	11	0	0	0	0	0	0	0	0	0	0	0	0	53
21:45	0	35	8	0	0	0	0	0	0	0	0	0	0	0	0	43
22:00	0	30	7	0	0	0	0	0	0	0	0	0	0	0	0	37
Hour Total	0	153	36	0	0	0	0	1	0	0	0	0	0	0	0	190
22:15	1	27	6	0	1	0	0	0	0	0	0	0	0	0	0	35
22:30	0	30	4	0	0	0	0	0	0	0	0	0	0	0	0	34
22:45	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
23:00	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	1	86	16	0	1	0	0	0	0	0	0	0	0	0	0	104
23:15	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
23:30	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
23:45	0	9	3	0	0	0	0	0	1	0	0	0	0	0	0	13
24:00	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	53	10	0	0	0	0	0	1	0	0	0	0	0	0	64
DAY TOTAL	25	6374	2423	67	143	62	2	31	87	2	3	0	1	0	0	9220
PERCENTS	0.3%	69.1%	26.3%	0.7%	1.6%	0.7%	0.0%	0.3%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 95.7% Trucks & Buses 4.3%

AM Times	09:15	08:15	08:15	06:15	09:15	07:00	07:30	09:30	08:15	10:30	09:15				08:15
AM Peaks	8	441	192	12	22	12	2	5	13	2	1				667
PM Times	18:00	17:00	16:45	13:15	13:15	15:00		12:30	12:15		12:15		14:30		17:00
PM Peaks	3	613	216	15	20	8		5	9		1		1		839

Station #: C2 WB
Site ID: 000000023584
Loc: SR 16 W/O S FRANCIS RD
Direction: WEST
Lane: 1

File: D0926004.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
00:30	0	7	1	0	2	0	0	0	0	0	0	0	0	0	0	10
00:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	21	4	0	2	0	0	0	0	0	0	0	0	0	0	27
01:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	1	4	1	0	0	1	0	0	0	0	0	0	0	0	0	7
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	11	3	0	0	1	0	0	0	0	0	0	0	0	0	16
02:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	6
03:45	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
04:00	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6
Hour Total	0	16	1	1	0	1	0	0	1	0	0	0	0	0	0	20
04:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	1	12	1	0	0	0	0	0	1	0	0	0	0	0	0	15
04:45	0	11	3	0	0	0	0	1	0	0	0	0	0	0	0	15
05:00	0	9	4	0	1	0	0	1	0	0	0	0	0	0	0	15
Hour Total	1	37	8	0	1	0	0	2	1	0	0	0	0	0	0	50
05:15	0	6	4	0	0	0	0	1	0	0	0	0	0	0	0	11
05:30	1	8	4	1	0	0	0	0	0	0	0	0	0	0	0	14
05:45	0	11	9	1	1	1	0	1	0	0	0	0	0	0	0	24
06:00	0	25	16	2	1	0	0	1	0	0	0	0	0	0	0	45
Hour Total	1	50	33	4	2	1	0	3	0	0	0	0	0	0	0	94
06:15	0	29	10	4	1	1	0	0	0	0	0	0	0	0	0	45
06:30	0	36	25	4	0	1	0	1	2	0	0	0	0	0	0	69
06:45	0	49	33	2	2	0	0	1	1	0	0	0	0	0	0	88
07:00	0	80	36	2	4	4	0	1	2	0	0	0	0	0	0	129
Hour Total	0	194	104	12	7	6	0	3	5	0	0	0	0	0	0	331
07:15	0	56	37	1	2	1	0	2	2	0	0	0	0	0	0	101
07:30	0	80	28	4	1	1	1	0	2	0	0	0	0	0	0	117
07:45	0	90	33	5	3	4	0	3	1	0	0	0	0	0	0	139
08:00	0	100	53	1	1	2	0	0	1	0	0	0	0	0	0	158
Hour Total	0	326	151	11	7	8	1	5	6	0	0	0	0	0	0	515
08:15	0	106	51	4	2	3	2	1	0	0	0	0	0	0	0	169
08:30	0	104	43	0	1	0	0	0	0	0	0	0	0	0	0	148
08:45	0	107	40	0	1	0	0	0	0	0	0	0	0	0	0	148
09:00	0	136	53	0	2	0	0	1	1	0	0	0	0	0	0	193
Hour Total	0	453	187	4	6	3	2	2	1	0	0	0	0	0	0	658

Station #: C2 WB
Site ID: 000000023584
Loc: SR 16 W/O S FRANCIS RD
Direction: WEST
Lane: 1

File: D0926004.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	71	34	0	5	0	0	0	1	0	0	0	0	0	0	111
09:30	0	79	39	0	1	0	0	0	0	0	0	0	0	0	0	119
09:45	0	83	36	0	5	2	0	1	1	1	0	0	0	0	0	129
10:00	0	71	36	0	0	0	0	1	2	0	0	0	0	0	0	110
Hour Total	0	304	145	0	11	2	0	2	4	1	0	0	0	0	0	469
10:15	0	72	40	0	2	3	2	1	1	0	0	0	0	0	0	121
10:30	0	69	40	0	0	2	1	1	1	0	0	0	0	0	0	114
10:45	0	56	34	1	2	4	0	0	2	0	0	0	0	0	0	99
11:00	1	77	35	0	1	1	0	0	0	0	0	0	0	0	0	115
Hour Total	1	274	149	1	5	10	3	2	4	0	0	0	0	0	0	449
11:15	1	89	25	0	3	3	0	1	3	0	0	1	0	0	0	126
11:30	0	80	35	0	5	2	0	0	2	0	0	0	0	0	0	124
11:45	0	82	39	0	3	3	2	1	3	0	0	0	0	0	0	133
12:00	0	100	30	5	1	5	1	1	1	0	0	0	0	0	0	144
Hour Total	1	351	129	5	12	13	3	3	9	0	0	1	0	0	0	527
12:15	0	120	47	8	3	3	1	0	2	0	0	0	0	0	0	184
12:30	0	120	51	4	3	0	0	2	5	0	0	0	0	0	0	185
12:45	0	106	33	3	2	1	0	0	0	0	0	0	0	0	0	145
13:00	0	102	33	2	2	0	0	0	3	0	0	0	0	0	0	142
Hour Total	0	448	164	17	10	4	1	2	10	0	0	0	0	0	0	656
13:15	1	96	42	2	3	2	2	0	2	0	0	0	0	0	0	150
13:30	0	113	55	2	5	3	0	0	4	0	0	0	0	0	0	182
13:45	0	116	39	1	0	1	0	0	5	0	0	0	0	0	0	162
14:00	1	132	45	0	2	3	0	0	5	0	0	0	0	0	0	188
Hour Total	2	457	181	5	10	9	2	0	16	0	0	0	0	0	0	682
14:15	0	108	45	2	3	2	0	0	2	0	0	0	0	0	0	162
14:30	0	120	46	2	1	1	0	0	1	0	0	0	0	0	0	171
14:45	1	118	48	2	4	0	1	1	3	0	0	0	0	0	0	178
15:00	0	137	44	0	5	0	0	0	2	0	0	0	0	0	0	188
Hour Total	1	483	183	6	13	3	1	1	8	0	0	0	0	0	0	699
15:15	0	150	52	1	2	2	0	0	1	0	0	0	0	0	0	208
15:30	1	155	47	2	2	4	0	0	1	0	0	0	0	0	0	212
15:45	1	137	44	0	5	0	1	0	0	0	0	0	0	0	0	188
16:00	0	135	48	0	3	1	0	0	0	1	0	0	0	0	0	188
Hour Total	2	577	191	3	12	7	1	0	2	1	0	0	0	0	0	796
16:15	0	143	48	0	1	1	0	0	2	0	0	0	0	0	0	195
16:30	0	130	59	0	0	0	0	0	3	0	0	0	0	0	0	192
16:45	1	143	43	0	1	0	0	0	1	0	0	0	0	0	0	189
17:00	0	148	56	0	1	0	0	0	0	0	0	0	0	0	0	205
Hour Total	1	564	206	0	3	1	0	0	6	0	0	0	0	0	0	781
17:15	0	151	48	0	0	1	0	1	0	1	0	0	0	0	0	202
17:30	0	163	53	0	1	0	0	0	0	0	0	0	0	0	0	217
17:45	3	146	59	0	1	0	0	0	0	0	0	0	0	0	0	209
18:00	1	135	37	1	1	0	0	0	2	0	0	0	0	0	0	177
Hour Total	4	595	197	1	3	1	0	1	2	1	0	0	0	0	0	805

CLASSIFICATION SUMMARY
Wed 9/27/2023

Station #: C2 WB
Site ID: 000000023584
Loc: SR 16 W/O S FRANCIS RD
Direction: WEST
Lane: 1

File: D0926004.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	116	28	0	2	0	0	0	0	0	0	0	0	0	0	146
18:30	0	107	34	0	3	0	0	1	0	0	0	0	0	0	0	145
18:45	0	109	33	0	1	0	0	0	0	0	0	0	0	0	0	143
19:00	0	82	22	0	0	0	0	0	0	0	0	0	0	0	0	104
Hour Total	0	414	117	0	6	0	0	1	0	0	0	0	0	0	0	538
19:15	0	75	25	0	0	0	0	0	0	0	0	0	0	0	0	100
19:30	0	99	29	0	1	0	0	0	0	0	0	0	0	0	0	129
19:45	1	88	21	0	0	0	0	0	0	0	0	0	0	0	0	110
20:00	0	72	22	0	0	0	0	0	0	0	0	0	0	0	0	94
Hour Total	1	334	97	0	1	0	0	0	0	0	0	0	0	0	0	433
20:15	0	76	17	0	1	0	0	0	0	0	0	0	0	0	0	94
20:30	0	80	20	0	0	0	0	0	0	0	0	0	0	0	0	100
20:45	0	71	11	0	0	0	1	0	0	0	0	0	0	0	0	83
21:00	0	51	18	0	0	0	0	1	0	0	0	0	0	0	0	70
Hour Total	0	278	66	0	1	0	1	1	0	0	0	0	0	0	0	347
21:15	0	48	7	0	0	0	0	0	0	0	0	0	0	0	0	55
21:30	0	59	9	0	0	0	0	0	0	0	0	0	0	0	0	68
21:45	0	46	11	0	0	0	0	0	0	0	0	0	0	0	0	57
22:00	0	35	8	0	0	0	0	0	0	0	0	0	0	0	0	43
Hour Total	0	188	35	0	0	0	0	0	0	0	0	0	0	0	0	223
22:15	0	25	11	0	0	0	0	0	0	0	0	0	0	0	0	36
22:30	0	23	7	0	0	0	0	0	0	0	0	0	0	0	0	30
22:45	0	36	15	0	0	0	0	0	0	0	0	0	0	0	0	51
23:00	0	25	7	0	0	0	0	1	0	0	0	0	0	0	0	33
Hour Total	0	109	40	0	0	0	0	1	0	0	0	0	0	0	0	150
23:15	0	17	4	0	0	1	0	0	0	0	0	0	0	0	0	22
23:30	0	7	5	0	0	0	0	0	1	0	0	0	0	0	0	13
23:45	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
24:00	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	48	15	0	0	1	0	0	1	0	0	0	0	0	0	65
DAY TOTAL	16	6543	2410	70	112	71	15	29	76	3	0	1	0	0	0	9346
PERCENTS	0.2%	70.0%	25.8%	0.7%	1.2%	0.8%	0.2%	0.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.0% Trucks & Buses 4.0%

AM Times	10:30	08:15	08:00	07:30	09:00	11:15	07:30	07:00	11:15	09:00	10:30					08:15
AM Peaks	2	453	187	14	13	13	3	6	9	1	1					658
PM Times	17:15	17:00	17:00	12:15	15:00	13:15	12:30	12:15	13:15	15:15						17:00
PM Peaks	4	608	216	17	14	9	2	2	16	1						833

CLASSIFICATION SUMMARY
Thu 9/28/2023

Station #: C2 WB
Site ID: 000000023584
Loc: SR 16 W/O S FRANCIS RD
Direction: WEST
Lane: 1

File: D0926004.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
00:45	0	7	2	0	0	0	0	0	1	0	0	0	0	0	0	10
01:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	27	4	0	0	0	0	0	1	0	0	0	0	0	0	32
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	7
Hour Total	1	16	5	0	0	1	0	0	0	0	0	0	0	0	0	23
02:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	12	5	0	0	0	0	0	1	0	0	0	0	0	0	18
03:15	0	5	2	0	0	1	0	0	0	0	0	0	0	0	0	8
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	16	2	0	0	1	0	0	0	0	0	0	0	0	0	19
04:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
04:30	0	7	2	0	0	0	0	0	1	0	0	0	0	0	0	10
04:45	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	9
05:00	0	13	5	0	0	1	0	0	0	0	0	0	0	0	0	19
Hour Total	0	32	12	0	0	1	0	0	1	0	0	0	0	0	0	46
05:15	0	9	5	0	0	0	0	0	1	0	0	0	0	0	0	15
05:30	0	11	7	0	1	0	0	0	0	0	1	0	0	0	0	20
05:45	0	14	4	1	2	2	0	0	0	0	0	0	0	0	0	23
06:00	0	21	14	2	0	0	0	0	0	0	0	0	0	0	0	37
Hour Total	0	55	30	3	3	2	0	0	1	0	1	0	0	0	0	95
06:15	0	34	16	4	0	3	0	0	4	0	0	0	0	0	0	61
06:30	0	39	26	5	1	0	0	1	2	0	0	0	0	0	0	74
06:45	0	54	27	1	3	0	0	0	0	0	0	0	0	0	0	85
07:00	0	72	34	2	2	0	0	1	0	0	0	0	0	0	0	111
Hour Total	0	199	103	12	6	3	0	2	6	0	0	0	0	0	0	331
07:15	0	63	38	1	4	2	0	0	2	0	0	0	0	0	0	110
07:30	0	89	27	3	2	3	0	1	1	0	0	0	0	0	0	126
07:45	1	89	38	7	2	8	0	1	0	0	0	0	0	0	0	146
08:00	0	97	33	1	7	3	1	1	2	0	0	0	0	0	0	145
Hour Total	1	338	136	12	15	16	1	3	5	0	0	0	0	0	0	527
08:15	0	139	54	3	1	1	0	1	1	0	0	0	0	0	0	200
08:30	0	88	39	0	4	0	0	2	0	0	0	0	0	0	0	133
08:45	0	104	36	0	2	2	0	1	1	0	0	0	0	0	0	146
09:00	0	118	48	0	3	2	0	0	0	0	0	0	0	0	0	171
Hour Total	0	449	177	3	10	5	0	4	2	0	0	0	0	0	0	650

Station #: C2 WB
Site ID: 000000023584
Loc: SR 16 W/O S FRANCIS RD
Direction: WEST
Lane: 1

File: D0926004.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	86	35	1	6	3	0	0	3	0	0	0	0	0	0	134
09:30	0	71	34	0	4	2	0	2	1	0	0	0	0	0	0	114
09:45	0	73	45	0	4	1	0	1	1	0	0	0	0	0	0	125
10:00	0	66	36	0	5	4	0	3	1	1	0	0	0	0	0	116
Hour Total	0	296	150	1	19	10	0	6	6	1	0	0	0	0	0	489
10:15	0	68	29	1	1	2	0	0	0	0	0	0	0	0	0	101
10:30	1	84	33	1	2	3	0	1	2	1	0	0	0	0	0	128
10:45	1	66	33	0	5	0	0	0	1	0	0	0	0	0	0	106
11:00	0	79	35	1	4	1	0	0	0	0	0	0	0	0	0	120
Hour Total	2	297	130	3	12	6	0	1	3	1	0	0	0	0	0	455
11:15	0	77	27	1	1	0	0	1	1	0	0	0	0	0	0	108
11:30	0	98	53	1	1	0	0	1	1	0	0	0	0	0	0	155
11:45	0	71	47	0	0	0	0	0	1	0	0	0	0	0	0	119
12:00	0	82	37	0	3	2	0	0	2	0	0	0	0	0	0	126
Hour Total	0	328	164	2	5	2	0	2	5	0	0	0	0	0	0	508
12:15	0	131	43	1	0	1	0	1	1	1	0	0	0	0	0	179
12:30	0	134	44	2	3	0	0	1	1	0	0	0	0	0	0	185
12:45	1	95	39	2	5	2	0	1	3	0	0	0	0	0	0	148
13:00	0	93	29	3	4	2	0	2	0	0	0	0	0	0	0	133
Hour Total	1	453	155	8	12	5	0	5	5	1	0	0	0	0	0	645
13:15	0	84	43	6	4	2	0	0	2	0	0	0	0	0	0	141
13:30	0	105	43	4	6	1	0	0	0	1	0	0	0	0	0	160
13:45	1	118	33	3	1	0	0	0	3	0	0	0	0	0	0	159
14:00	0	121	41	1	4	1	0	0	2	0	0	0	0	0	0	170
Hour Total	1	428	160	14	15	4	0	0	7	1	0	0	0	0	0	630
14:15	0	104	45	1	1	0	0	1	1	0	0	0	0	0	0	153
14:30	0	115	51	2	8	2	0	0	1	0	0	0	0	0	0	179
14:45	0	121	44	1	1	1	0	0	1	1	0	0	0	0	0	170
15:00	0	117	47	0	1	0	0	0	1	0	0	0	0	0	0	166
Hour Total	0	457	187	4	11	3	0	1	4	1	0	0	0	0	0	668
15:15	1	137	58	0	4	0	0	0	0	0	0	0	0	0	0	200
15:30	0	168	53	3	2	1	0	0	1	0	0	0	0	0	0	228
15:45	0	107	47	2	8	0	0	0	0	0	0	0	0	0	0	164
16:00	0	155	38	2	1	0	0	0	1	0	0	0	0	0	0	197
Hour Total	1	567	196	7	15	1	0	0	2	0	0	0	0	0	0	789
16:15	1	152	47	0	3	0	0	0	2	0	0	0	0	0	0	205
16:30	2	146	54	2	2	0	0	0	1	0	0	0	0	0	0	207
16:45	0	149	63	1	0	0	0	1	0	0	0	1	0	0	0	215
17:00	0	147	47	1	2	0	0	0	0	0	0	0	0	0	0	197
Hour Total	3	594	211	4	7	0	0	1	3	0	0	1	0	0	0	824
17:15	1	165	54	0	3	0	0	0	1	0	0	0	0	0	0	224
17:30	1	144	54	0	1	0	0	0	2	0	0	0	0	0	0	202
17:45	0	144	55	0	0	0	0	0	0	0	0	0	0	0	0	199
18:00	0	136	55	0	0	0	0	1	1	0	0	0	0	0	0	193
Hour Total	2	589	218	0	4	0	0	1	4	0	0	0	0	0	0	818

CLASSIFICATION SUMMARY
Thu 9/28/2023

Station #: C2 WB
Site ID: 000000023584
Loc: SR 16 W/O S FRANCIS RD
Direction: WEST
Lane: 1

File: D0926004.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	107	38	0	2	0	0	1	1	0	0	1	0	0	0	150
18:30	0	126	36	0	3	0	0	0	0	0	0	0	0	0	0	165
18:45	0	101	30	0	0	0	0	0	0	0	0	0	0	0	0	131
19:00	1	95	24	0	1	0	0	0	0	0	0	0	0	0	0	121
Hour Total	1	429	128	0	6	0	0	1	1	0	0	1	0	0	0	567
19:15	0	74	29	0	2	0	0	0	1	0	0	0	0	0	0	106
19:30	1	100	34	0	0	0	0	0	0	0	0	0	0	0	0	135
19:45	0	69	22	0	0	0	0	0	0	0	0	0	0	0	0	91
20:00	1	78	25	0	0	0	0	0	0	0	0	0	0	0	0	104
Hour Total	2	321	110	0	2	0	0	0	1	0	0	0	0	0	0	436
20:15	0	78	16	0	1	0	0	0	3	0	0	0	0	0	0	98
20:30	0	77	25	0	1	0	0	0	0	0	0	0	0	0	0	103
20:45	1	54	6	0	0	0	0	1	0	0	0	0	0	0	0	62
21:00	1	50	13	0	0	0	0	0	0	0	0	0	0	0	0	64
Hour Total	2	259	60	0	2	0	0	1	3	0	0	0	0	0	0	327
21:15	0	62	9	0	0	0	0	0	0	0	0	0	0	0	0	71
21:30	0	44	8	0	1	0	0	0	0	0	0	0	0	0	0	53
21:45	0	39	17	0	0	0	0	1	0	0	0	0	0	0	0	57
22:00	0	27	11	0	0	0	0	0	0	0	0	0	0	0	0	38
Hour Total	0	172	45	0	1	0	0	1	0	0	0	0	0	0	0	219
22:15	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	22
22:30	0	31	15	0	0	0	0	0	0	0	0	0	0	0	0	46
22:45	0	38	24	0	0	0	0	0	0	0	0	0	0	0	0	62
23:00	0	29	12	0	0	0	0	0	0	0	0	0	0	0	0	41
Hour Total	0	114	57	0	0	0	0	0	0	0	0	0	0	0	0	171
23:15	0	15	7	0	0	1	0	0	0	0	0	0	0	0	0	23
23:30	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
23:45	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
24:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	62	20	0	0	1	0	0	0	0	0	0	0	0	0	83
DAY TOTAL	17	6510	2465	73	145	61	1	29	61	5	1	2	0	0	0	9370
PERCENTS	0.2%	69.5%	26.3%	0.8%	1.5%	0.7%	0.0%	0.3%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.0% Trucks & Buses 4.0%

AM Times	10:00	08:15	08:15	07:30	09:15	07:15	07:15	09:15	05:45	09:45	04:45					08:15
AM Peaks	2	449	177	14	19	16	1	6	6	2	1					650
PM Times	15:45	16:30	16:30	13:00	12:45	12:45		12:15	13:15	12:15		16:00				16:30
PM Peaks	3	607	218	16	19	7		5	7	1		1				843

Station #: C2 WB
Site ID: 000000023584
Loc: SR 16 W/O S FRANCIS RD
Direction: WEST
Lane: 1

File: D0926004.prn
Info: 23-271 MG MAX
GPS: 29.958592,-81.464860

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
GRAND TOTAL	58	19427	7298	210	400	194	18	89	224	10	4	3	1	0	0	27936
PERCENTS	0.2%	69.5%	26.1%	0.8%	1.4%	0.7%	0.1%	0.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Peggy Malone & Associates

CLASSIFICATION SUMMARY
Tue 9/26/2023

Station #: C1 EB
Site ID: 000000023576
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: EAST
Lane: 1

File: D0926001.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
00:30	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
Hour Total	0	18	3	0	1	0	0	0	1	0	0	0	0	0	0	23
01:15	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	4	0	0	1	1	0	0	0	0	0	0	0	0	0	6
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	13	2	0	1	1	0	0	1	0	0	0	0	0	0	18
02:15	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	5	1	0	0	0	0	0	0	0	0	0	0	0	14
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	9	1	0	0	1	0	0	0	0	0	0	0	0	0	11
Hour Total	0	22	7	0	0	1	0	0	0	0	0	0	0	0	0	30
04:15	0	5	3	0	0	1	0	0	0	0	0	0	0	0	0	9
04:30	0	14	5	0	0	1	0	1	0	0	0	0	0	0	0	21
04:45	2	14	2	0	0	1	0	0	0	0	0	0	0	0	0	19
05:00	0	15	5	0	0	0	0	0	1	0	0	0	0	0	0	21
Hour Total	2	48	15	0	0	3	0	1	1	0	0	0	0	0	0	70
05:15	0	17	8	0	0	0	0	0	1	0	0	0	0	0	0	26
05:30	0	22	9	0	1	0	0	1	1	0	0	0	0	0	0	34
05:45	0	27	19	0	1	0	0	1	1	0	0	0	0	0	0	49
06:00	0	52	21	0	0	1	0	1	0	0	0	0	0	0	0	75
Hour Total	0	118	57	0	2	1	0	3	3	0	0	0	0	0	0	184
06:15	1	52	36	0	1	1	0	1	1	0	0	0	0	0	0	93
06:30	0	92	48	1	1	1	0	0	2	0	0	0	0	0	0	145
06:45	1	115	50	0	3	0	0	0	1	0	0	0	0	0	0	170
07:00	1	123	69	1	1	0	0	0	0	0	0	0	0	0	0	195
Hour Total	3	382	203	2	6	2	0	1	4	0	0	0	0	0	0	603
07:15	1	149	64	0	2	0	0	0	1	0	0	0	0	0	0	217
07:30	0	181	49	1	3	0	0	0	0	0	0	0	1	0	0	235
07:45	0	185	63	1	0	0	0	0	0	0	0	0	2	0	0	251
08:00	3	199	65	0	2	0	0	2	2	0	0	0	0	0	0	273
Hour Total	4	714	241	2	7	0	0	2	3	0	0	0	3	0	0	976
08:15	1	154	68	1	1	2	0	0	1	0	0	0	0	0	0	228
08:30	1	166	59	0	2	2	0	1	0	1	1	0	0	0	0	233
08:45	0	148	59	3	1	1	0	2	0	0	0	0	0	0	0	214
09:00	0	157	50	1	2	0	0	4	1	0	0	0	0	0	0	215
Hour Total	2	625	236	5	6	5	0	7	2	1	1	0	0	0	0	890

Station #: C1 EB
Site ID: 000000023576
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: EAST
Lane: 1

File: D0926001.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	2	128	46	7	5	1	0	0	1	0	0	0	0	0	0	190
09:30	1	145	53	3	4	1	0	1	2	0	0	0	0	0	0	210
09:45	1	150	56	2	7	1	0	2	0	0	0	0	0	0	0	219
10:00	0	114	41	0	3	1	0	1	4	0	0	0	0	0	0	164
Hour Total	4	537	196	12	19	4	0	4	7	0	0	0	0	0	0	783
10:15	0	89	32	0	5	2	0	1	1	0	0	0	0	0	0	130
10:30	2	129	48	0	2	1	0	1	1	0	0	0	0	0	0	184
10:45	1	105	35	0	2	3	0	0	2	0	0	0	0	0	0	148
11:00	0	105	32	0	4	2	0	0	1	0	0	0	0	0	0	144
Hour Total	3	428	147	0	13	8	0	2	5	0	0	0	0	0	0	606
11:15	0	114	47	0	1	2	0	1	3	0	0	0	0	0	0	168
11:30	0	90	39	0	1	3	0	1	1	0	0	0	0	0	0	135
11:45	0	114	48	0	1	0	0	0	2	0	0	0	0	0	0	165
12:00	1	99	47	0	6	0	0	0	1	0	0	0	0	0	0	154
Hour Total	1	417	181	0	9	5	0	2	7	0	0	0	0	0	0	622
12:15	1	114	46	0	4	0	0	0	0	0	0	0	0	0	0	165
12:30	0	104	56	0	3	0	0	0	0	0	0	0	0	0	0	163
12:45	0	123	45	0	5	3	0	4	2	0	0	0	0	0	0	182
13:00	0	106	33	2	3	1	0	2	0	0	0	0	0	0	0	147
Hour Total	1	447	180	2	15	4	0	6	2	0	0	0	0	0	0	657
13:15	2	107	50	0	1	2	0	1	1	0	0	0	0	0	0	164
13:30	0	94	43	1	2	3	0	1	0	0	0	0	0	0	0	144
13:45	0	99	57	0	4	2	0	2	0	0	0	0	0	0	0	164
14:00	0	102	37	0	2	5	0	0	1	1	0	0	0	0	0	148
Hour Total	2	402	187	1	9	12	0	4	2	1	0	0	0	0	0	620
14:15	0	112	43	1	0	2	0	0	1	0	0	0	0	0	0	159
14:30	0	89	46	0	3	2	0	0	4	0	1	0	0	0	0	145
14:45	0	111	44	0	1	2	0	0	2	0	0	0	0	0	0	160
15:00	0	116	37	0	2	3	0	0	0	0	0	0	0	0	0	158
Hour Total	0	428	170	1	6	9	0	0	7	0	1	0	0	0	0	622
15:15	0	134	42	4	3	1	0	1	2	0	0	0	0	0	0	187
15:30	2	137	44	2	3	1	0	1	1	0	0	0	0	0	0	191
15:45	0	135	52	0	4	2	0	0	1	0	0	0	0	0	0	194
16:00	0	118	42	1	7	2	0	0	0	0	0	0	0	0	0	170
Hour Total	2	524	180	7	17	6	0	2	4	0	0	0	0	0	0	742
16:15	1	116	36	0	3	0	0	0	0	0	0	0	0	0	0	156
16:30	1	113	47	2	2	2	0	1	4	0	0	0	0	0	0	172
16:45	0	130	49	5	2	1	0	1	0	0	0	0	0	0	0	188
17:00	2	106	43	3	8	2	0	0	0	0	1	0	0	0	0	165
Hour Total	4	465	175	10	15	5	0	2	4	0	1	0	0	0	0	681
17:15	1	123	48	2	6	0	0	1	1	0	0	0	0	0	0	182
17:30	1	124	53	0	4	0	0	1	0	0	0	0	0	0	0	183
17:45	0	74	33	0	2	0	0	0	0	0	0	0	0	0	0	109
18:00	0	90	35	0	2	0	0	0	0	0	0	0	0	0	0	127
Hour Total	2	411	169	2	14	0	0	2	1	0	0	0	0	0	0	601

CLASSIFICATION SUMMARY
Tue 9/26/2023

Station #: C1 EB
Site ID: 000000023576
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: EAST
Lane: 1

File: D0926001.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	95	34	0	4	0	0	0	0	0	0	0	0	0	0	134
18:30	0	85	28	0	1	0	0	0	1	0	0	0	0	0	0	115
18:45	0	69	27	0	1	0	0	0	0	0	0	0	0	0	0	97
19:00	0	71	25	0	1	0	0	0	0	0	0	0	0	0	0	97
Hour Total	1	320	114	0	7	0	0	0	1	0	0	0	0	0	0	443
19:15	0	72	16	0	0	0	0	1	0	0	0	0	0	0	0	89
19:30	0	56	16	0	1	2	0	0	0	0	0	0	0	0	0	75
19:45	0	40	8	0	1	0	0	0	2	0	0	0	0	0	0	51
20:00	1	29	12	0	0	0	0	0	1	0	0	0	0	0	0	43
Hour Total	1	197	52	0	2	2	0	1	3	0	0	0	0	0	0	258
20:15	0	46	13	0	0	0	0	0	0	0	0	0	0	0	0	59
20:30	1	32	9	0	1	0	0	0	0	0	0	0	0	0	0	43
20:45	0	27	7	0	1	0	0	0	0	0	0	0	0	0	0	35
21:00	0	22	8	0	0	0	0	0	0	0	0	0	0	0	0	30
Hour Total	1	127	37	0	2	0	0	0	0	0	0	0	0	0	0	167
21:15	0	32	4	0	1	0	0	0	0	0	0	0	0	0	0	37
21:30	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
21:45	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
22:00	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	93	17	0	1	0	0	0	0	0	0	0	0	0	0	111
22:15	0	18	3	0	0	0	0	1	0	0	0	0	0	0	0	22
22:30	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
22:45	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	23
23:00	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	62	12	0	1	0	0	1	0	0	0	0	0	0	0	76
23:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
23:30	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
23:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
24:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	36	5	0	1	0	0	0	0	0	0	0	0	0	0	42
DAY TOTAL	33	6842	2591	45	154	68	0	40	58	2	3	0	3	0	0	9839
PERCENTS	0.3%	69.5%	26.3%	0.5%	1.6%	0.7%	0.0%	0.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.2% Trucks & Buses 3.8%

AM Times	07:45	07:30	07:45	08:45	09:15	10:45	08:15	10:00	07:45	07:45	07:00	07:30
AM Peaks	5	719	255	14	19	10	7	8	1	1	3	987
PM Times	16:15	15:15	16:45	16:30	16:45	13:15	12:45	14:00	13:15	13:45		15:15
PM Peaks	4	524	193	12	20	12	8	8	1	1		742

Station #: C1 EB
Site ID: 000000023576
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: EAST
Lane: 1

File: D0926001.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
00:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
Hour Total	0	19	7	0	0	0	0	0	1	0	0	0	0	0	0	27
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	1	1	1	0	0	0	0	1	0	0	0	0	0	0	4
Hour Total	0	14	3	1	0	0	0	0	1	0	0	0	0	0	0	19
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
02:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	2	0	0	0	0	0	1	0	0	0	0	0	0	9
03:15	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
03:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
03:45	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
04:15	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
04:30	1	12	4	0	0	1	0	0	0	0	0	0	0	0	0	18
04:45	1	15	3	1	0	0	0	0	0	0	0	0	0	0	0	20
05:00	0	16	3	0	0	0	0	1	0	0	0	0	0	0	0	20
Hour Total	2	48	11	1	0	1	0	1	1	0	0	0	0	0	0	65
05:15	0	12	6	0	0	1	0	0	0	0	0	0	0	0	0	19
05:30	0	17	7	0	0	0	0	0	0	0	0	0	0	0	0	24
05:45	0	40	19	0	1	1	0	0	0	0	0	0	0	0	0	61
06:00	0	44	37	1	1	0	0	0	0	0	0	0	0	0	0	83
Hour Total	0	113	69	1	2	2	0	0	0	0	0	0	0	0	0	187
06:15	0	70	42	1	0	0	0	0	2	0	0	0	0	0	0	115
06:30	2	91	49	0	2	0	0	0	0	0	0	0	0	0	0	144
06:45	1	103	54	1	1	1	0	0	1	0	0	0	0	0	0	162
07:00	1	122	62	0	0	1	0	0	0	0	0	0	0	0	0	186
Hour Total	4	386	207	2	3	2	0	0	3	0	0	0	0	0	0	607
07:15	1	142	64	0	1	0	0	0	1	0	0	0	0	0	0	209
07:30	0	208	46	1	1	0	0	0	2	0	0	0	0	0	0	258
07:45	0	188	50	1	2	0	0	0	0	0	0	1	0	0	0	242
08:00	1	199	67	0	2	0	0	1	1	0	0	0	0	0	0	271
Hour Total	2	737	227	2	6	0	0	1	4	0	0	1	0	0	0	980
08:15	1	153	43	2	2	0	0	1	1	0	0	2	0	0	0	205
08:30	2	170	69	1	3	1	0	0	0	0	0	0	0	0	0	246
08:45	1	143	57	1	4	1	0	2	2	0	0	0	0	0	0	211
09:00	0	143	52	1	2	1	0	0	1	0	0	0	0	0	0	200
Hour Total	4	609	221	5	11	3	0	3	4	0	0	2	0	0	0	862

Station #: C1 EB
Site ID: 000000023576
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: EAST
Lane: 1

File: D0926001.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	134	44	6	6	5	0	2	0	0	0	0	0	0	0	197
09:30	1	117	38	3	11	1	0	0	1	0	0	0	0	0	0	172
09:45	0	140	42	1	2	1	0	0	1	0	0	0	0	0	0	187
10:00	0	106	45	2	1	0	0	1	1	0	0	0	0	0	0	156
Hour Total	1	497	169	12	20	7	0	3	3	0	0	0	0	0	0	712
10:15	0	99	45	0	3	1	0	0	4	0	0	0	0	0	0	152
10:30	1	110	39	0	6	1	0	0	2	0	0	0	0	0	0	159
10:45	0	115	41	0	2	4	0	1	3	0	0	0	0	0	0	166
11:00	1	105	32	0	1	4	0	1	2	0	0	0	0	0	0	146
Hour Total	2	429	157	0	12	10	0	2	11	0	0	0	0	0	0	623
11:15	0	115	44	0	0	0	0	0	3	0	0	0	0	0	0	162
11:30	0	123	44	0	1	0	0	2	2	0	0	0	0	0	0	172
11:45	0	118	32	0	3	1	0	0	1	0	0	0	0	0	0	155
12:00	0	120	52	0	1	2	0	1	1	0	0	0	0	0	0	177
Hour Total	0	476	172	0	5	3	0	3	7	0	0	0	0	0	0	666
12:15	0	131	50	3	2	6	0	0	2	0	0	0	0	0	0	194
12:30	0	119	44	0	4	2	0	0	2	0	0	0	0	0	0	171
12:45	0	119	38	0	0	3	0	0	5	0	0	0	0	0	0	165
13:00	0	116	44	0	1	0	0	0	2	0	0	0	0	0	0	163
Hour Total	0	485	176	3	7	11	0	0	11	0	0	0	0	0	0	693
13:15	0	70	35	0	3	0	0	1	1	0	0	0	0	0	0	110
13:30	0	140	53	0	2	2	0	1	1	0	0	0	0	0	0	199
13:45	1	105	42	1	3	0	0	1	3	0	0	0	0	0	0	156
14:00	0	103	30	0	1	6	1	0	0	0	0	0	0	0	0	141
Hour Total	1	418	160	1	9	8	1	3	5	0	0	0	0	0	0	606
14:15	1	118	35	2	7	1	0	1	1	0	0	0	0	0	0	166
14:30	0	125	47	3	1	4	0	2	3	0	0	0	0	0	0	185
14:45	0	131	40	0	2	1	0	1	2	0	0	0	0	0	0	177
15:00	1	124	43	0	1	1	0	0	0	0	0	0	0	0	0	170
Hour Total	2	498	165	5	11	7	0	4	6	0	0	0	0	0	0	698
15:15	0	153	55	1	3	0	0	2	1	0	0	0	0	0	0	215
15:30	0	119	47	2	1	1	0	1	1	0	0	0	0	0	0	172
15:45	0	122	37	6	7	3	0	0	1	0	0	0	0	0	0	176
16:00	1	131	40	4	3	1	0	2	0	0	0	0	0	0	0	182
Hour Total	1	525	179	13	14	5	0	5	3	0	0	0	0	0	0	745
16:15	0	117	47	1	5	1	0	0	0	0	0	0	0	0	0	171
16:30	0	125	39	0	1	1	0	0	2	0	0	0	0	0	0	168
16:45	1	128	48	0	2	1	0	0	0	0	0	0	0	0	0	180
17:00	2	130	46	0	1	0	0	1	0	0	0	0	0	0	0	180
Hour Total	3	500	180	1	9	3	0	1	2	0	0	0	0	0	0	699
17:15	1	131	44	0	1	0	0	0	1	1	0	0	0	0	0	179
17:30	0	105	51	0	1	0	0	3	0	0	0	0	0	0	0	160
17:45	0	135	48	0	1	0	0	0	0	0	0	0	0	0	0	184
18:00	0	115	37	0	3	0	0	2	0	0	0	0	0	0	0	157
Hour Total	1	486	180	0	6	0	0	5	1	1	0	0	0	0	0	680

CLASSIFICATION SUMMARY
Wed 9/27/2023

Station #: C1 EB
Site ID: 000000023576
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: EAST
Lane: 1

File: D0926001.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	105	33	0	2	0	0	0	1	0	0	0	0	0	0	141
18:30	0	95	29	0	2	0	0	0	0	0	0	0	0	0	0	126
18:45	0	86	31	0	1	0	0	1	0	0	0	0	0	0	0	119
19:00	0	82	20	0	2	0	0	0	0	0	0	0	0	0	0	104
Hour Total	0	368	113	0	7	0	0	1	1	0	0	0	0	0	0	490
19:15	0	75	26	0	0	0	0	0	0	0	0	0	0	0	0	101
19:30	0	74	18	0	1	0	0	1	0	0	0	0	0	0	0	94
19:45	1	47	16	0	0	0	0	1	0	0	0	0	0	0	0	65
20:00	0	48	10	0	0	0	0	0	0	0	0	0	0	0	0	58
Hour Total	1	244	70	0	1	0	0	2	0	0	0	0	0	0	0	318
20:15	0	58	16	0	0	0	0	0	0	0	0	0	0	0	0	74
20:30	0	43	14	0	0	0	0	0	0	0	0	0	0	0	0	57
20:45	1	45	7	0	0	0	0	0	0	0	0	0	0	0	0	53
21:00	0	36	10	0	0	0	0	0	0	0	0	0	0	0	0	46
Hour Total	1	182	47	0	0	0	0	0	0	0	0	0	0	0	0	230
21:15	0	34	4	0	0	0	0	0	0	0	0	0	0	0	0	38
21:30	0	31	7	0	0	0	0	0	0	0	0	0	0	0	0	38
21:45	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
22:00	0	18	3	0	1	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	103	19	0	1	0	0	0	0	0	0	0	0	0	0	123
22:15	0	20	7	0	0	0	0	0	0	0	0	0	0	0	0	27
22:30	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
22:45	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
23:00	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	67	14	0	0	0	0	0	0	0	0	0	0	0	0	81
23:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
23:30	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
23:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
24:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	30	4	0	0	0	0	0	0	0	0	0	0	0	0	34
DAY TOTAL	25	7266	2558	47	124	62	1	34	65	1	0	3	0	0	0	10186
PERCENTS	0.2%	71.3%	25.1%	0.5%	1.2%	0.6%	0.0%	0.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.7% Trucks & Buses 3.3%

AM Times	06:30	07:30	08:00	09:15	08:45	10:15	08:00	10:15	07:30	07:15
AM Peaks	5	748	236	12	23	10	4	11	3	980
PM Times	16:30	14:30	16:45	15:15	15:30	14:00	13:15	14:30	12:15	16:30	14:30
PM Peaks	4	533	189	13	16	12	1	5	11	1	747

Station #: C1 EB
Site ID: 000000023576
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: EAST
Lane: 1

File: D0926001.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
00:45	0	6	0	0	1	0	0	0	1	0	0	0	0	0	0	8
01:00	0	7	1	0	0	0	1	0	1	0	0	0	0	0	0	10
Hour Total	0	28	5	0	1	0	1	0	2	0	0	0	0	0	0	37
01:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
01:30	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	16	2	1	1	0	0	0	0	0	0	0	0	0	0	20
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	12	6	0	0	0	0	0	0	0	0	0	0	0	0	18
03:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
04:15	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
04:30	1	11	4	0	0	0	0	0	0	0	0	0	0	0	0	16
04:45	1	16	7	0	1	0	0	0	0	0	0	0	0	0	0	25
05:00	0	17	8	0	1	0	0	0	0	0	0	0	0	0	0	26
Hour Total	2	50	20	0	2	0	0	0	1	0	0	0	0	0	0	75
05:15	0	20	9	0	0	1	0	0	0	0	0	0	0	0	0	30
05:30	0	16	9	0	0	0	0	0	0	0	0	0	0	0	0	25
05:45	0	36	17	0	0	0	0	0	0	0	0	0	0	0	0	53
06:00	0	51	21	0	2	1	0	0	1	0	0	0	0	0	0	76
Hour Total	0	123	56	0	2	2	0	0	1	0	0	0	0	0	0	184
06:15	0	65	39	1	0	0	0	0	0	0	0	0	0	0	0	105
06:30	0	92	52	1	2	1	0	0	0	0	0	0	0	0	0	148
06:45	0	109	46	1	2	2	0	0	0	0	0	0	0	0	0	160
07:00	2	129	53	0	0	1	0	1	1	0	0	0	0	0	0	187
Hour Total	2	395	190	3	4	4	0	1	1	0	0	0	0	0	0	600
07:15	0	139	51	0	2	0	0	0	0	0	0	0	0	0	0	192
07:30	0	194	57	1	1	0	0	1	1	0	0	0	0	0	0	255
07:45	0	205	50	0	2	1	0	0	0	0	0	0	0	0	0	258
08:00	1	213	54	1	0	2	0	0	1	0	0	0	0	0	0	272
Hour Total	1	751	212	2	5	3	0	1	2	0	0	0	0	0	0	977
08:15	0	151	64	1	5	3	0	1	2	0	0	1	0	0	0	228
08:30	0	154	49	0	3	2	0	0	3	0	0	0	0	0	0	211
08:45	0	144	49	2	1	1	0	0	1	0	0	0	0	0	0	198
09:00	0	142	47	2	5	3	0	1	0	0	0	0	0	0	0	200
Hour Total	0	591	209	5	14	9	0	2	6	0	0	1	0	0	0	837

Station #: C1 EB
Site ID: 000000023576
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: EAST
Lane: 1

File: D0926001.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	1	122	52	8	7	4	0	0	2	0	0	0	0	0	0	196
09:30	0	131	46	7	8	2	0	0	0	0	0	0	0	0	0	194
09:45	0	127	45	1	3	4	0	0	0	0	0	0	0	0	0	180
10:00	0	128	47	1	5	5	0	0	4	0	0	0	0	0	0	190
Hour Total	1	508	190	17	23	15	0	0	6	0	0	0	0	0	0	760
10:15	1	111	46	0	5	1	0	0	0	0	0	0	0	0	0	164
10:30	0	139	50	0	0	1	0	1	2	0	0	0	0	0	0	193
10:45	0	121	40	0	7	2	0	0	1	0	0	0	0	0	0	171
11:00	1	88	45	0	1	2	0	1	1	0	0	0	0	0	0	139
Hour Total	2	459	181	0	13	6	0	2	4	0	0	0	0	0	0	667
11:15	1	102	44	0	1	4	1	0	1	0	0	0	0	0	0	154
11:30	0	98	40	0	10	0	0	0	1	0	0	0	0	0	0	149
11:45	1	121	44	1	6	0	0	1	2	0	0	0	0	0	0	176
12:00	0	125	47	0	0	2	0	0	0	0	0	0	0	0	0	174
Hour Total	2	446	175	1	17	6	1	1	4	0	0	0	0	0	0	653
12:15	0	119	41	0	6	1	0	1	2	0	0	0	0	0	0	170
12:30	0	103	43	0	1	0	0	0	0	0	0	0	0	0	0	147
12:45	1	114	48	0	1	2	0	1	1	0	0	0	0	0	0	168
13:00	0	103	44	0	3	0	0	3	0	0	0	0	0	0	0	153
Hour Total	1	439	176	0	11	3	0	5	3	0	0	0	0	0	0	638
13:15	0	123	45	1	2	1	0	0	1	0	0	0	0	0	0	173
13:30	1	104	31	0	0	1	1	1	1	0	0	0	0	0	0	140
13:45	0	113	36	0	1	2	0	0	0	0	0	0	0	0	0	152
14:00	1	106	36	0	1	1	0	1	0	0	0	0	0	0	0	146
Hour Total	2	446	148	1	4	5	1	2	2	0	0	0	0	0	0	611
14:15	0	103	33	0	1	1	0	1	3	0	0	0	0	0	0	142
14:30	0	102	46	0	1	1	0	1	0	0	0	0	0	0	0	151
14:45	1	122	39	0	2	0	0	1	3	0	0	0	0	0	0	168
15:00	0	118	40	0	2	0	0	0	0	0	0	0	0	0	0	160
Hour Total	1	445	158	0	6	2	0	3	6	0	0	0	0	0	0	621
15:15	0	123	49	3	3	0	1	2	0	1	0	0	0	0	0	182
15:30	0	154	48	3	3	1	0	0	1	0	0	0	0	0	0	210
15:45	0	114	47	0	4	3	0	0	0	0	0	0	0	0	0	168
16:00	1	112	47	1	1	0	0	1	0	0	0	0	0	0	0	163
Hour Total	1	503	191	7	11	4	1	3	1	1	0	0	0	0	0	723
16:15	0	109	48	1	1	0	0	0	0	0	0	0	0	0	0	159
16:30	0	119	38	2	2	0	0	0	0	0	0	0	0	0	0	161
16:45	1	128	34	1	9	2	0	0	0	0	0	0	0	0	0	175
17:00	0	127	53	8	4	0	0	2	0	0	0	0	0	0	0	194
Hour Total	1	483	173	12	16	2	0	2	0	0	0	0	0	0	0	689
17:15	0	119	40	0	4	1	0	1	0	0	0	0	0	0	0	165
17:30	0	154	51	0	3	0	0	1	0	0	0	0	0	0	0	209
17:45	0	119	33	0	5	0	0	0	0	0	0	0	0	0	0	157
18:00	1	111	38	0	2	1	0	0	0	0	0	0	0	0	0	153
Hour Total	1	503	162	0	14	2	0	2	0	0	0	0	0	0	0	684

CLASSIFICATION SUMMARY
Thu 9/28/2023

Station #: C1 EB
Site ID: 000000023576
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: EAST
Lane: 1

File: D0926001.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	114	37	0	0	0	0	0	0	0	0	0	0	0	0	151
18:30	0	92	39	0	0	1	0	1	0	0	0	0	0	0	0	133
18:45	0	86	38	0	1	0	0	0	0	0	0	0	0	0	0	125
19:00	0	104	32	0	2	0	0	1	0	0	0	0	0	0	0	139
Hour Total	0	396	146	0	3	1	0	2	0	0	0	0	0	0	0	548
19:15	0	55	25	0	0	0	0	0	1	0	0	0	0	0	0	81
19:30	1	58	19	0	2	0	0	0	1	0	0	0	0	0	0	81
19:45	0	76	16	0	0	0	0	0	0	0	0	0	0	0	0	92
20:00	0	57	14	1	2	0	0	0	0	0	0	0	0	0	0	74
Hour Total	1	246	74	1	4	0	0	0	2	0	0	0	0	0	0	328
20:15	1	39	13	0	0	0	0	1	0	0	0	0	0	0	0	54
20:30	1	42	12	0	1	0	0	1	0	0	0	0	0	0	0	57
20:45	0	31	10	0	0	0	0	0	0	0	0	0	0	0	0	41
21:00	0	37	8	0	0	0	0	1	0	0	0	0	0	0	0	46
Hour Total	2	149	43	0	1	0	0	3	0	0	0	0	0	0	0	198
21:15	0	27	6	0	0	0	0	0	0	0	0	0	0	0	0	33
21:30	0	19	2	0	1	0	0	0	0	0	0	0	0	0	0	22
21:45	0	25	6	0	0	0	0	0	0	0	0	0	0	0	0	31
22:00	0	18	3	0	0	0	0	1	0	0	0	0	0	0	0	22
Hour Total	0	89	17	0	1	0	0	1	0	0	0	0	0	0	0	108
22:15	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
22:30	1	14	1	0	1	0	0	1	0	0	0	0	0	0	0	18
22:45	0	9	7	0	0	0	0	0	0	0	0	0	0	0	0	16
23:00	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	1	55	13	0	1	0	0	1	0	0	0	0	0	0	0	71
23:15	2	9	1	0	0	0	0	0	0	0	0	0	0	0	0	12
23:30	0	23	2	0	0	0	0	0	1	0	0	0	0	0	0	26
23:45	0	10	3	0	0	0	0	0	1	0	0	0	0	0	0	14
24:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	2	54	8	0	0	0	0	0	2	0	0	0	0	0	0	66
DAY TOTAL	23	7208	2560	50	154	64	4	31	43	1	0	1	0	0	0	10139
PERCENTS	0.2%	71.1%	25.2%	0.5%	1.5%	0.6%	0.0%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.6% Trucks & Buses 3.4%

AM Times	11:00	07:30	07:30	08:45	09:00	09:15	00:15	06:45	08:00			07:30				07:30
AM Peaks	3	763	225	19	23	15	1	2	7			1				1013
PM Times	22:30	16:45	15:15	16:15	16:45	13:15	12:45	12:15	14:00	14:30						16:45
PM Peaks	3	528	191	12	20	5	1	5	6	1						743

Station #: C1 EB
Site ID: 000000023576
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: EAST
Lane: 1

File: D0926001.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
GRAND TOTAL	81	21316	7709	142	432	194	5	105	166	4	3	4	3	0	0	30164
PERCENTS	0.3%	70.7%	25.6%	0.5%	1.4%	0.6%	0.0%	0.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Peggy Malone & Associates

CLASSIFICATION SUMMARY
Tue 9/26/2023

Station #: C1 WB
Site ID: 000000023591
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: WEST
Lane: 1

File: D0926002.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	25	4	0	1	0	0	0	0	0	0	0	0	0	0	30
01:15	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
01:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
Hour Total	1	20	4	0	0	0	0	1	1	0	0	0	0	0	0	27
02:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
03:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
03:30	0	3	2	0	0	1	0	0	1	0	0	0	0	0	0	7
03:45	0	3	1	0	0	1	0	0	1	0	0	0	0	0	0	6
04:00	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
Hour Total	0	17	6	0	0	2	0	0	3	0	0	0	0	0	0	28
04:15	0	6	3	0	0	0	0	0	1	0	0	0	0	0	0	10
04:30	0	8	3	0	0	0	0	0	1	0	0	0	0	0	0	12
04:45	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
05:00	0	9	1	0	1	0	0	0	1	0	0	0	0	0	0	12
Hour Total	0	32	10	0	1	0	0	0	3	0	0	0	0	0	0	46
05:15	0	7	5	0	0	1	0	0	1	0	0	0	0	0	0	14
05:30	0	13	4	0	1	0	0	0	0	0	0	0	0	0	0	18
05:45	0	14	11	2	1	2	0	2	1	0	0	0	0	0	0	33
06:00	0	30	16	0	0	1	0	0	0	0	0	0	0	0	0	47
Hour Total	0	64	36	2	2	4	0	2	2	0	0	0	0	0	0	112
06:15	0	44	15	4	0	0	0	1	1	0	0	0	0	0	0	65
06:30	1	24	26	6	3	0	0	0	2	0	0	0	0	0	0	62
06:45	1	53	30	1	2	1	0	2	3	0	0	0	0	0	0	93
07:00	0	69	45	2	3	2	0	0	2	0	0	0	0	0	0	123
Hour Total	2	190	116	13	8	3	0	3	8	0	0	0	0	0	0	343
07:15	0	49	46	1	6	1	1	0	1	0	0	1	0	0	0	106
07:30	1	69	42	7	3	4	0	0	1	0	0	1	0	0	0	128
07:45	1	97	58	2	2	3	0	2	1	0	1	0	0	0	0	167
08:00	0	97	52	1	3	2	1	0	0	0	0	0	0	0	0	156
Hour Total	2	312	198	11	14	10	2	2	3	0	1	2	0	0	0	557
08:15	0	87	50	0	3	1	1	0	2	0	1	1	0	0	0	146
08:30	0	92	56	0	2	2	0	0	1	1	0	0	0	0	0	154
08:45	0	101	48	2	1	1	0	1	5	0	0	0	0	0	0	159
09:00	0	88	51	0	0	0	0	1	3	0	0	0	0	0	0	143
Hour Total	0	368	205	2	6	4	1	2	11	1	1	1	0	0	0	602

Peggy Malone & Associates

CLASSIFICATION SUMMARY
Tue 9/26/2023

Station #: C1 WB
Site ID: 000000023591
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: WEST
Lane: 1

File: D0926002.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	72	43	0	5	1	0	0	1	0	0	0	0	0	0	122
09:30	1	71	35	1	4	0	0	1	0	0	0	0	0	0	0	113
09:45	7	66	38	0	4	0	0	2	2	0	0	1	0	0	0	120
10:00	2	80	33	0	5	0	0	1	1	0	0	0	0	0	0	122
Hour Total	10	289	149	1	18	1	0	4	4	0	0	1	0	0	0	477
10:15	0	61	28	0	5	4	0	1	0	0	0	0	0	0	0	99
10:30	0	75	44	0	1	1	0	0	1	0	0	0	0	0	0	122
10:45	0	64	50	1	2	1	0	2	1	0	0	0	0	0	0	121
11:00	1	87	43	1	3	2	0	1	1	0	0	0	0	0	0	139
Hour Total	1	287	165	2	11	8	0	4	3	0	0	0	0	0	0	481
11:15	0	91	45	1	3	2	0	0	0	2	0	0	0	0	0	144
11:30	1	85	42	0	5	0	0	1	2	0	0	1	0	0	0	137
11:45	1	98	38	1	3	3	0	0	1	0	0	0	0	0	0	145
12:00	0	97	47	1	3	2	0	0	2	0	0	1	0	0	0	153
Hour Total	2	371	172	3	14	7	0	1	5	2	0	2	0	0	0	579
12:15	0	110	48	3	1	2	0	1	2	0	1	0	0	0	0	168
12:30	1	109	47	1	3	0	0	1	2	0	0	0	0	0	0	164
12:45	1	100	45	2	4	2	0	1	3	0	0	0	0	0	0	158
13:00	0	97	42	5	2	2	0	2	0	0	0	0	0	0	0	150
Hour Total	2	416	182	11	10	6	0	5	7	0	1	0	0	0	0	640
13:15	0	105	50	6	5	1	0	2	0	0	1	0	0	0	0	170
13:30	0	104	42	4	3	1	0	0	4	0	0	0	0	0	0	158
13:45	0	119	48	4	1	0	0	0	3	0	0	0	0	0	0	175
14:00	0	128	42	2	7	0	0	0	1	0	0	0	0	0	0	180
Hour Total	0	456	182	16	16	2	0	2	8	0	1	0	0	0	0	683
14:15	0	82	50	2	3	3	0	3	1	0	0	0	0	0	0	144
14:30	0	111	57	2	3	0	0	0	1	0	0	0	0	0	0	174
14:45	0	144	54	0	3	0	0	2	3	0	0	0	0	0	0	206
15:00	0	138	49	0	1	4	0	1	1	0	0	0	0	0	0	194
Hour Total	0	475	210	4	10	7	0	6	6	0	0	0	0	0	0	718
15:15	1	141	53	2	1	1	0	0	2	0	0	0	1	0	0	202
15:30	1	138	52	1	1	0	0	0	0	0	0	0	0	0	0	193
15:45	0	156	53	1	1	3	0	1	0	0	0	0	0	0	0	215
16:00	0	154	58	0	2	1	0	0	2	0	0	0	0	0	0	217
Hour Total	2	589	216	4	5	5	0	1	4	0	0	0	1	0	0	827
16:15	0	167	72	3	5	0	0	0	0	0	0	0	0	0	0	247
16:30	0	161	50	2	5	0	0	1	4	0	0	0	0	0	0	223
16:45	0	155	55	0	0	0	0	0	2	0	1	0	0	0	0	213
17:00	1	191	62	0	2	0	0	0	1	0	0	0	0	0	0	257
Hour Total	1	674	239	5	12	0	0	1	7	0	1	0	0	0	0	940
17:15	0	190	67	0	1	0	0	0	1	0	0	0	0	0	0	259
17:30	0	191	84	0	1	0	0	1	2	0	0	0	0	0	0	279
17:45	3	169	56	0	0	1	0	0	1	0	0	0	0	0	0	230
18:00	1	188	52	0	1	0	0	0	0	0	0	0	0	0	0	242
Hour Total	4	738	259	0	3	1	0	1	4	0	0	0	0	0	0	1010

CLASSIFICATION SUMMARY
Tue 9/26/2023

Station #: C1 WB
Site ID: 000000023591
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: WEST
Lane: 1

File: D0926002.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	168	52	0	1	1	0	0	1	0	0	0	0	0	0	223
18:30	0	129	49	0	0	0	0	0	0	0	0	0	0	0	0	178
18:45	2	109	36	0	3	0	0	0	0	0	0	0	0	0	0	150
19:00	0	94	29	0	0	0	0	0	0	0	0	0	0	0	0	123
Hour Total	2	500	166	0	4	1	0	0	1	0	0	0	0	0	0	674
19:15	0	88	28	0	0	0	0	0	0	0	0	0	0	0	0	116
19:30	0	89	23	0	1	0	0	0	0	0	0	0	0	0	0	113
19:45	0	100	20	0	0	0	0	0	0	0	0	0	0	0	0	120
20:00	0	70	25	0	0	0	0	0	0	0	0	0	0	0	0	95
Hour Total	0	347	96	0	1	0	0	0	0	0	0	0	0	0	0	444
20:15	0	75	23	0	1	0	0	0	3	0	0	0	0	0	0	102
20:30	0	75	18	0	2	0	0	0	0	0	0	0	0	0	0	95
20:45	0	70	18	0	0	0	0	1	0	0	0	0	0	0	0	89
21:00	0	47	14	0	0	0	0	1	0	0	0	0	0	0	0	62
Hour Total	0	267	73	0	3	0	0	2	3	0	0	0	0	0	0	348
21:15	0	53	12	0	1	0	0	0	0	0	0	0	0	0	0	66
21:30	0	40	13	0	0	0	0	0	0	0	0	0	0	0	0	53
21:45	0	39	12	0	0	0	0	0	0	0	0	0	0	0	0	51
22:00	1	30	8	0	1	0	0	0	0	0	0	0	0	0	0	40
Hour Total	1	162	45	0	2	0	0	0	0	0	0	0	0	0	0	210
22:15	1	30	6	0	0	0	0	0	0	0	0	0	0	0	0	37
22:30	0	30	6	0	0	0	0	0	0	0	0	0	0	0	0	36
22:45	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
23:00	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	1	102	20	0	0	0	0	0	0	0	0	0	0	0	0	123
23:15	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
23:30	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	23
23:45	0	12	5	0	0	0	0	0	1	0	0	0	0	0	0	18
24:00	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	67	13	0	0	0	0	0	1	0	0	0	0	0	0	81
DAY TOTAL	31	6778	2770	74	141	61	3	37	84	3	5	6	1	0	0	9994
PERCENTS	0.3%	67.8%	27.7%	0.7%	1.4%	0.6%	0.0%	0.4%	0.8%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 95.8% Trucks & Buses 4.2%

AM Times	09:15	08:00	07:45	06:15	09:15	07:00	07:15	09:30	08:15	10:30	07:30	06:45		07:45
AM Peaks	10	377	216	13	18	10	2	5	11	2	2	2		623
PM Times	17:00	17:00	17:00	13:00	13:15	15:00		12:30	13:30		12:15		14:30	17:00
PM Peaks	4	741	269	19	16	8		6	9		1		1	1025

CLASSIFICATION SUMMARY
Wed 9/27/2023

Station #: C1 WB
Site ID: 000000023591
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: WEST
Lane: 1

File: D0926002.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	6	2	0	2	0	0	0	0	0	0	0	0	0	0	10
00:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	25	6	0	2	0	0	0	0	0	0	0	0	0	0	33
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0	5
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	1	14	1	0	0	1	0	0	0	0	0	0	0	0	0	17
02:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	7	0	0	0	0	0	0	0	0	0	0	0	0	15
03:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	8
03:45	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
04:00	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
Hour Total	0	17	0	1	0	1	0	0	1	0	0	0	0	0	0	20
04:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
04:30	1	8	5	0	0	0	0	0	1	0	0	0	0	0	0	15
04:45	0	12	4	0	0	0	0	1	0	0	0	0	0	0	0	17
05:00	0	6	3	0	0	1	0	1	0	0	0	0	0	0	0	11
Hour Total	1	34	12	0	0	1	0	2	1	0	0	0	0	0	0	51
05:15	1	3	3	0	0	0	0	1	0	0	0	0	0	0	0	8
05:30	0	11	5	1	0	0	0	0	0	0	0	0	0	0	0	17
05:45	0	10	9	1	2	1	0	1	0	0	0	0	0	0	0	24
06:00	0	23	14	2	0	1	0	1	0	0	0	0	0	0	0	41
Hour Total	1	47	31	4	2	2	0	3	0	0	0	0	0	0	0	90
06:15	0	36	9	4	1	0	0	1	0	0	0	0	0	0	0	51
06:30	1	34	32	5	0	0	0	0	3	0	0	0	0	0	0	75
06:45	0	59	33	2	0	1	0	1	1	0	0	0	0	0	0	97
07:00	0	65	42	1	6	3	0	1	3	0	0	0	0	0	0	121
Hour Total	1	194	116	12	7	4	0	3	7	0	0	0	0	0	0	344
07:15	0	64	39	2	3	1	0	2	0	0	0	0	0	0	0	111
07:30	0	70	34	7	2	2	1	2	2	0	0	0	0	0	0	120
07:45	0	83	48	2	1	3	0	2	1	0	0	0	1	0	0	141
08:00	0	96	64	2	1	4	0	0	1	0	0	0	0	0	0	168
Hour Total	0	313	185	13	7	10	1	6	4	0	0	0	1	0	0	540
08:15	0	88	48	1	2	1	2	0	0	0	0	0	0	0	0	142
08:30	1	93	44	0	1	0	0	0	0	0	0	0	0	0	0	139
08:45	0	105	54	2	0	0	0	0	0	0	0	0	0	0	0	161
09:00	0	104	54	0	2	0	0	2	1	0	0	0	0	0	0	163
Hour Total	1	390	200	3	5	1	2	2	1	0	0	0	0	0	0	605

CLASSIFICATION SUMMARY
Wed 9/27/2023

Station #: C1 WB
Site ID: 000000023591
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: WEST
Lane: 1

File: D0926002.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	60	36	0	7	0	0	0	1	0	0	0	0	0	0	104
09:30	0	84	35	0	3	1	0	1	0	0	0	0	0	0	0	124
09:45	0	78	40	0	4	1	0	1	4	1	0	0	0	0	0	129
10:00	0	65	49	0	1	1	2	2	1	0	0	0	0	0	0	121
Hour Total	0	287	160	0	15	3	2	4	6	1	0	0	0	0	0	478
10:15	0	83	40	0	5	3	1	1	1	0	0	0	0	0	0	134
10:30	0	65	40	0	1	0	0	0	0	0	0	0	0	0	0	106
10:45	0	71	42	1	2	3	0	0	2	0	0	0	0	0	0	121
11:00	1	93	33	0	1	2	0	0	0	0	0	0	0	0	0	130
Hour Total	1	312	155	1	9	8	1	1	3	0	0	0	0	0	0	491
11:15	0	88	40	1	4	2	0	1	3	0	0	0	0	0	0	139
11:30	0	91	35	2	3	3	2	0	2	0	0	0	0	0	0	138
11:45	1	96	40	3	1	5	1	1	3	0	0	0	0	0	0	151
12:00	0	105	33	3	1	5	1	1	2	0	0	0	0	0	0	151
Hour Total	1	380	148	9	9	15	4	3	10	0	0	0	0	0	0	579
12:15	0	129	50	5	4	1	0	1	0	0	0	0	0	0	0	190
12:30	0	105	60	4	2	0	0	1	4	0	0	0	0	0	0	176
12:45	0	123	44	5	0	1	0	0	1	0	0	1	0	0	0	175
13:00	0	109	36	2	5	0	2	1	2	0	0	0	0	0	0	157
Hour Total	0	466	190	16	11	2	2	3	7	0	0	1	0	0	0	698
13:15	2	120	46	2	3	3	1	1	0	0	0	0	1	0	0	179
13:30	2	105	51	1	6	2	0	1	2	0	0	0	0	0	0	170
13:45	0	128	43	1	2	3	0	0	5	0	0	0	0	0	0	182
14:00	0	139	57	0	1	1	0	1	2	0	0	0	0	0	0	201
Hour Total	4	492	197	4	12	9	1	3	9	0	0	0	1	0	0	732
14:15	0	102	51	2	3	1	0	0	1	0	0	0	0	0	0	160
14:30	1	131	41	1	2	1	0	0	1	0	0	0	0	0	0	178
14:45	0	131	68	0	4	0	1	1	4	0	0	0	0	0	0	209
15:00	0	177	53	1	3	2	0	0	1	0	0	0	0	0	0	237
Hour Total	1	541	213	4	12	4	1	1	7	0	0	0	0	0	0	784
15:15	1	158	48	2	3	1	0	0	0	0	0	0	1	0	0	214
15:30	0	146	56	2	3	2	0	0	1	0	0	0	0	0	0	210
15:45	1	162	49	1	5	0	1	0	0	0	0	0	0	0	0	219
16:00	1	161	60	0	5	1	0	0	0	0	0	0	0	0	0	228
Hour Total	3	627	213	5	16	4	1	0	1	0	0	0	1	0	0	871
16:15	0	161	46	0	2	1	0	1	2	0	0	0	0	0	0	213
16:30	0	145	65	0	0	0	0	0	4	0	0	0	0	0	0	214
16:45	1	173	66	0	1	0	0	2	0	0	0	0	0	0	0	243
17:00	0	167	58	0	3	0	0	1	0	0	0	0	0	0	0	229
Hour Total	1	646	235	0	6	1	0	4	6	0	0	0	0	0	0	899
17:15	1	183	57	0	0	1	0	0	0	0	0	0	0	0	0	242
17:30	1	196	72	0	2	0	0	0	0	0	0	0	0	0	0	271
17:45	3	161	57	0	2	0	0	0	0	0	0	0	0	0	0	223
18:00	0	174	53	1	2	0	0	0	2	0	0	0	0	0	0	232
Hour Total	5	714	239	1	6	1	0	0	2	0	0	0	0	0	0	968

Station #: C1 WB
Site ID: 000000023591
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: WEST
Lane: 1

File: D0926002.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	141	43	0	3	0	0	0	0	0	0	0	0	0	0	187
18:30	0	127	46	0	2	0	0	0	0	0	0	0	0	0	0	175
18:45	0	124	31	0	1	0	0	0	0	0	0	0	0	0	0	156
19:00	0	94	29	0	0	0	0	0	0	0	0	0	0	0	0	123
Hour Total	0	486	149	0	6	0	0	0	0	0	0	0	0	0	0	641
19:15	0	101	32	0	1	0	0	0	0	0	0	0	0	0	0	134
19:30	0	94	24	0	0	0	0	0	0	0	0	0	0	0	0	118
19:45	1	90	31	0	0	0	0	0	0	0	0	0	0	0	0	122
20:00	0	83	17	0	0	0	0	0	0	0	0	0	0	0	0	100
Hour Total	1	368	104	0	1	0	0	0	0	0	0	0	0	0	0	474
20:15	0	78	24	0	0	0	0	0	0	0	0	0	0	0	0	102
20:30	1	78	16	0	0	0	0	0	0	0	0	0	0	0	0	95
20:45	0	80	17	0	0	0	1	0	0	0	0	0	0	0	0	98
21:00	0	58	17	0	0	0	0	1	0	0	0	0	0	0	0	76
Hour Total	1	294	74	0	0	0	1	1	0	0	0	0	0	0	0	371
21:15	0	73	8	0	0	0	0	0	0	0	0	0	0	0	0	81
21:30	0	61	9	0	0	0	0	0	0	0	0	0	0	0	0	70
21:45	0	54	13	0	0	0	0	0	0	0	0	0	0	0	0	67
22:00	0	30	11	0	1	0	0	0	0	0	0	0	0	0	0	42
Hour Total	0	218	41	0	1	0	0	0	0	0	0	0	0	0	0	260
22:15	0	28	8	0	0	0	0	0	0	0	0	0	0	0	0	36
22:30	0	35	12	0	0	0	0	0	0	0	0	0	0	0	0	47
22:45	0	36	19	0	0	0	0	0	0	0	0	0	0	0	0	55
23:00	0	34	5	0	0	0	0	1	0	0	0	0	0	0	0	40
Hour Total	0	133	44	0	0	0	0	1	0	0	0	0	0	0	0	178
23:15	0	17	8	0	0	0	0	0	0	0	0	0	0	0	0	25
23:30	0	11	5	0	0	0	0	0	1	0	0	0	0	0	0	17
23:45	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
24:00	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	58	19	0	0	0	0	0	1	0	0	0	0	0	0	78
DAY TOTAL	23	7064	2739	73	127	67	16	37	66	1	0	1	3	0	0	10217
PERCENTS	0.2%	69.1%	26.8%	0.7%	1.2%	0.7%	0.2%	0.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.2% Trucks & Buses 3.8%

AM Times	04:30	08:15	08:00	06:00	09:00	11:15	11:15	07:00	11:15	09:00	07:00	08:00
AM Peaks	2	390	210	13	16	15	4	7	10	1	1	610
PM Times	17:00	16:45	16:45	12:15	13:00	13:15	12:30	16:15	13:30	12:15	12:30	16:45
PM Peaks	5	719	253	16	16	9	3	4	10	1	1	985

CLASSIFICATION SUMMARY
Thu 9/28/2023

Station #: C1 WB
Site ID: 000000023591
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: WEST
Lane: 1

File: D0926002.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
00:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:45	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
01:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	31	4	0	0	0	0	0	1	0	0	0	0	0	0	36
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:45	1	7	6	0	0	0	0	0	0	0	0	0	0	0	0	14
02:00	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	7
Hour Total	1	20	8	0	0	1	0	0	0	0	0	0	0	0	0	30
02:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	17	3	0	0	0	0	0	1	0	0	0	0	0	0	21
03:15	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	4
03:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	15	3	0	0	1	0	0	0	0	0	0	0	0	0	19
04:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	8	4	0	0	0	0	0	1	0	0	0	0	0	0	13
04:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	7	2	0	0	1	0	0	0	0	0	0	0	0	0	10
Hour Total	0	24	8	0	0	1	0	0	1	0	0	0	0	0	0	34
05:15	0	10	6	0	0	0	0	0	1	0	0	0	0	0	0	17
05:30	0	12	4	0	1	0	0	0	1	0	0	0	0	0	0	18
05:45	0	14	5	3	2	1	0	0	0	0	0	0	0	0	0	25
06:00	0	19	23	2	0	1	0	0	0	0	0	0	0	0	0	45
Hour Total	0	55	38	5	3	2	0	0	2	0	0	0	0	0	0	105
06:15	0	38	14	3	0	3	0	0	6	0	0	0	0	0	0	64
06:30	0	38	24	5	3	1	0	1	0	0	0	0	0	0	0	72
06:45	0	54	30	1	3	0	0	1	0	0	0	0	0	0	0	89
07:00	0	72	38	1	4	2	0	0	2	0	0	0	0	0	0	119
Hour Total	0	202	106	10	10	6	0	2	8	0	0	0	0	0	0	344
07:15	0	71	36	1	4	4	0	1	1	0	0	0	0	0	0	118
07:30	0	69	32	6	2	5	0	1	1	0	0	0	0	0	0	116
07:45	1	83	56	1	1	3	1	2	1	0	0	0	0	0	0	149
08:00	0	110	45	2	4	3	0	2	4	0	0	0	0	0	0	170
Hour Total	1	333	169	10	11	15	1	6	7	0	0	0	0	0	0	553
08:15	0	104	45	0	2	0	0	0	1	0	0	0	0	0	0	152
08:30	0	73	42	0	4	0	0	2	0	0	0	0	0	0	0	121
08:45	0	106	44	2	2	1	0	1	1	0	0	0	0	0	0	157
09:00	0	97	44	1	5	4	1	0	0	0	0	0	0	0	0	152
Hour Total	0	380	175	3	13	5	1	3	2	0	0	0	0	0	0	582

CLASSIFICATION SUMMARY
Thu 9/28/2023

Station #: C1 WB
Site ID: 000000023591
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: WEST
Lane: 1

File: D0926002.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	64	49	0	3	2	0	0	3	0	0	0	0	0	0	121
09:30	0	66	48	0	6	3	0	3	0	0	0	0	0	0	0	126
09:45	0	77	38	0	6	1	0	2	1	0	0	0	0	0	0	125
10:00	0	61	46	0	5	5	0	1	0	1	1	0	0	0	0	120
Hour Total	0	268	181	0	20	11	0	6	4	1	1	0	0	0	0	492
10:15	1	82	34	0	1	1	0	0	1	1	0	0	0	0	0	121
10:30	0	85	40	1	2	3	0	1	2	0	0	0	0	0	0	134
10:45	0	80	34	1	2	0	0	1	0	0	0	0	0	0	0	118
11:00	0	76	41	2	4	1	0	0	1	0	0	0	0	0	0	125
Hour Total	1	323	149	4	9	5	0	2	4	1	0	0	0	0	0	498
11:15	1	104	43	0	0	0	0	1	0	0	0	0	0	0	0	149
11:30	0	76	46	2	1	2	0	0	1	0	0	0	0	0	0	128
11:45	0	77	43	0	1	2	0	0	1	0	0	0	0	0	0	124
12:00	0	95	45	1	3	2	0	1	1	0	0	0	0	0	0	148
Hour Total	1	352	177	3	5	6	0	2	3	0	0	0	0	0	0	549
12:15	0	116	55	1	3	0	0	1	2	1	0	0	0	0	0	179
12:30	2	130	57	1	4	1	0	1	0	0	0	0	1	0	0	197
12:45	1	108	37	3	4	1	0	1	3	0	0	0	0	0	0	158
13:00	0	93	43	2	3	2	0	1	0	0	0	0	0	0	0	144
Hour Total	3	447	192	7	14	4	0	4	5	1	0	0	1	0	0	678
13:15	0	100	48	7	6	2	0	0	2	0	0	0	0	0	0	165
13:30	0	129	55	3	5	1	0	0	2	0	0	0	0	0	0	195
13:45	1	120	40	3	3	0	0	0	1	0	0	0	0	0	0	168
14:00	0	133	54	2	3	1	0	0	3	0	0	0	0	0	0	196
Hour Total	1	482	197	15	17	4	0	0	8	0	0	0	0	0	0	724
14:15	1	118	49	1	2	1	0	1	0	0	0	0	0	0	0	173
14:30	0	112	56	3	8	1	0	0	1	0	0	0	0	0	0	181
14:45	0	123	50	0	2	0	0	0	1	0	0	0	0	0	0	176
15:00	1	136	60	0	0	0	0	0	1	0	0	0	0	0	0	198
Hour Total	2	489	215	4	12	2	0	1	3	0	0	0	0	0	0	728
15:15	0	157	65	2	5	0	0	1	0	0	1	0	0	0	0	231
15:30	0	147	39	2	2	1	0	1	1	0	0	0	1	0	0	194
15:45	0	121	47	0	3	0	0	1	0	0	0	0	1	0	0	173
16:00	0	153	52	4	5	0	0	1	2	0	0	1	0	0	0	218
Hour Total	0	578	203	8	15	1	0	4	3	0	1	1	2	0	0	816
16:15	1	153	53	2	2	0	0	0	1	0	0	0	0	0	0	212
16:30	1	155	61	2	3	0	0	2	1	1	0	0	0	0	0	226
16:45	0	164	59	0	1	0	0	1	0	0	0	0	0	0	0	225
17:00	0	174	55	1	2	0	0	0	0	0	0	0	0	0	0	232
Hour Total	2	646	228	5	8	0	0	3	2	1	0	0	0	0	0	895
17:15	1	180	60	0	3	0	0	0	2	0	0	0	0	0	0	246
17:30	1	179	62	0	1	0	0	0	1	0	0	0	0	0	0	244
17:45	1	161	69	0	1	0	0	0	1	0	0	0	0	0	0	233
18:00	0	146	70	0	3	0	0	0	1	0	0	0	0	0	0	220
Hour Total	3	666	261	0	8	0	0	0	5	0	0	0	0	0	0	943

CLASSIFICATION SUMMARY
Thu 9/28/2023

Station #: C1 WB
Site ID: 000000023591
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: WEST
Lane: 1

File: D0926002.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	108	41	0	2	0	0	0	0	0	0	0	0	0	0	151
18:30	0	138	40	0	4	0	0	0	0	0	0	0	0	0	0	182
18:45	0	111	29	0	1	0	0	1	0	0	0	0	0	0	0	142
19:00	1	121	31	0	1	0	0	0	0	0	0	0	0	0	0	154
Hour Total	1	478	141	0	8	0	0	1	0	0	0	0	0	0	0	629
19:15	0	87	41	0	1	0	0	0	1	0	0	0	0	0	0	130
19:30	0	127	39	0	0	0	0	0	0	0	0	0	0	0	0	166
19:45	1	82	36	0	0	0	0	0	0	0	0	0	0	0	0	119
20:00	0	95	23	0	1	0	0	0	2	0	0	0	0	0	0	121
Hour Total	1	391	139	0	2	0	0	0	3	0	0	0	0	0	0	536
20:15	0	88	22	0	0	0	0	0	1	0	0	0	0	0	0	111
20:30	0	76	25	0	1	0	0	0	0	0	0	0	0	0	0	102
20:45	2	68	19	0	0	0	0	1	0	0	0	0	0	0	0	90
21:00	1	64	8	0	0	0	0	0	0	0	0	0	0	0	0	73
Hour Total	3	296	74	0	1	0	0	1	1	0	0	0	0	0	0	376
21:15	0	59	12	0	0	0	0	0	0	0	0	0	0	0	0	71
21:30	0	51	11	0	1	0	0	0	0	0	0	0	0	0	0	63
21:45	2	46	18	0	0	0	0	0	0	0	0	0	0	0	0	66
22:00	0	35	12	0	0	0	0	0	0	0	0	0	0	0	0	47
Hour Total	2	191	53	0	1	0	0	0	0	0	0	0	0	0	0	247
22:15	0	23	7	0	1	0	0	0	0	0	0	0	0	0	0	31
22:30	0	40	20	0	0	0	0	0	0	0	0	0	0	0	0	60
22:45	0	49	23	0	0	0	0	0	0	0	0	0	0	0	0	72
23:00	0	31	11	0	0	1	0	0	0	0	0	0	0	0	0	43
Hour Total	0	143	61	0	1	1	0	0	0	0	0	0	0	0	0	206
23:15	1	20	10	0	0	0	0	0	0	0	0	0	0	0	0	31
23:30	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
23:45	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
24:00	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	1	75	22	0	0	0	0	0	0	0	0	0	0	0	0	98
DAY TOTAL	23	6902	2807	74	158	65	2	35	63	4	2	1	3	0	0	10139
PERCENTS	0.2%	68.1%	27.7%	0.7%	1.6%	0.6%	0.0%	0.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.0% Trucks & Buses 4.0%

AM Times	01:00	08:00	07:45	05:45	09:00	07:15	07:00	07:15	06:15	09:30	09:15					08:00
AM Peaks	1	393	188	13	20	15	1	6	8	2	1					600
PM Times	12:15	16:45	17:15	12:45	12:45	12:30		12:15	13:15	12:15	14:30	15:15	15:00			17:00
PM Peaks	3	697	261	15	18	6		4	8	1	1	1	2			955

Station #: C1 WB
Site ID: 000000023591
Loc: SR 16 W/O N OUTLET MALL ACCESS
Direction: WEST
Lane: 1

File: D0926002.prn
Info: 23-271 MG MAX
GPS: 29.929607,-81.425393

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
GRAND TOTAL	77	20744	8316	221	426	193	21	109	213	8	7	8	7	0	0	30350
PERCENTS	0.3%	68.3%	27.4%	0.7%	1.4%	0.6%	0.1%	0.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Peggy Malone & Associates

CLASSIFICATION SUMMARY
Tue 9/26/2023

Station #: C3 NB
Site ID: 000000020172
Loc: S FRANCIS RD N/O SR 16
Direction: NORTH
Lane: 1

File: D0926005.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	6
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
05:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	19	7	0	0	0	0	0	0	0	0	0	0	0	0	26
06:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
06:30	1	9	3	0	0	0	0	0	0	0	0	0	0	0	0	13
06:45	0	12	8	0	0	0	0	0	0	0	0	0	0	0	0	20
07:00	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	1	35	18	0	0	0	0	0	0	0	0	0	0	0	0	54
07:15	0	24	7	0	1	0	0	0	0	0	0	0	0	0	0	32
07:30	0	20	9	0	1	2	0	0	0	0	0	0	0	0	0	32
07:45	0	35	23	0	0	0	0	1	0	0	0	0	0	0	0	59
08:00	0	40	10	1	0	0	0	1	0	0	0	0	0	0	0	52
Hour Total	0	119	49	1	2	2	0	2	0	0	0	0	0	0	0	175
08:15	0	43	8	0	0	1	0	0	0	0	0	0	0	0	0	52
08:30	0	37	19	0	0	0	0	0	0	0	0	0	0	0	0	56
08:45	0	37	10	1	0	2	0	0	0	0	0	0	0	0	0	50
09:00	0	40	7	0	1	1	0	0	0	0	0	0	0	0	0	49
Hour Total	0	157	44	1	1	4	0	0	0	0	0	0	0	0	0	207

Peggy Malone & Associates

CLASSIFICATION SUMMARY
Tue 9/26/2023

Station #: C3 NB
Site ID: 000000020172
Loc: S FRANCIS RD N/O SR 16
Direction: NORTH
Lane: 1

File: D0926005.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
09:30	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
09:45	0	22	8	0	0	0	0	0	0	0	0	0	0	0	0	30
10:00	0	15	8	0	0	1	0	0	0	0	0	0	0	0	0	24
Hour Total	0	76	27	0	0	1	0	0	0	0	0	0	0	0	0	104
10:15	1	10	4	0	0	1	0	0	0	0	0	0	0	0	0	16
10:30	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	21
10:45	0	10	7	0	0	0	0	0	0	0	0	0	0	0	0	17
11:00	1	11	3	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	2	47	19	0	0	1	0	0	0	0	0	0	0	0	0	69
11:15	0	22	9	0	0	2	0	0	0	0	0	0	0	0	0	33
11:30	0	16	4	0	0	1	0	0	0	0	0	0	0	0	0	21
11:45	0	18	5	0	1	0	0	0	0	0	0	0	0	0	0	24
12:00	0	13	9	0	1	1	0	0	0	0	0	0	0	0	0	24
Hour Total	0	69	27	0	2	4	0	0	0	0	0	0	0	0	0	102
12:15	0	20	5	0	1	0	0	0	0	0	0	0	0	0	0	26
12:30	0	26	5	0	1	0	0	0	0	0	0	0	0	0	0	32
12:45	0	22	8	0	0	1	0	0	0	0	0	0	0	0	0	31
13:00	0	15	7	0	1	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	83	25	0	3	1	0	0	0	0	0	0	0	0	0	112
13:15	0	13	4	0	0	0	0	1	0	0	0	0	0	0	0	18
13:30	0	24	11	0	0	0	0	0	0	0	0	0	0	0	0	35
13:45	0	23	10	0	0	0	0	0	0	0	0	0	0	0	0	33
14:00	0	22	5	0	2	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	82	30	0	2	0	0	1	0	0	0	0	0	0	0	115
14:15	0	8	4	0	0	0	0	1	0	0	0	0	0	0	0	13
14:30	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
14:45	0	15	10	0	0	0	0	0	0	0	0	0	0	0	0	25
15:00	0	15	8	0	1	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	53	26	0	1	0	0	1	0	0	0	0	0	0	0	81
15:15	0	27	10	0	1	0	0	0	0	0	0	0	0	0	0	38
15:30	0	34	11	0	1	0	0	0	0	0	0	0	0	0	0	46
15:45	0	25	9	1	0	0	0	0	0	0	0	0	0	0	0	35
16:00	0	26	6	0	1	2	0	0	0	0	0	0	0	0	0	35
Hour Total	0	112	36	1	3	2	0	0	0	0	0	0	0	0	0	154
16:15	0	22	9	0	1	0	0	0	0	0	0	0	0	0	0	32
16:30	0	28	8	0	0	0	0	0	0	0	0	0	0	0	0	36
16:45	0	22	8	0	1	0	0	0	0	0	0	0	0	0	0	31
17:00	0	25	6	0	0	0	0	0	0	0	0	0	0	0	0	31
Hour Total	0	97	31	0	2	0	0	0	0	0	0	0	0	0	0	130
17:15	0	30	14	0	0	0	0	0	0	0	0	0	0	0	0	44
17:30	0	29	14	0	1	0	0	0	0	0	0	0	0	0	0	44
17:45	0	29	18	0	2	0	0	0	1	0	0	0	0	0	0	50
18:00	0	31	10	0	1	0	0	0	0	0	0	0	0	0	0	42
Hour Total	0	119	56	0	4	0	0	0	1	0	0	0	0	0	0	180

Peggy Malone & Associates

CLASSIFICATION SUMMARY
Tue 9/26/2023

Station #: C3 NB
Site ID: 000000020172
Loc: S FRANCIS RD N/O SR 16
Direction: NORTH
Lane: 1

File: D0926005.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	41	5	0	0	0	0	0	0	0	0	0	0	0	0	46
18:30	0	23	9	0	0	0	0	0	0	0	0	0	0	0	0	32
18:45	0	20	8	0	0	0	0	0	0	0	0	0	0	0	0	28
19:00	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	99	25	0	0	0	0	0	0	0	0	0	0	0	0	124
19:15	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
19:30	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
19:45	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	7
20:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	27	13	0	1	0	0	0	0	0	0	0	0	0	0	41
20:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
20:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
20:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
21:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
22:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
22:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	27	5	0	0	0	0	0	0	0	0	0	0	0	0	32
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
DAY TOTAL	3	1267	455	3	22	16	0	4	1	0	0	0	0	0	0	1771
PERCENTS	0.2%	71.5%	25.7%	0.2%	1.2%	0.9%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.4% Trucks & Buses 2.6%

AM Times	10:15	08:00	07:45	08:00	06:45	08:15	07:15									07:45
AM Peaks	2	157	60	2	2	4	2									219
PM Times		17:30	17:15	15:00	17:15	15:15	12:30	17:00								17:30
PM Peaks		130	56	1	4	2	1	1								182

CLASSIFICATION SUMMARY
Wed 9/27/2023

Station #: C3 NB
Site ID: 000000020172
Loc: S FRANCIS RD N/O SR 16
Direction: NORTH
Lane: 1

File: D0926005.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
05:15	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
05:30	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
05:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	16	5	0	0	1	0	0	0	0	0	0	0	0	0	22
06:15	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
06:30	1	7	3	0	0	1	0	0	0	0	0	0	0	0	0	12
06:45	0	16	10	0	0	0	0	0	0	0	0	0	0	0	0	26
07:00	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	1	48	21	0	0	1	0	0	0	0	0	0	0	0	0	71
07:15	0	21	9	0	0	1	0	0	0	0	0	0	0	0	0	31
07:30	0	28	15	1	3	2	0	0	0	0	0	0	0	0	0	49
07:45	1	32	16	0	0	0	0	1	0	0	0	0	0	0	0	50
08:00	0	42	15	0	1	0	0	0	0	0	0	0	0	0	0	58
Hour Total	1	123	55	1	4	3	0	1	0	0	0	0	0	0	0	188
08:15	0	36	13	0	0	0	0	0	0	0	0	0	0	0	0	49
08:30	0	34	7	0	0	0	0	0	0	0	0	0	0	0	0	41
08:45	0	35	10	1	1	0	0	0	0	0	0	0	0	0	0	47
09:00	0	50	16	0	1	0	0	0	0	0	0	0	0	0	0	67
Hour Total	0	155	46	1	2	0	0	0	0	0	0	0	0	0	0	204

Peggy Malone & Associates

CLASSIFICATION SUMMARY
Wed 9/27/2023

Station #: C3 NB
Site ID: 000000020172
Loc: S FRANCIS RD N/O SR 16
Direction: NORTH
Lane: 1

File: D0926005.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	31	6	0	0	0	0	0	0	0	0	0	0	0	0	37
09:30	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
09:45	0	14	4	0	1	0	0	0	0	0	0	0	0	0	0	19
10:00	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	84	18	0	1	0	0	0	0	0	0	0	0	0	0	103
10:15	0	18	9	0	0	0	0	0	0	0	0	0	0	0	0	27
10:30	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	20
10:45	0	18	10	0	0	0	0	0	0	0	0	0	0	0	0	28
11:00	0	10	5	0	1	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	60	30	0	1	0	0	0	0	0	0	0	0	0	0	91
11:15	0	14	5	0	1	0	0	0	0	0	0	0	0	0	0	20
11:30	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
11:45	0	18	5	1	0	0	0	0	0	0	0	0	0	0	0	24
12:00	0	23	3	0	0	1	0	0	0	0	0	0	0	0	0	27
Hour Total	0	67	18	1	1	1	0	0	0	0	0	0	0	0	0	88
12:15	0	21	11	0	0	0	0	0	1	0	0	0	0	0	0	33
12:30	0	29	12	0	1	1	0	0	0	0	0	0	0	0	0	43
12:45	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
13:00	0	24	11	1	0	0	0	0	0	0	0	0	0	0	0	36
Hour Total	0	88	38	1	1	1	0	0	1	0	0	0	0	0	0	130
13:15	0	20	9	0	0	0	0	0	0	0	0	0	0	0	0	29
13:30	0	17	8	0	0	0	0	0	0	0	0	0	0	0	0	25
13:45	0	25	7	0	0	0	0	0	0	0	0	0	0	0	0	32
14:00	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	85	29	0	0	0	0	0	0	0	0	0	0	0	0	114
14:15	0	20	3	0	0	0	0	0	1	0	0	0	0	0	0	24
14:30	0	20	9	3	0	0	0	0	0	0	0	0	0	0	0	32
14:45	0	16	7	0	1	0	0	0	1	0	0	0	0	0	0	25
15:00	0	21	9	0	0	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	77	28	3	1	0	0	0	2	0	0	0	0	0	0	111
15:15	0	39	9	0	1	0	0	0	0	0	0	0	0	0	0	49
15:30	0	24	6	0	4	0	0	0	0	0	0	0	0	0	0	34
15:45	0	29	12	0	2	0	0	0	0	0	0	0	0	0	0	43
16:00	0	16	6	0	2	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	108	33	0	9	0	0	0	0	0	0	0	0	0	0	150
16:15	0	22	10	0	0	0	0	1	0	0	0	0	0	0	0	33
16:30	0	22	10	0	0	0	0	0	0	0	0	0	0	0	0	32
16:45	1	25	11	0	0	0	0	1	0	0	0	0	0	0	0	38
17:00	0	15	11	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	1	84	42	0	0	0	0	2	0	0	0	0	0	0	0	129
17:15	0	21	11	0	0	0	0	0	0	0	0	0	0	0	0	32
17:30	0	28	10	0	0	0	0	0	0	0	0	0	0	0	0	38
17:45	0	23	7	0	0	0	0	0	0	0	0	0	0	0	0	30
18:00	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	95	33	0	0	0	0	0	0	0	0	0	0	0	0	128

CLASSIFICATION SUMMARY
Wed 9/27/2023

Station #: C3 NB
Site ID: 000000020172
Loc: S FRANCIS RD N/O SR 16
Direction: NORTH
Lane: 1

File: D0926005.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
18:30	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
18:45	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
19:00	0	17	8	0	0	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	61	23	0	0	0	0	0	0	0	0	0	0	0	0	84
19:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
19:30	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
19:45	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
20:00	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	45	13	0	0	0	0	0	0	0	0	0	0	0	0	58
20:15	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
20:30	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
20:45	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
21:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	31	10	0	0	0	0	0	0	0	0	0	0	0	0	41
21:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
21:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
21:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
DAY TOTAL	3	1271	454	7	20	7	0	3	3	0	0	0	0	0	0	1768
PERCENTS	0.2%	71.9%	25.7%	0.4%	1.1%	0.4%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.7% Trucks & Buses 2.3%

AM Times	05:45	08:15	07:30	06:45	07:15	06:45	07:00		07:30
AM Peaks	1	155	59	1	4	3	1		206
PM Times	16:00	15:00	16:30	13:45	15:15	12:15	16:00	14:00	15:00
PM Peaks	1	113	43	3	9	1	2	2	156

CLASSIFICATION SUMMARY
Thu 9/28/2023

Station #: C3 NB
Site ID: 000000020172
Loc: S FRANCIS RD N/O SR 16
Direction: NORTH
Lane: 1

File: D0926005.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	1	0	0	1	0	0	0	0	0	0	0	0	0	10
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	15	11	0	0	0	0	0	0	0	0	0	0	0	0	26
06:15	0	8	5	0	0	1	0	0	0	0	0	0	0	0	0	14
06:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
06:45	0	10	7	0	0	0	0	0	0	0	0	0	0	0	0	17
07:00	0	10	7	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	34	22	0	0	1	0	0	0	0	0	0	0	0	0	57
07:15	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
07:30	0	26	14	1	0	1	0	0	0	0	0	0	0	0	0	42
07:45	0	29	20	0	1	0	0	1	0	0	0	0	0	0	0	51
08:00	0	44	11	1	0	0	0	0	0	0	0	0	0	0	0	56
Hour Total	0	117	49	2	1	1	0	1	0	0	0	0	0	0	0	171
08:15	0	26	14	0	0	0	0	1	1	0	0	0	0	0	0	42
08:30	0	39	9	0	0	0	0	0	0	0	0	0	0	0	0	48
08:45	0	38	11	0	1	0	0	0	0	0	0	0	0	0	0	50
09:00	0	38	7	0	0	0	0	0	0	0	0	0	0	0	0	45
Hour Total	0	141	41	0	1	0	0	1	1	0	0	0	0	0	0	185

CLASSIFICATION SUMMARY
Thu 9/28/2023

Station #: C3 NB
Site ID: 000000020172
Loc: S FRANCIS RD N/O SR 16
Direction: NORTH
Lane: 1

File: D0926005.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	33	7	0	0	0	0	0	0	0	0	0	0	0	0	40
09:30	0	18	12	0	0	0	0	0	0	0	0	0	0	0	0	30
09:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
10:00	0	22	9	0	0	0	0	0	0	0	0	0	0	0	0	31
Hour Total	0	80	30	0	0	0	0	0	0	0	0	0	0	0	0	110
10:15	0	19	9	0	0	0	0	0	0	0	0	0	0	0	0	28
10:30	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	24
10:45	0	14	2	0	1	0	0	0	0	0	0	0	0	0	0	17
11:00	0	15	8	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	66	25	0	1	0	0	0	0	0	0	0	0	0	0	92
11:15	0	17	14	0	0	1	1	0	0	0	0	0	0	0	0	33
11:30	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	24
11:45	0	11	12	0	1	0	0	0	0	0	0	0	0	0	0	24
12:00	0	16	8	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	62	40	0	1	1	1	0	0	0	0	0	0	0	0	105
12:15	0	15	10	0	0	0	0	0	0	0	0	0	0	0	0	25
12:30	0	26	8	0	1	1	0	0	0	0	0	0	0	0	0	36
12:45	0	19	11	0	0	0	0	0	0	0	0	0	0	0	0	30
13:00	0	19	10	0	0	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	79	39	0	1	1	0	0	0	0	0	0	0	0	0	120
13:15	0	25	11	0	0	0	0	0	0	0	0	0	0	0	0	36
13:30	0	16	7	0	1	0	0	0	0	0	0	0	0	0	0	24
13:45	0	20	6	0	0	0	0	0	0	0	0	0	0	0	0	26
14:00	0	17	12	0	1	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	78	36	0	2	0	0	0	0	0	0	0	0	0	0	116
14:15	0	21	7	0	1	0	0	0	0	0	0	0	0	0	0	29
14:30	0	21	4	0	0	1	0	0	0	0	0	0	0	0	0	26
14:45	0	20	10	0	0	0	0	0	0	0	0	0	0	0	0	30
15:00	0	20	5	0	0	1	0	0	0	0	0	0	0	0	0	26
Hour Total	0	82	26	0	1	2	0	0	0	0	0	0	0	0	0	111
15:15	0	21	14	0	0	0	0	1	0	0	0	0	0	0	0	36
15:30	0	37	9	1	0	0	0	0	0	0	0	0	0	0	0	47
15:45	0	28	8	0	1	0	0	0	0	0	0	0	0	0	0	37
16:00	0	18	3	0	2	1	0	0	0	0	0	0	0	0	0	24
Hour Total	0	104	34	1	3	1	0	1	0	0	0	0	0	0	0	144
16:15	0	17	5	1	0	0	0	0	0	0	0	0	0	0	0	23
16:30	0	27	7	0	0	0	0	0	0	0	0	0	0	0	0	34
16:45	0	30	9	0	1	0	0	1	0	0	0	0	0	0	0	41
17:00	0	23	10	0	1	0	0	0	0	0	0	0	0	0	0	34
Hour Total	0	97	31	1	2	0	0	1	0	0	0	0	0	0	0	132
17:15	0	20	10	0	0	1	0	0	0	0	0	0	0	0	0	31
17:30	0	26	5	0	1	0	0	0	0	0	0	0	0	0	0	32
17:45	0	18	7	0	0	0	0	0	0	0	0	0	0	0	0	25
18:00	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	74	28	0	1	1	0	0	0	0	0	0	0	0	0	104

CLASSIFICATION SUMMARY
Thu 9/28/2023

Station #: C3 NB
Site ID: 000000020172
Loc: S FRANCIS RD N/O SR 16
Direction: NORTH
Lane: 1

File: D0926005.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
18:30	0	14	4	0	1	0	0	0	0	0	0	0	0	0	0	19
18:45	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
19:00	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	50	17	0	1	0	0	0	0	0	0	0	0	0	0	68
19:15	0	11	5	0	1	0	0	0	0	0	0	0	0	0	0	17
19:30	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
19:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
20:00	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	32	13	0	1	0	0	0	0	0	0	0	0	0	0	46
20:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
20:30	0	10	0	0	1	0	0	0	0	0	0	0	0	0	0	11
20:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
21:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
DAY TOTAL	0	1179	457	4	17	9	1	4	1	0	0	0	0	0	0	1672
PERCENTS	0.0%	70.5%	27.3%	0.2%	1.0%	0.5%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.8% Trucks & Buses 2.2%

AM Times	08:30	07:30	07:15	07:00	04:15	10:30	07:30	07:30	07:45
AM Peaks	148	59	2	1	1	1	2	1	197
PM Times	15:00	12:30	15:30	13:30	14:15		14:30		15:00
PM Peaks	106	40	2	3	2		1		146

Station #: C3 NB
Site ID: 000000020172
Loc: S FRANCIS RD N/O SR 16
Direction: NORTH
Lane: 1

File: D0926005.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
GRAND TOTAL	6	3717	1366	14	59	32	1	11	5	0	0	0	0	0	0	5211
PERCENTS	0.1%	71.3%	26.2%	0.3%	1.1%	0.6%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Peggy Malone & Associates

CLASSIFICATION SUMMARY
Tue 9/26/2023

Station #: C3 SB
Site ID: 000000020175
Loc: S FRANCIS RD N/O SR 16
Direction: SOUTH
Lane: 1

File: D0926006.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
06:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
06:30	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
06:45	0	3	3	0	0	1	0	0	0	0	0	0	0	0	0	7
07:00	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	14	12	0	0	1	0	0	0	0	0	0	0	0	0	27
07:15	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
07:30	0	7	5	1	0	0	0	0	0	0	0	0	0	0	0	13
07:45	0	7	4	1	1	0	0	0	0	0	0	0	0	0	0	13
08:00	1	13	2	0	0	1	0	0	0	0	0	0	0	0	0	17
Hour Total	1	35	13	2	1	1	0	0	0	0	0	0	0	0	0	53
08:15	0	11	3	1	0	0	0	0	0	0	0	0	0	0	0	15
08:30	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	16
08:45	0	13	8	0	0	0	0	0	0	0	0	0	0	0	0	21
09:00	0	19	5	1	1	0	0	0	1	0	0	0	0	0	0	27
Hour Total	0	54	21	2	1	0	0	0	1	0	0	0	0	0	0	79

CLASSIFICATION SUMMARY
Tue 9/26/2023

Station #: C3 SB
Site ID: 000000020175
Loc: S FRANCIS RD N/O SR 16
Direction: SOUTH
Lane: 1

File: D0926006.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	16	8	0	1	0	0	0	0	0	0	0	0	0	0	25
09:30	0	16	9	1	0	2	0	0	0	0	0	0	0	0	0	28
09:45	0	6	5	0	1	0	0	0	0	0	0	0	0	0	0	12
10:00	0	11	8	0	1	1	0	0	0	0	0	0	0	0	0	21
Hour Total	0	49	30	1	3	3	0	0	0	0	0	0	0	0	0	86
10:15	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
10:30	0	7	2	0	0	1	0	0	0	0	0	0	0	0	0	10
10:45	0	12	6	0	0	2	0	0	0	0	0	0	0	0	0	20
11:00	0	16	11	0	0	2	0	0	1	0	0	0	0	0	0	30
Hour Total	0	49	24	0	0	5	0	0	1	0	0	0	0	0	0	79
11:15	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	24
11:30	0	9	8	0	1	0	0	0	0	0	0	0	0	0	0	18
11:45	0	16	14	0	0	0	0	0	0	0	0	0	0	0	0	30
12:00	1	25	7	0	1	0	0	0	1	0	0	0	0	0	0	35
Hour Total	1	68	35	0	2	0	0	0	1	0	0	0	0	0	0	107
12:15	0	14	8	0	1	2	0	0	0	0	0	0	0	0	0	25
12:30	0	22	10	0	0	0	0	0	0	0	0	0	0	0	0	32
12:45	0	15	9	0	0	0	0	0	0	0	0	0	0	0	0	24
13:00	0	14	2	0	1	0	0	1	0	0	0	0	0	0	0	18
Hour Total	0	65	29	0	2	2	0	1	0	0	0	0	0	0	0	99
13:15	0	21	9	0	1	0	0	0	0	0	0	0	0	0	0	31
13:30	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
13:45	0	14	11	0	0	0	0	0	0	0	0	0	0	0	0	25
14:00	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	67	30	0	1	0	0	0	0	0	0	0	0	0	0	98
14:15	0	17	13	0	0	1	0	2	0	0	0	0	0	0	0	33
14:30	0	20	7	0	0	0	0	0	0	0	0	0	0	0	0	27
14:45	0	22	7	0	0	0	0	0	0	0	0	0	0	0	0	29
15:00	0	23	7	0	0	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	82	34	0	0	1	0	2	0	0	0	0	0	0	0	119
15:15	0	27	8	0	0	0	0	0	1	0	0	0	0	0	0	36
15:30	0	14	6	1	1	0	0	0	0	0	0	0	0	0	0	22
15:45	0	19	9	0	0	0	0	0	0	0	0	0	0	0	0	28
16:00	1	30	10	1	0	0	0	0	0	0	0	0	0	0	0	42
Hour Total	1	90	33	2	1	0	0	0	1	0	0	0	0	0	0	128
16:15	0	24	8	0	0	0	0	0	0	0	0	0	0	0	0	32
16:30	0	33	9	0	0	0	0	0	0	0	0	0	0	0	0	42
16:45	0	26	12	1	0	0	0	0	0	0	0	0	0	0	0	39
17:00	0	26	10	0	0	0	0	0	0	0	0	0	0	0	0	36
Hour Total	0	109	39	1	0	0	0	0	0	0	0	0	0	0	0	149
17:15	2	35	12	0	1	1	0	0	0	0	0	0	0	0	0	51
17:30	3	12	9	0	1	0	0	1	0	0	0	1	0	0	0	27
17:45	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
18:00	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	5	79	30	0	2	1	0	1	0	0	0	1	0	0	0	119

Peggy Malone & Associates

CLASSIFICATION SUMMARY
Tue 9/26/2023

Station #: C3 SB
Site ID: 000000020175
Loc: S FRANCIS RD N/O SR 16
Direction: SOUTH
Lane: 1

File: D0926006.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
18:30	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	24
18:45	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
19:00	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	62	21	0	0	0	0	0	0	0	0	0	0	0	0	83
19:15	0	6	8	0	0	0	0	0	0	0	0	0	0	0	0	14
19:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
19:45	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
20:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	30	16	0	0	0	0	0	0	0	0	0	0	0	0	46
20:15	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
20:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
20:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
21:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	34	8	0	0	0	0	0	0	0	0	0	0	0	0	42
21:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
21:30	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
21:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	21
22:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
22:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
22:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
23:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
23:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
DAY TOTAL	8	948	392	8	13	15	0	4	4	0	0	1	0	0	0	1393
PERCENTS	0.6%	68.1%	28.1%	0.6%	0.9%	1.1%	0.0%	0.3%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.8% Trucks & Buses 3.2%

AM Times	07:15	11:15	11:00	07:30	09:00	10:15	08:15					11:15
AM Peaks	1	68	39	3	3	5	1					107
PM Times	16:45	16:30	16:30	15:15	12:15	12:15	13:30	14:30	16:45			16:30
PM Peaks	5	120	43	2	2	2	2	1	1			168

CLASSIFICATION SUMMARY
Wed 9/27/2023

Station #: C3 SB
Site ID: 000000020175
Loc: S FRANCIS RD N/O SR 16
Direction: SOUTH
Lane: 1

File: D0926006.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	4	0	0	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	3	4	0	0	1	0	0	0	0	0	0	0	0	0	8
06:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
06:30	0	4	3	0	0	1	0	0	0	0	0	0	0	0	0	8
06:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	11	7	0	0	1	0	0	0	0	0	0	0	0	0	19
Hour Total	0	19	13	0	0	2	0	0	0	0	0	0	0	0	0	34
07:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
07:30	0	10	2	1	0	0	0	0	0	0	0	0	0	0	0	13
07:45	0	7	1	1	0	0	0	0	0	0	0	0	0	0	0	9
08:00	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	35	8	2	0	0	0	0	0	0	0	0	0	0	0	45
08:15	0	12	8	2	0	0	0	0	0	0	1	0	0	0	0	23
08:30	0	11	8	0	0	0	0	0	0	0	0	0	0	0	0	19
08:45	0	12	8	0	0	0	0	0	0	0	0	0	0	0	0	20
09:00	0	12	10	0	1	1	1	0	0	0	0	0	0	0	0	25
Hour Total	0	47	34	2	1	1	1	0	0	0	1	0	0	0	0	87

Station #: C3 SB
Site ID: 000000020175
Loc: S FRANCIS RD N/O SR 16
Direction: SOUTH
Lane: 1

File: D0926006.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	17	8	0	2	0	0	0	0	0	0	0	0	0	0	27
09:30	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	14
09:45	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
10:00	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	44	25	0	2	0	0	0	0	0	0	0	0	0	0	71
10:15	0	10	8	0	1	0	0	0	0	0	0	0	0	0	0	19
10:30	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
10:45	0	14	3	0	0	1	0	0	1	0	0	0	0	0	0	19
11:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	56	17	0	1	1	0	0	1	0	0	0	0	0	0	76
11:15	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	21
11:30	0	10	10	0	1	0	0	0	0	0	0	0	0	0	0	21
11:45	0	18	11	0	2	0	0	1	1	0	0	0	0	0	0	33
12:00	0	13	11	1	0	1	0	0	0	0	0	0	0	0	0	26
Hour Total	0	57	37	1	3	1	0	1	1	0	0	0	0	0	0	101
12:15	0	19	12	0	0	0	0	0	0	0	0	0	0	0	0	31
12:30	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
12:45	0	13	6	0	2	0	0	0	0	0	0	0	0	0	0	21
13:00	0	13	11	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	69	33	0	2	0	0	0	0	0	0	0	0	0	0	104
13:15	0	18	5	0	0	1	0	0	0	0	0	0	0	0	0	24
13:30	0	23	12	0	1	0	0	0	0	0	0	0	0	0	0	36
13:45	1	16	7	0	0	0	0	0	0	0	0	0	0	0	0	24
14:00	0	20	5	0	1	0	0	0	0	0	0	0	0	0	0	26
Hour Total	1	77	29	0	2	1	0	0	0	0	0	0	0	0	0	110
14:15	0	14	5	0	0	0	0	0	1	0	0	0	0	0	0	20
14:30	0	14	9	1	0	0	0	1	0	0	0	0	0	0	0	25
14:45	0	15	4	0	1	0	0	0	0	0	0	0	0	0	0	20
15:00	0	32	9	1	0	0	0	0	1	0	0	0	0	0	0	43
Hour Total	0	75	27	2	1	0	0	1	2	0	0	0	0	0	0	108
15:15	0	18	7	0	0	0	0	0	0	0	0	0	0	0	0	25
15:30	0	17	7	0	1	1	0	0	0	0	0	0	0	0	0	26
15:45	0	23	11	1	1	0	0	0	0	0	0	0	0	0	0	36
16:00	0	23	10	0	0	0	0	0	0	0	0	0	0	0	0	33
Hour Total	0	81	35	1	2	1	0	0	0	0	0	0	0	0	0	120
16:15	0	19	11	0	0	0	0	0	0	0	0	0	0	0	0	30
16:30	0	25	11	0	0	0	0	0	0	0	0	0	0	0	0	36
16:45	0	27	7	0	0	0	0	0	0	0	0	0	0	0	0	34
17:00	1	21	10	0	0	0	0	0	0	0	0	0	0	0	0	32
Hour Total	1	92	39	0	0	0	0	0	0	0	0	0	0	0	0	132
17:15	0	30	10	0	0	0	0	0	0	0	0	0	0	0	0	40
17:30	0	19	11	0	0	0	0	0	0	0	0	0	0	0	0	30
17:45	0	19	12	0	0	0	0	0	0	0	0	0	0	0	0	31
18:00	1	14	4	0	1	0	0	1	0	0	0	0	0	0	0	21
Hour Total	1	82	37	0	1	0	0	1	0	0	0	0	0	0	0	122

CLASSIFICATION SUMMARY
Wed 9/27/2023

Station #: C3 SB
Site ID: 000000020175
Loc: S FRANCIS RD N/O SR 16
Direction: SOUTH
Lane: 1

File: D0926006.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	24	7	0	0	0	0	0	0	0	0	0	0	0	0	31
18:30	0	24	9	0	0	0	0	0	0	0	0	0	0	0	0	33
18:45	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	31
19:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	86	23	0	0	0	0	0	0	0	0	0	0	0	0	109
19:15	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
19:30	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
19:45	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
20:00	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	50	12	0	0	0	0	0	0	0	0	0	0	0	0	62
20:15	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
20:30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
20:45	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
21:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	34	12	0	0	0	0	0	0	0	0	0	0	0	0	46
21:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
21:30	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
21:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
22:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
DAY TOTAL	3	964	395	8	15	9	1	3	4	0	1	0	0	0	0	1403
PERCENTS	0.2%	68.7%	28.2%	0.6%	1.1%	0.6%	0.1%	0.2%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.1% Trucks & Buses 2.9%

AM Times	10:30	11:15	07:30	08:30	05:45	08:15	11:00	10:00	07:30	11:15
AM Peaks	62	37	4	3	2	1	1	1	1	101
PM Times	13:00	16:30	15:45	14:15	12:45	12:30	13:45	14:15	16:30
PM Peaks	1	103	43	2	3	1	1	2	142

Station #: C3 SB
Site ID: 000000020175
Loc: S FRANCIS RD N/O SR 16
Direction: SOUTH
Lane: 1

File: D0926006.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
05:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
06:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	6	4	0	0	1	0	0	0	0	0	0	0	0	0	11
06:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
06:30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
06:45	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
07:00	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	25	16	0	0	0	0	0	0	0	0	0	0	0	0	41
07:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
07:30	0	11	1	1	0	0	0	0	0	0	0	0	0	0	0	13
07:45	1	7	6	1	1	0	0	0	0	0	0	0	0	0	0	16
08:00	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	1	38	15	2	1	0	0	0	0	0	0	0	0	0	0	57
08:15	0	12	10	1	1	0	0	0	0	0	0	0	0	0	0	24
08:30	0	11	10	0	0	0	0	0	0	0	0	0	0	0	0	21
08:45	0	14	6	0	1	0	0	0	0	0	0	0	0	0	0	21
09:00	0	9	10	1	1	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	46	36	2	3	0	0	0	0	0	0	0	0	0	0	87

Station #: C3 SB
Site ID: 000000020175
Loc: S FRANCIS RD N/O SR 16
Direction: SOUTH
Lane: 1

File: D0926006.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	15	6	0	0	0	0	0	0	0	0	0	0	0	0	21
09:30	0	16	8	0	0	1	0	0	0	0	0	0	0	0	0	25
09:45	0	14	3	0	0	0	0	1	0	0	0	0	0	0	0	18
10:00	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	54	23	0	0	1	0	1	0	0	0	0	0	0	0	79
10:15	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	13
10:30	0	5	7	0	0	1	0	0	0	0	0	0	0	0	0	13
10:45	0	13	8	0	1	0	0	0	0	0	0	0	0	0	0	22
11:00	0	14	8	0	0	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	40	28	0	1	1	0	0	0	0	0	0	0	0	0	70
11:15	0	14	9	0	1	0	0	0	0	0	0	0	0	0	0	24
11:30	0	18	7	0	1	0	0	0	0	0	0	0	0	0	0	26
11:45	0	19	15	0	0	0	0	0	0	0	0	0	0	0	0	34
12:00	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	0	73	36	0	2	0	0	0	0	0	0	0	0	0	0	111
12:15	0	24	6	0	0	0	0	0	0	0	0	0	0	0	0	30
12:30	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	17
12:45	0	20	7	0	0	0	0	1	0	0	0	0	0	0	0	28
13:00	0	4	5	0	1	1	0	0	0	0	0	0	0	0	0	11
Hour Total	0	59	24	0	1	1	0	1	0	0	0	0	0	0	0	86
13:15	0	12	16	0	1	0	0	0	0	0	0	0	0	0	0	29
13:30	0	10	9	0	1	0	0	0	0	0	0	0	0	0	0	20
13:45	0	14	8	0	0	0	0	0	0	0	0	0	0	0	0	22
14:00	0	16	4	0	1	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	52	37	0	3	0	0	0	0	0	0	0	0	0	0	92
14:15	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
14:30	0	23	6	0	2	1	0	0	0	0	0	0	0	0	0	32
14:45	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	22
15:00	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
Hour Total	0	78	21	0	2	1	0	0	0	0	0	0	0	0	0	102
15:15	0	16	7	0	0	0	0	0	0	0	0	0	0	0	0	23
15:30	0	21	7	1	0	0	0	0	0	0	0	0	0	0	0	29
15:45	0	19	5	0	1	0	0	0	0	0	0	0	0	0	0	25
16:00	0	25	8	1	0	0	0	0	0	0	0	0	0	0	0	34
Hour Total	0	81	27	2	1	0	0	0	0	0	0	0	0	0	0	111
16:15	0	34	11	0	0	0	0	0	0	0	0	0	0	0	0	45
16:30	0	21	14	0	0	0	0	1	0	0	0	0	0	0	0	36
16:45	0	27	9	1	0	0	0	0	0	0	0	0	0	0	0	37
17:00	0	17	14	0	0	0	0	0	0	0	0	0	0	0	0	31
Hour Total	0	99	48	1	0	0	0	1	0	0	0	0	0	0	0	149
17:15	0	36	9	0	0	0	0	0	0	0	0	0	0	0	0	45
17:30	0	22	6	0	0	0	0	0	0	0	0	0	0	0	0	28
17:45	0	29	14	0	2	0	0	0	0	0	0	0	0	0	0	45
18:00	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	100	33	0	2	0	0	0	0	0	0	0	0	0	0	135

CLASSIFICATION SUMMARY
Thu 9/28/2023

Station #: C3 SB
Site ID: 000000020175
Loc: S FRANCIS RD N/O SR 16
Direction: SOUTH
Lane: 1

File: D0926006.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	15	6	0	0	0	0	0	0	0	0	0	0	0	0	21
18:30	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
18:45	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
19:00	0	19	6	0	0	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	64	19	0	0	0	0	0	0	0	0	0	0	0	0	83
19:15	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
19:30	1	16	1	0	0	0	0	0	0	0	0	0	0	0	0	18
19:45	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
20:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	1	49	6	0	0	0	0	0	0	0	0	0	0	0	0	56
20:15	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
20:30	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
20:45	0	10	4	0	0	0	0	1	0	0	0	0	0	0	0	15
21:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	34	13	0	0	0	0	1	0	0	0	0	0	0	0	48
21:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
21:30	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
21:45	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	16	10	0	0	0	0	0	0	0	0	0	0	0	0	26
22:15	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
22:30	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7
22:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	3	12	6	0	0	0	0	0	0	0	0	0	0	0	0	21
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
DAY TOTAL	5	954	407	7	16	6	0	4	0	0	0	0	0	0	0	1399
PERCENTS	0.4%	68.2%	29.1%	0.5%	1.1%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.6% Trucks & Buses 2.4%

AM Times	07:00	11:15	11:00	07:30	08:15	03:45	09:00	11:15
AM Peaks	1	73	39	3	3	1	1	111
PM Times	21:45	16:00	16:15	15:15	12:45	12:15	12:15	16:00
PM Peaks	3	107	48	2	3	1	1	152

Station #: C3 SB
Site ID: 000000020175
Loc: S FRANCIS RD N/O SR 16
Direction: SOUTH
Lane: 1

File: D0926006.prn
Info: 23-271 MG MAX
GPS: 29.959614,-81.462610

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
GRAND TOTAL	16	1194	44	1	8	1	0	0	2866	23	30	11	0	1	0	4195
PERCENTS	0.4%	68.3%	28.5%	0.5%	1.0%	0.7%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

1-SR 16 & Downs Corner Rd (FL24-189) - TMC

Tue Aug 20, 2024
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1210819, Location: 29.934276, -81.433038

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

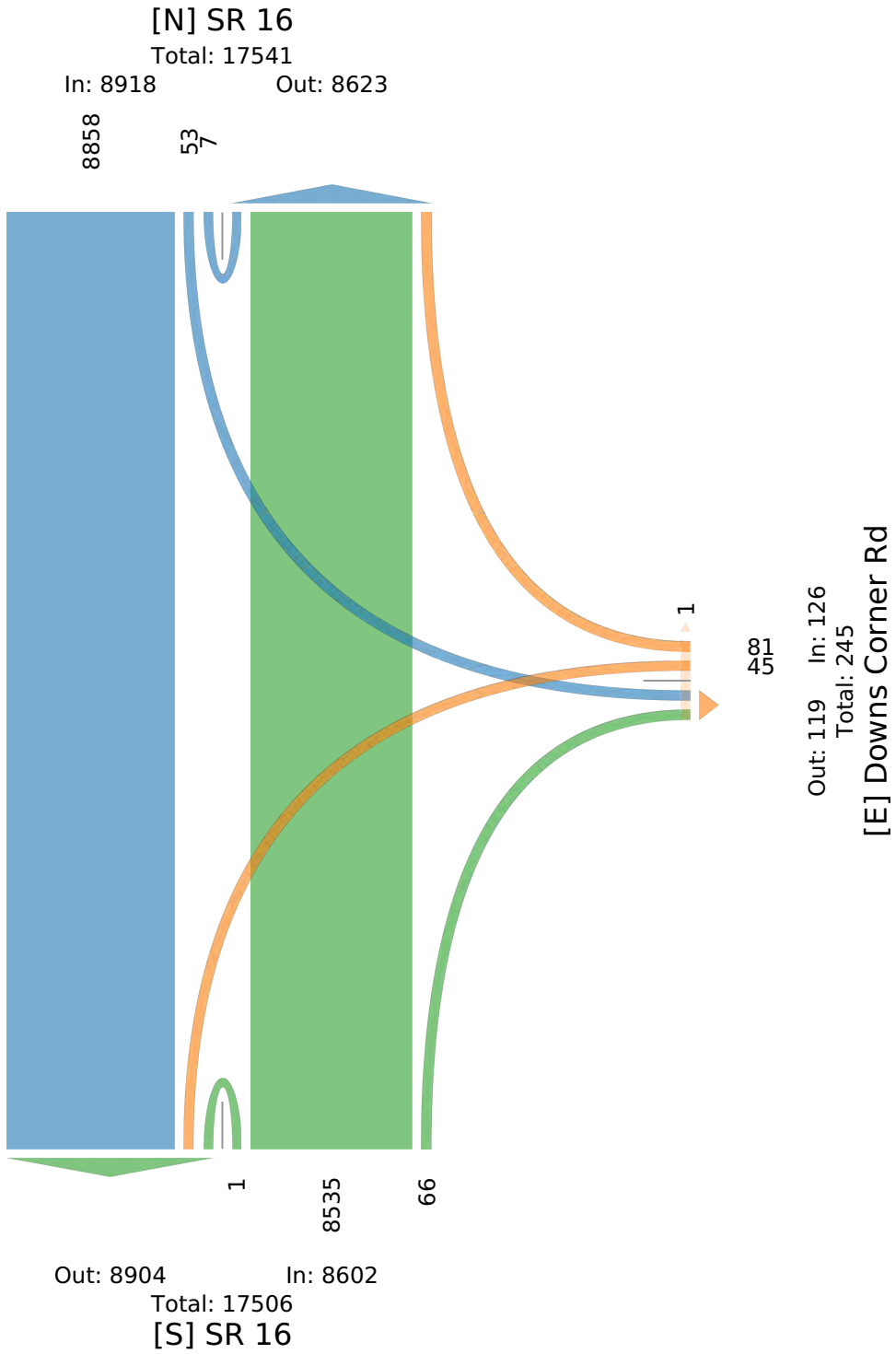
Leg Direction	SR 16 Southbound					Downs Corner Rd Westbound					SR 16 Northbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2024-08-20 7:00AM	219	1	0	**220**	0	4	0	0	**4**	0	0	125	0	**125**	0	**349**
7:15AM	248	0	0	**248**	0	1	1	0	**2**	1	0	137	0	**137**	0	**387**
7:30AM	255	1	0	**256**	0	4	0	0	**4**	0	1	152	0	**153**	0	**413**
7:45AM	216	1	2	**219**	0	2	1	0	**3**	0	1	195	0	**196**	0	**418**
Hourly Total	938	3	2	**943**	0	11	2	0	**13**	1	2	609	0	**611**	0	**1567**
8:00AM	206	2	0	**208**	0	5	1	0	**6**	0	0	164	0	**164**	0	**378**
8:15AM	213	2	1	**216**	0	7	1	0	**8**	0	0	198	1	**199**	0	**423**
8:30AM	201	2	0	**203**	0	3	1	0	**4**	0	0	176	0	**176**	0	**383**
8:45AM	189	0	0	**189**	0	0	2	0	**2**	0	0	130	0	**130**	0	**321**
Hourly Total	809	6	1	**816**	0	15	5	0	**20**	0	0	668	1	**669**	0	**1505**
9:00AM	157	3	0	**160**	0	1	2	0	**3**	0	0	111	0	**111**	0	**274**
9:15AM	203	0	0	**203**	0	0	1	0	**1**	0	4	132	0	**136**	0	**340**
9:30AM	183	1	0	**184**	0	2	2	0	**4**	0	1	148	0	**149**	0	**337**
9:45AM	164	1	0	**165**	0	3	0	0	**3**	0	1	125	0	**126**	0	**294**
Hourly Total	707	5	0	**712**	0	6	5	0	**11**	0	6	516	0	**522**	0	**1245**
10:00AM	159	0	0	**159**	0	0	3	0	**3**	0	2	115	0	**117**	0	**279**
10:15AM	171	0	0	**171**	0	0	1	0	**1**	0	1	125	0	**126**	0	**298**
10:30AM	140	1	0	**141**	0	3	0	0	**3**	0	0	111	0	**111**	0	**255**
10:45AM	169	0	0	**169**	0	0	1	0	**1**	0	1	161	0	**162**	0	**332**
Hourly Total	639	1	0	**640**	0	3	5	0	**8**	0	4	512	0	**516**	0	**1164**
11:00AM	190	0	1	**191**	0	0	1	0	**1**	0	1	197	0	**198**	0	**390**
11:15AM	192	2	0	**194**	0	3	1	0	**4**	0	2	231	0	**233**	0	**431**
11:30AM	197	1	0	**198**	0	3	0	0	**3**	0	4	158	0	**162**	0	**363**
11:45AM	210	2	0	**212**	0	0	0	0	**0**	0	1	213	0	**214**	0	**426**
Hourly Total	789	5	1	**795**	0	6	2	0	**8**	0	8	799	0	**807**	0	**1610**
12:00PM	213	2	0	**215**	0	0	1	0	**1**	0	1	162	0	**163**	0	**379**
12:15PM	272	0	0	**272**	0	0	0	0	**0**	0	0	132	0	**132**	0	**404**
12:30PM	252	1	1	**254**	0	2	0	0	**2**	0	2	198	0	**200**	0	**456**
12:45PM	193	0	0	**193**	0	0	1	0	**1**	0	1	218	0	**219**	0	**413**
Hourly Total	930	3	1	**934**	0	2	2	0	**4**	0	4	710	0	**714**	0	**1652**
1:00PM	179	0	0	**179**	0	2	1	0	**3**	0	2	193	0	**195**	0	**377**
1:15PM	188	0	0	**188**	0	0	4	0	**4**	0	2	204	0	**206**	0	**398**
1:30PM	213	1	0	**214**	0	3	0	0	**3**	0	1	148	0	**149**	0	**366**
1:45PM	173	0	0	**173**	0	1	0	0	**1**	0	1	170	0	**171**	0	**345**
Hourly Total	753	1	0	**754**	0	6	5	0	**11**	0	6	715	0	**721**	0	**1486**
2:00PM	186	1	0	**187**	0	1	0	0	**1**	0	0	145	0	**145**	0	**333**
2:15PM	196	0	0	**196**	0	3	2	0	**5**	0	2	161	0	**163**	0	**364**
2:30PM	174	2	0	**176**	0	3	2	0	**5**	0	1	176	0	**177**	0	**358**
2:45PM	201	2	0	**203**	0	1	0	0	**1**	0	0	205	0	**205**	0	**409**
Hourly Total	757	5	0	**762**	0	8	4	0	**12**	0	3	687	0	**690**	0	**1464**
3:00PM	195	2	1	**198**	0	2	0	0	**2**	0	1	192	0	**193**	0	**393**
3:15PM	203	2	0	**205**	0	2	3	0	**5**	0	5	182	0	**187**	0	**397**
3:30PM	161	2	1	**164**	0	1	1	0	**2**	0	3	241	0	**244**	0	**410**
3:45PM	154	1	0	**155**	0	1	0	0	**1**	0	1	241	0	**242**	0	**398**
Hourly Total	713	7	2	**722**	0	6	4	0	**10**	0	10	856	0	**866**	0	**1598**
4:00PM	151	1	0	**152**	0	4	1	0	**5**	0	1	229	0	**230**	0	**387**
4:15PM	161	1	0	**162**	0	1	1	0	**2**	0	2	250	0	**252**	0	**416**
4:30PM	166	2	0	**168**	0	1	1	0	**2**	0	2	222	0	**224**	0	**394**
4:45PM	157	0	0	**157**	0	2	3	0	**5**	0	1	227	0	**228**	0	**390**
Hourly Total	635	4	0	**639**	0	8	6	0	**14**	0	6	928	0	**934**	0	**1587**
5:00PM	184	1	0	**185**	0	0	0	0	**0**	0	3	201	0	**204**	0	**389**
5:15PM	166	4	0	**170**	0	2	2	0	**4**	0	3	237	0	**240**	0	**414**
5:30PM	160	2	0	**162**	0	0	2	0	**2**	0	1	257	0	**258**	0	**422**

Leg	SR 16					Downs Corner Rd					SR 16					
Direction	Southbound					Westbound					Northbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
5:45PM	144	1	0	**145**	0	2	0	0	**2**	0	4	191	0	**195**	0	**342**
Hourly Total	654	8	0	**662**	0	4	4	0	**8**	0	11	886	0	**897**	0	**1567**
6:00PM	138	2	0	**140**	0	4	1	0	**5**	0	2	189	0	**191**	0	**336**
6:15PM	132	0	0	**132**	0	2	0	0	**2**	0	2	171	0	**173**	0	**307**
6:30PM	131	1	0	**132**	0	0	0	0	**0**	0	2	156	0	**158**	0	**290**
6:45PM	133	2	0	**135**	0	0	0	0	**0**	0	0	133	0	**133**	0	**268**
Hourly Total	534	5	0	**539**	0	6	1	0	**7**	0	6	649	0	**655**	0	**1201**
Total	8858	53	7	**8918**	0	81	45	0	**126**	1	66	8535	1	**8602**	0	**17646**
% Approach	99.3%	0.6%	0.1%	**-**	-	64.3%	35.7%	0%	**-**	-	0.8%	99.2%	0%	**-**	-	**-**
% Total	50.2%	0.3%	0%	**50.5%**	-	0.5%	0.3%	0%	**0.7%**	-	0.4%	48.4%	0%	**48.7%**	-	**-**
Lights and Motorcycles	8197	50	7	**8254**	-	74	44	0	**118**	-	62	8143	1	**8206**	-	16578
% Lights and Motorcycles	92.5%	94.3%	100%	**92.6%**	-	91.4%	97.8%	0%	**93.7%**	-	93.9%	95.4%	100%	**95.4%**	-	93.9%
Heavy	661	3	0	**664**	-	7	1	0	**8**	-	4	392	0	**396**	-	1068
% Heavy	7.5%	5.7%	0%	**7.4%**	-	8.6%	2.2%	0%	**6.3%**	-	6.1%	4.6%	0%	**4.6%**	-	6.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-SR 16 & Downs Corner Rd (FL24-189) - TMC
Tue Aug 20, 2024
Full Length (7 AM-7 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1210819, Location: 29.934276, -81.433038

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



1-SR 16 & Downs Corner Rd (FL24-189) - TMC

Tue Aug 20, 2024
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1210819, Location: 29.934276, -81.433038

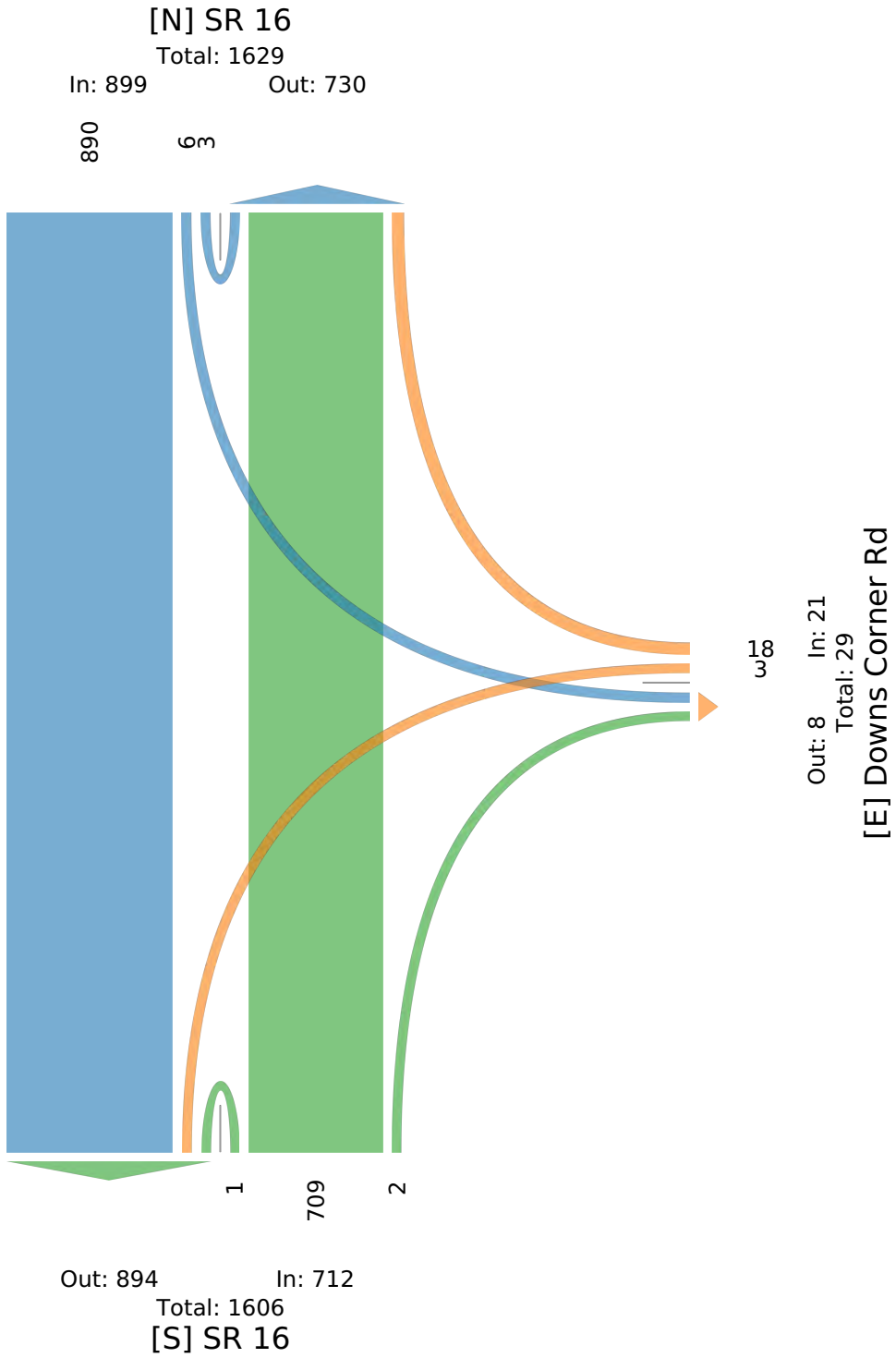
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR 16 Southbound					Downs Corner Rd Westbound					SR 16 Northbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2024-08-20 7:30AM	255	1	0	**256**	0	4	0	0	**4**	0	1	152	0	**153**	0	**413**
7:45AM	216	1	2	**219**	0	2	1	0	**3**	0	1	195	0	**196**	0	**418**
8:00AM	206	2	0	**208**	0	5	1	0	**6**	0	0	164	0	**164**	0	**378**
8:15AM	213	2	1	**216**	0	7	1	0	**8**	0	0	198	1	**199**	0	**423**
Total	890	6	3	**899**	0	18	3	0	**21**	0	2	709	1	**712**	0	**1632**
% Approach	99.0%	0.7%	0.3%	**-**	-	85.7%	14.3%	0%	**-**	-	0.3%	99.6%	0.1%	**-**	-	**-**
% Total	54.5%	0.4%	0.2%	**55.1%**	-	1.1%	0.2%	0%	**1.3%**	-	0.1%	43.4%	0.1%	**43.6%**	-	**-**
PHF	0.873	0.750	0.375	**0.878**	-	0.643	0.750	-	**0.656**	-	0.500	0.895	0.250	**0.894**	-	0.965
Lights and Motorcycles	864	6	3	**873**	-	17	3	0	**20**	-	1	672	1	**674**	-	1567
% Lights and Motorcycles	97.1%	100%	100%	**97.1%**	-	94.4%	100%	0%	**95.2%**	-	50.0%	94.8%	100%	**94.7%**	-	96.0%
Heavy	26	0	0	**26**	-	1	0	0	**1**	-	1	37	0	**38**	-	65
% Heavy	2.9%	0%	0%	**2.9%**	-	5.6%	0%	0%	**4.8%**	-	50.0%	5.2%	0%	**5.3%**	-	4.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-SR 16 & Downs Corner Rd (FL24-189) - TMC
Tue Aug 20, 2024
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1210819, Location: 29.934276, -81.433038

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



1-SR 16 & Downs Corner Rd (FL24-189) - TMC

Tue Aug 20, 2024
Midday Peak (11:45 AM - 12:45 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1210819, Location: 29.934276, -81.433038

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR 16 Southbound					Downs Corner Rd Westbound					SR 16 Northbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2024-08-20 11:45AM	210	2	0	**212**	0	0	0	0	**0**	0	1	213	0	**214**	0	**426**
12:00PM	213	2	0	**215**	0	0	1	0	**1**	0	1	162	0	**163**	0	**379**
12:15PM	272	0	0	**272**	0	0	0	0	**0**	0	0	132	0	**132**	0	**404**
12:30PM	252	1	1	**254**	0	2	0	0	**2**	0	2	198	0	**200**	0	**456**
Total	947	5	1	**953**	0	2	1	0	**3**	0	4	705	0	**709**	0	**1665**
% Approach	99.4%	0.5%	0.1%	**-**	-	66.7%	33.3%	0%	**-**	-	0.6%	99.4%	0%	**-**	-	-
% Total	56.9%	0.3%	0.1%	**57.2%**	-	0.1%	0.1%	0%	**0.2%**	-	0.2%	42.3%	0%	**42.6%**	-	-
PHF	0.870	0.625	0.250	**0.876**	-	0.250	0.250	-	**0.375**	-	0.500	0.827	-	**0.828**	-	0.913
Lights and Motorcycles	819	5	1	**825**	-	2	1	0	**3**	-	4	670	0	**674**	-	1502
% Lights and Motorcycles	86.5%	100%	100%	**86.6%**	-	100%	100%	0%	**100%**	-	100%	95.0%	0%	**95.1%**	-	90.2%
Heavy	128	0	0	**128**	-	0	0	0	**0**	-	0	35	0	**35**	-	163
% Heavy	13.5%	0%	0%	**13.4%**	-	0%	0%	0%	**0%**	-	0%	5.0%	0%	**4.9%**	-	9.8%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-SR 16 & Downs Corner Rd (FL24-189) - TMC
Tue Aug 20, 2024
Midday Peak (11:45 AM - 12:45 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1210819, Location: 29.934276, -81.433038

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
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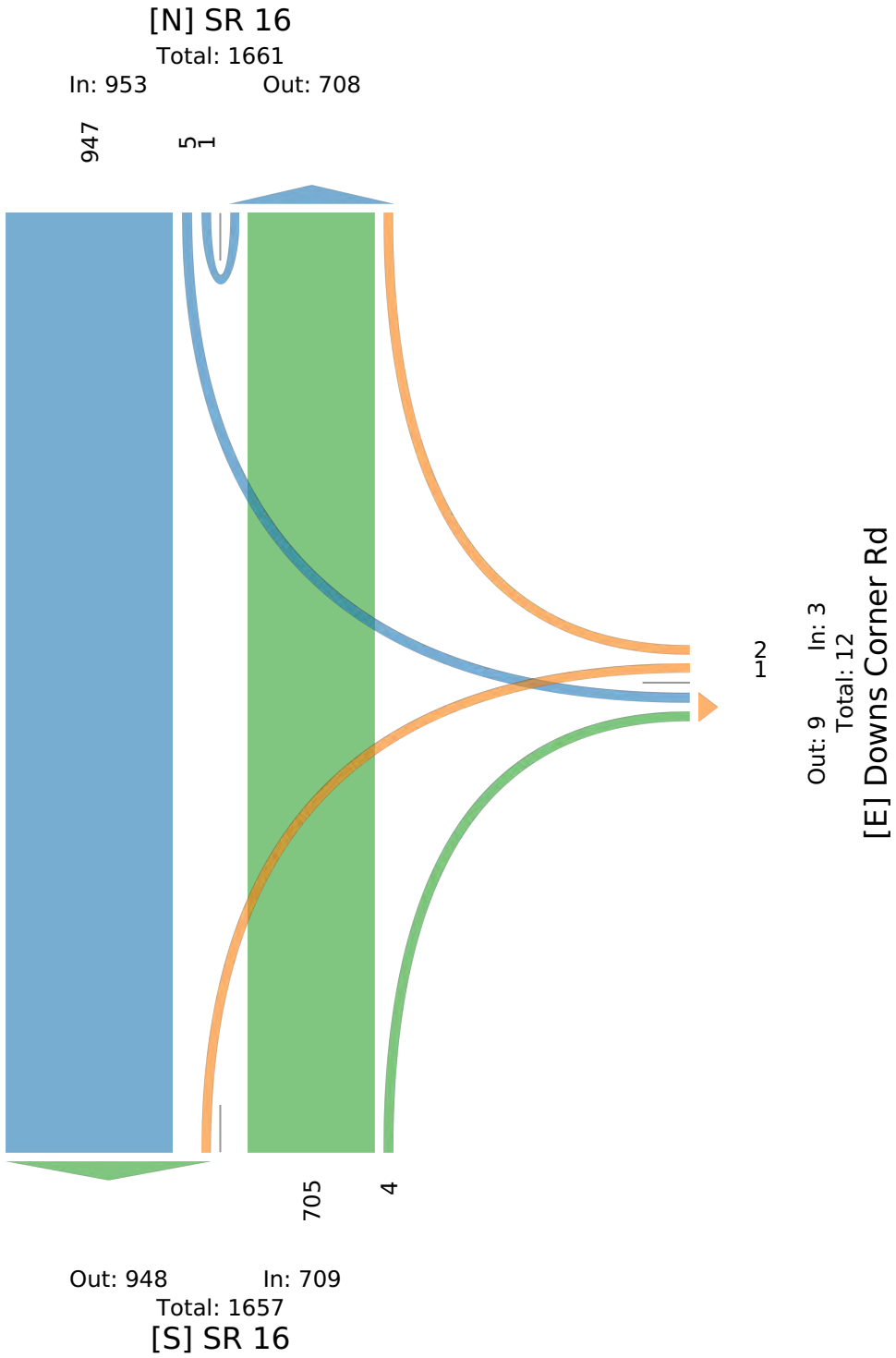


1-SR 16 & Downs Corner Rd (FL24-189) - TMC

Tue Aug 20, 2024
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1210819, Location: 29.934276, -81.433038

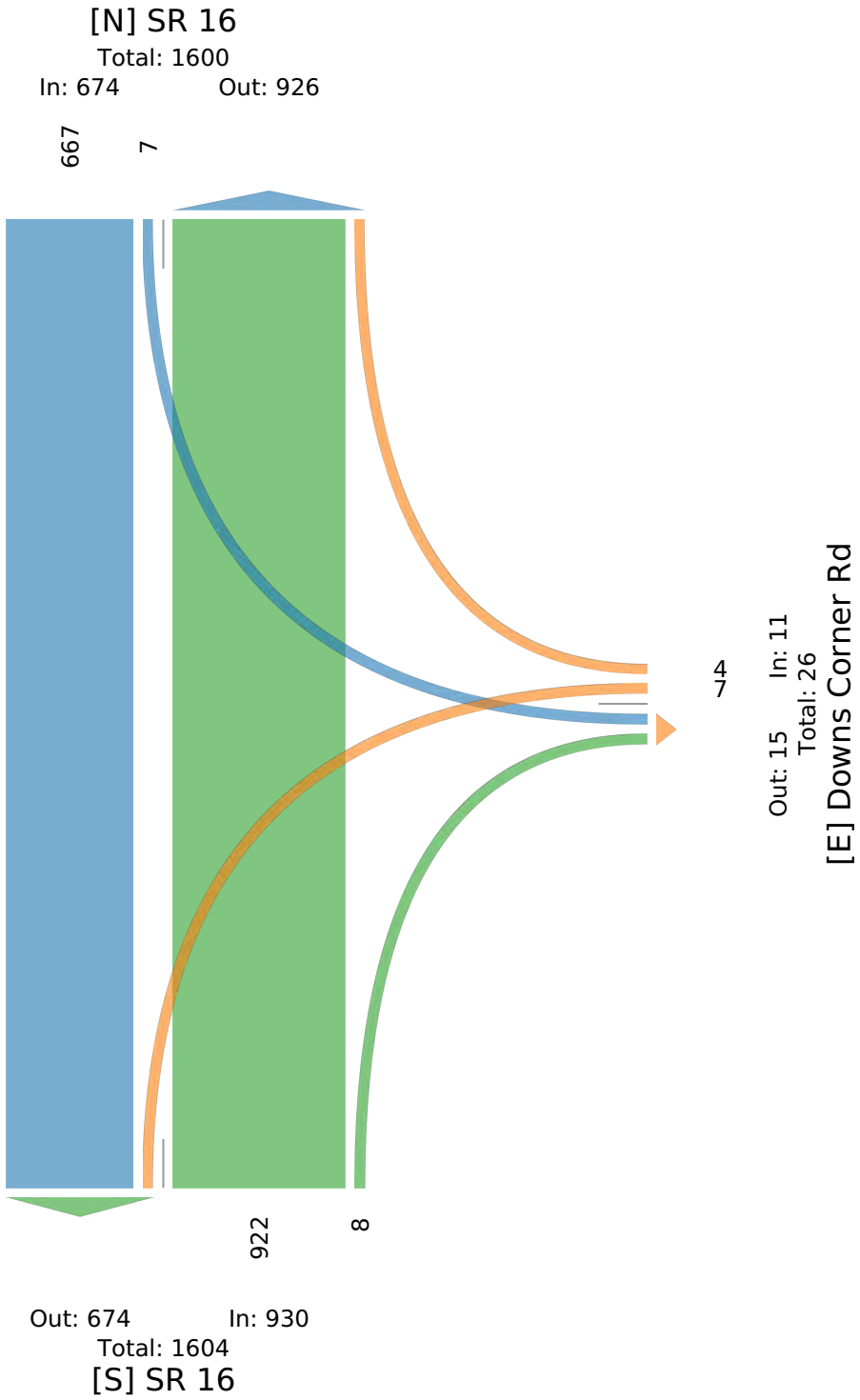
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR 16 Southbound					Downs Corner Rd Westbound					SR 16 Northbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2024-08-20 4:45PM	157	0	0	**157**	0	2	3	0	**5**	0	1	227	0	**228**	0	**390**
5:00PM	184	1	0	**185**	0	0	0	0	**0**	0	3	201	0	**204**	0	**389**
5:15PM	166	4	0	**170**	0	2	2	0	**4**	0	3	237	0	**240**	0	**414**
5:30PM	160	2	0	**162**	0	0	2	0	**2**	0	1	257	0	**258**	0	**422**
Total	667	7	0	**674**	0	4	7	0	**11**	0	8	922	0	**930**	0	**1615**
% Approach	99.0%	1.0%	0%	**-**	-	36.4%	63.6%	0%	**-**	-	0.9%	99.1%	0%	**-**	-	-
% Total	41.3%	0.4%	0%	**41.7%**	-	0.2%	0.4%	0%	**0.7%**	-	0.5%	57.1%	0%	**57.6%**	-	-
PHF	0.906	0.438	-	**0.911**	-	0.500	0.583	-	**0.550**	-	0.667	0.897	-	**0.901**	-	0.957
Lights and Motorcycles	630	5	0	**635**	-	3	6	0	**9**	-	8	904	0	**912**	-	1556
% Lights and Motorcycles	94.5%	71.4%	0%	**94.2%**	-	75.0%	85.7%	0%	**81.8%**	-	100%	98.0%	0%	**98.1%**	-	96.3%
Heavy	37	2	0	**39**	-	1	1	0	**2**	-	0	18	0	**18**	-	59
% Heavy	5.5%	28.6%	0%	**5.8%**	-	25.0%	14.3%	0%	**18.2%**	-	0%	2.0%	0%	**1.9%**	-	3.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-SR 16 & Downs Corner Rd (FL24-189) - TMC
Tue Aug 20, 2024
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1210819, Location: 29.934276, -81.433038

Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



Appendix C

Existing Synchro Analysis

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	611	123	90	485	43	0	0	286	0	0	42
Future Vol, veh/h	0	611	123	90	485	43	0	0	286	0	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	320	-	370	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	4	4	1	1	1	10	10	10
Mvmt Flow	0	630	127	93	500	44	0	0	295	0	0	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	757	0	0	-	-	630	-	-	500
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	-	-	6.21	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.236	-	-	-	-	3.309	-	-	3.39
Pot Cap-1 Maneuver	0	-	-	845	-	-	0	0	483	0	0	555
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	845	-	-	-	-	483	-	-	555
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.4	23.4	12
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	483	-	-	845	-	-	555
HCM Lane V/C Ratio	0.61	-	-	0.11	-	-	0.078
HCM Control Delay (s)	23.4	-	-	9.8	-	-	12
HCM Lane LOS	C	-	-	A	-	-	B
HCM 95th %tile Q(veh)	4	-	-	0.4	-	-	0.3

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑		↱
Traffic Vol, veh/h	864	33	0	618	0	130
Future Vol, veh/h	864	33	0	618	0	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	450	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	1	1
Mvmt Flow	891	34	0	637	0	134

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	446
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3095
Pot Cap-1 Maneuver	-	-	0	-	0	563
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	563
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	563	-	-	-
HCM Lane V/C Ratio	0.238	-	-	-
HCM Control Delay (s)	13.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	165	829	604	2	25	14
Future Vol, veh/h	165	829	604	2	25	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	360	430	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	170	855	623	2	26	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	625	0	-	0	1818	623
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	1195	-
Critical Hdwy	4.14	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.236	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	947	-	-	-	87	490
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	290	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	947	-	-	-	71	490
Mov Cap-2 Maneuver	-	-	-	-	71	-
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	290	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	57.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	947	-	-	-	71	490
HCM Lane V/C Ratio	0.18	-	-	-	0.363	0.029
HCM Control Delay (s)	9.6	-	-	-	82.2	12.6
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.7	-	-	-	1.4	0.1

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	829	25	27	544	62	84
Future Vol, veh/h	829	25	27	544	62	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	400	480	-	0	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	855	26	28	561	64	87

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	881	0	1472	855
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	617	-
Critical Hdwy	-	-	4.14	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.236	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	759	-	141	361
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	759	-	136	361
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	522	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	32.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	136	361	-	-	759	-
HCM Lane V/C Ratio	0.47	0.24	-	-	0.037	-
HCM Control Delay (s)	53	18.1	-	-	9.9	-
HCM Lane LOS	F	C	-	-	A	-
HCM 95th %tile Q(veh)	2.1	0.9	-	-	0.1	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	67	832	593	130	56	19
Future Vol, veh/h	67	832	593	130	56	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	7	7
Mvmt Flow	69	858	611	134	58	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	745	0	-	0	1674	678
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	996	-
Critical Hdwy	4.14	-	-	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.236	-	-	-	3.563	3.363
Pot Cap-1 Maneuver	854	-	-	-	102	444
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	350	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	854	-	-	-	94	444
Mov Cap-2 Maneuver	-	-	-	-	94	-
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	350	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	81.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	854	-	-	-	117
HCM Lane V/C Ratio	0.081	-	-	-	0.661
HCM Control Delay (s)	9.6	-	-	-	81.8
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	3.4

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	832	53	29	636	4	74	0	45	5	1	15
Future Vol, veh/h	2	832	53	29	636	4	74	0	45	5	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	420	-	420	500	-	420	0	-	280	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	4	4	3	3	3	0	0	0
Mvmt Flow	2	858	55	30	656	4	76	0	46	5	1	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	660	0	0	913	0	0	1588	1582	858	1629	1633	656
Stage 1	-	-	-	-	-	-	862	862	-	716	716	-
Stage 2	-	-	-	-	-	-	726	720	-	913	917	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.13	6.53	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.527	4.027	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	919	-	-	738	-	-	87	108	355	82	102	469
Stage 1	-	-	-	-	-	-	348	371	-	424	437	-
Stage 2	-	-	-	-	-	-	414	431	-	330	354	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	919	-	-	738	-	-	81	103	355	69	98	469
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	103	-	69	98	-
Stage 1	-	-	-	-	-	-	347	370	-	423	419	-
Stage 2	-	-	-	-	-	-	383	413	-	286	353	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	114.6	27.3
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	81	-	355	919	-	-	738	-	-	183
HCM Lane V/C Ratio	0.942	-	0.131	0.002	-	-	0.041	-	-	0.118
HCM Control Delay (s)	174.2	0	16.7	8.9	-	-	10.1	-	-	27.3
HCM Lane LOS	F	A	C	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	5.1	-	0.4	0	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	838	29	27	645	80	105
Future Vol, veh/h	838	29	27	645	80	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	390	440	-	0	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	864	30	28	665	82	108

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	894	0	1585	864
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	721	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	750	-	119	354
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	482	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	750	-	115	354
Mov Cap-2 Maneuver	-	-	-	-	115	-
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	464	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	50.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	115	354	-	-	750	-
HCM Lane V/C Ratio	0.717	0.306	-	-	0.037	-
HCM Control Delay (s)	91.6	19.6	-	-	10	-
HCM Lane LOS	F	C	-	-	A	-
HCM 95th %tile Q(veh)	3.9	1.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	911	30	6	584	60	51
Future Vol, veh/h	911	30	6	584	60	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	440	660	-	0	140
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	939	31	6	602	62	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	970	0	1553	939
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	614	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	703	-	125	320
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	540	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	703	-	124	320
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	535	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	40.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	124	320	-	-	703	-
HCM Lane V/C Ratio	0.499	0.164	-	-	0.009	-
HCM Control Delay (s)	60	18.4	-	-	10.2	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	2.3	0.6	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	5	965	6	599	14	2	3
Future Vol, veh/h	5	965	6	599	14	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	Yield
Storage Length	310	-	360	-	0	80	0
Veh in Median Storage, #	-	0	-	0	-	1	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	4	20	20
Mvmt Flow	5	995	6	618	14	2	3

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	632	0	995	-	0	1126	618
Stage 1	-	-	-	-	-	618	-
Stage 2	-	-	-	-	-	508	-
Critical Hdwy	4.16	-	6.96	-	-	6.9	6.5
Critical Hdwy Stg 1	-	-	-	-	-	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	6.1	-
Follow-up Hdwy	2.238	-	3.138	-	-	3.69	3.49
Pot Cap-1 Maneuver	937	-	251	-	-	190	449
Stage 1	-	-	-	-	-	495	-
Stage 2	-	-	-	-	-	529	-
Platoon blocked, %		-		-	-		
Mov Cap-1 Maneuver	937	-	251	-	-	184	449
Mov Cap-2 Maneuver	-	-	-	-	-	313	-
Stage 1	-	-	-	-	-	493	-
Stage 2	-	-	-	-	-	516	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.2	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	937	-	251	-	-	313	449
HCM Lane V/C Ratio	0.006	-	0.025	-	-	0.007	0.007
HCM Control Delay (s)	8.9	-	19.7	-	-	16.6	13.1
HCM Lane LOS	A	-	C	-	-	C	B
HCM 95th %tile Q(veh)	0	-	0.1	-	-	0	0

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1055	10	301	662	0	324
Future Vol, veh/h	1055	10	301	662	0	324
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	-	380	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	5	5
Mvmt Flow	1088	10	310	682	0	334

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1088	0	-	549
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.18	-	-	7
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.24	-	-	3.35
Pot Cap-1 Maneuver	-	-	625	-	0	472
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	625	-	-	472
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.1	29
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	472	-	-	625	-
HCM Lane V/C Ratio	0.708	-	-	0.496	-
HCM Control Delay (s)	29	-	-	16.3	-
HCM Lane LOS	D	-	-	C	-
HCM 95th %tile Q(veh)	5.5	-	-	2.8	-

Intersection	
Int Delay, s/veh	0.3

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	6	937	654	2	3	18
Future Vol, veh/h	6	937	654	2	3	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	430	0	150
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	6	966	674	2	3	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	676	0	-	0	1652	674
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	978	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	906	-	-	-	108	455
Stage 1	-	-	-	-	506	-
Stage 2	-	-	-	-	364	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	906	-	-	-	107	455
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	364	-

Approach	SE	NW	SW
HCM Control Delay, s	0.1	0	17
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	906	-	107	455
HCM Lane V/C Ratio	-	-	0.007	-	0.029	0.041
HCM Control Delay (s)	-	-	9	-	39.6	13.2
HCM Lane LOS	-	-	A	-	E	B
HCM 95th %tile Q(veh)	-	-	0	-	0.1	0.1

Lanes, Volumes, Timings
901: Pacetti Rd/International Golf Pkwy & SR 16

09/09/2024

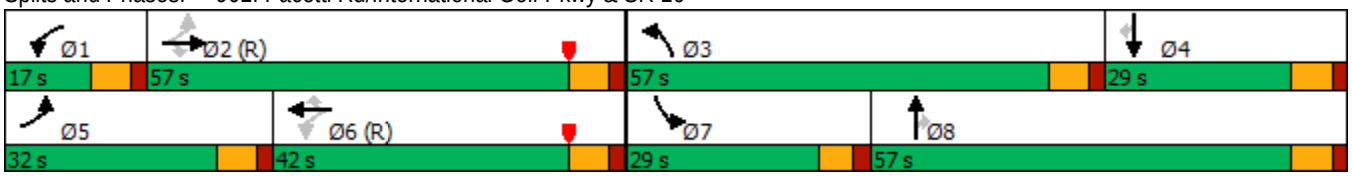
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	337	469	117	73	319	135	227	680	42	223	306	237
Future Volume (vph)	337	469	117	73	319	135	227	680	42	223	306	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		270	350		330	250		230	360		750
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1827	1553	1736	1827	1553	1736	3471	1553	1703	3406	1524
Flt Permitted	0.243			0.355			0.950			0.950		
Satd. Flow (perm)	444	1827	1553	649	1827	1553	1736	3471	1553	1703	3406	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			207			160			244
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		1847			766			1711			2538	
Travel Time (s)		28.0			11.6			25.9			49.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	6%	6%	6%
Adj. Flow (vph)	347	484	121	75	329	139	234	701	43	230	315	244
Shared Lane Traffic (%)												
Lane Group Flow (vph)	347	484	121	75	329	139	234	701	43	230	315	244
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	18.0	18.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	12.8	43.8	43.8	12.8	42.8	42.8	12.8	14.8	14.8	12.1	45.8	45.8
Total Split (s)	32.0	57.0	57.0	17.0	42.0	42.0	57.0	57.0	57.0	29.0	29.0	29.0
Total Split (%)	20.0%	35.6%	35.6%	10.6%	26.3%	26.3%	35.6%	35.6%	35.6%	18.1%	18.1%	18.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.1	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.1	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	76.2	59.5	59.5	50.2	40.3	40.3	27.6	39.7	39.7	24.4	35.8	35.8
Actuated g/C Ratio	0.48	0.37	0.37	0.31	0.25	0.25	0.17	0.25	0.25	0.15	0.22	0.22
v/c Ratio	0.78	0.71	0.18	0.28	0.72	0.25	0.78	0.81	0.09	0.89	0.41	0.46
Control Delay	41.8	51.2	2.4	29.6	65.8	1.4	80.7	64.5	0.3	98.9	55.3	8.7
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	41.8	51.2	2.4	29.6	65.8	1.4	80.7	64.5	0.3	98.9	55.3	8.7
LOS	D	D	A	C	E	A	F	E	A	F	E	A
Approach Delay		41.6			44.3			65.5			53.6	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	238	437	0	43	329	0	238	366	0	238	148	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#375	#658	19	81	#483	1	319	416	0	#414	204	78
Internal Link Dist (ft)		1767			686			1631			2458	
Turn Bay Length (ft)			270	350		330	250		230	360		750
Base Capacity (vph)	448	679	678	282	460	546	544	1089	597	259	762	530
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	0.77	0.71	0.18	0.27	0.72	0.25	0.43	0.64	0.07	0.89	0.41	0.46

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 52.1 Intersection LOS: D
Intersection Capacity Utilization 88.7% 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: 901: Pacetti Rd/International Golf Pkwy & SR 16



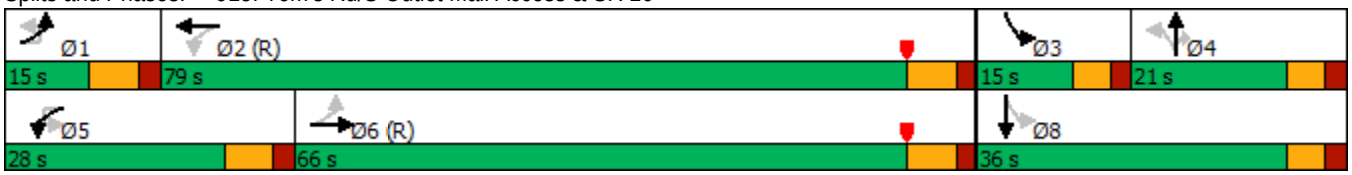
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	4	4	906	43	17	76	560	18	58	3	176	6
Future Volume (vph)	4	4	906	43	17	76	560	18	58	3	176	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		370		0		360		0	0		110	30
Storage Lanes		1		0		1		0	0		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.993				0.995				0.850	
Flt Protected		0.950				0.950				0.955		0.950
Satd. Flow (prot)	0	1736	3447	0	0	1736	3454	0	0	1728	1538	1805
Flt Permitted		0.427				0.236				0.734		0.479
Satd. Flow (perm)	0	780	3447	0	0	431	3454	0	0	1328	1538	910
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			5				4				194	
Link Speed (mph)			45				45			25		
Link Distance (ft)			2246				1086			887		
Travel Time (s)			34.0				16.5			24.2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	5%	5%	5%	0%
Adj. Flow (vph)	4	4	934	44	18	78	577	19	60	3	181	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	978	0	0	96	596	0	0	63	181	6
Turn Type	custom	pm+pt	NA		custom	pm+pt	NA		Perm	NA	Perm	pm+pt
Protected Phases		1	6			5	2			4		3
Permitted Phases	1	6			5	2			4		4	8
Detector Phase	1	1	6		5	5	2		4	4	4	3
Switch Phase												
Minimum Initial (s)	4.0	4.0	18.0		4.0	4.0	18.0		6.0	6.0	6.0	4.0
Minimum Split (s)	10.8	10.8	28.8		10.8	10.8	28.8		46.0	46.0	46.0	9.7
Total Split (s)	15.0	15.0	66.0		28.0	28.0	79.0		21.0	21.0	21.0	15.0
Total Split (%)	11.5%	11.5%	50.8%		21.5%	21.5%	60.8%		16.2%	16.2%	16.2%	11.5%
Yellow Time (s)	4.8	4.8	4.8		4.8	4.8	4.8		3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.3	2.3	2.3	2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8			6.8	6.8			6.0	6.0	5.7
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min		None	None	C-Min		None	None	None	None
Act Effct Green (s)		94.5	88.8			102.3	100.3			11.5	11.5	14.6
Actuated g/C Ratio		0.73	0.68			0.79	0.77			0.09	0.09	0.11
v/c Ratio		0.01	0.42			0.23	0.22			0.54	0.58	0.04
Control Delay		5.5	11.1			5.3	4.9			72.2	13.5	45.3
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0	0.0
Total Delay		5.5	11.1			5.3	4.9			72.2	13.5	45.3
LOS		A	B			A	A			E	B	D
Approach Delay			11.1				5.0			28.7		
Approach LOS			B				A			C		
Queue Length 50th (ft)		1	158			13	47			52	0	5

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	4
Future Volume (vph)	0	4
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	1615	0
Flt Permitted		
Satd. Flow (perm)	1615	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	368	
Link Speed (mph)	25	
Link Distance (ft)	634	
Travel Time (s)	17.3	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	4
Shared Lane Traffic (%)		
Lane Group Flow (vph)	4	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	42.0	
Total Split (s)	36.0	
Total Split (%)	27.7%	
Yellow Time (s)	3.7	
All-Red Time (s)	2.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	14.3	
Actuated g/C Ratio	0.11	
v/c Ratio	0.01	
Control Delay	0.0	
Queue Delay	0.0	
Total Delay	0.0	
LOS	A	
Approach Delay	27.2	
Approach LOS	C	
Queue Length 50th (ft)	0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 95th (ft)		8	326			37	99			98	57	16
Internal Link Dist (ft)			2166				1006			807		
Turn Bay Length (ft)		370				360					110	30
Base Capacity (vph)		642	2356			554	2666			156	352	169
Starvation Cap Reductn		0	0			0	0			0	0	0
Spillback Cap Reductn		0	0			0	0			0	0	0
Storage Cap Reductn		0	0			0	0			0	0	0
Reduced v/c Ratio		0.01	0.42			0.17	0.22			0.40	0.51	0.04

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 48 (37%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 11.2	Intersection LOS: B
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 915: Tom's Rd/S Outlet Mall Access & SR 16



Lane Group	SBT	SBR
Queue Length 95th (ft)	0	
Internal Link Dist (ft)	554	
Turn Bay Length (ft)		
Base Capacity (vph)	656	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.01	

Intersection Summary

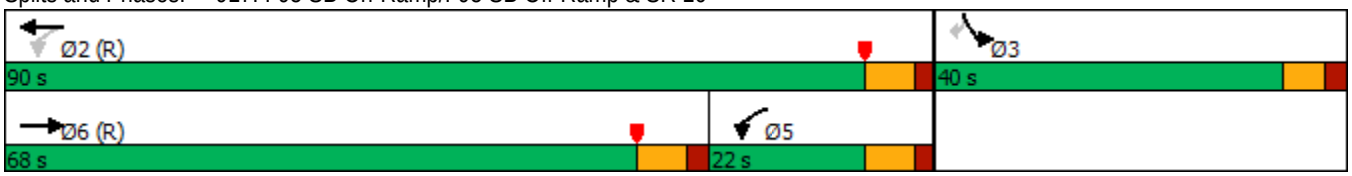
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1153	301	144	837	0	0	0	0	668	0	126
Future Volume (vph)	0	1153	301	144	837	0	0	0	0	668	0	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	230		0	0		0	750		750
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.969										0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3364	0	1736	3471	0	0	0	0	3367	0	1553
Flt Permitted				0.070						0.950		
Satd. Flow (perm)	0	3364	0	128	3471	0	0	0	0	3367	0	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34										130
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		562			1421			657			1015	
Travel Time (s)		8.5			21.5			10.0			15.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	0%	0%	0%	4%	4%	4%
Adj. Flow (vph)	0	1189	310	148	863	0	0	0	0	689	0	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1499	0	148	863	0	0	0	0	689	0	130
Turn Type		NA		pm+pt	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases				2								3
Detector Phase		6		5	2					3		3
Switch Phase												
Minimum Initial (s)		18.0		4.0	18.0					6.0		6.0
Minimum Split (s)		24.8		10.8	24.8					12.4		12.4
Total Split (s)		68.0		22.0	90.0					40.0		40.0
Total Split (%)		52.3%		16.9%	69.2%					30.8%		30.8%
Yellow Time (s)		4.8		4.8	4.8					4.0		4.0
All-Red Time (s)		2.0		2.0	2.0					2.4		2.4
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.4		6.4
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?												
Recall Mode		C-Min		None	C-Min					None		None
Act Effct Green (s)		65.8		86.1	86.1					30.7		30.7
Actuated g/C Ratio		0.51		0.66	0.66					0.24		0.24
v/c Ratio		0.87		0.59	0.38					0.87		0.28
Control Delay		30.1		46.0	10.8					59.8		7.7
Queue Delay		0.0		0.0	0.0					0.0		0.0
Total Delay		30.1		46.0	10.8					59.8		7.7
LOS		C		D	B					E		A
Approach Delay		30.1			15.9						51.5	
Approach LOS		C			B						D	
Queue Length 50th (ft)		589		56	165					284		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#422		129	211					353		50
Internal Link Dist (ft)		482			1341			577			935	
Turn Bay Length (ft)				230						750		750
Base Capacity (vph)		1718		274	2298					870		497
Starvation Cap Reductn		0		0	0					0		0
Spillback Cap Reductn		0		0	0					0		0
Storage Cap Reductn		0		0	0					0		0
Reduced v/c Ratio		0.87		0.54	0.38					0.79		0.26

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 13 (10%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 31.1 Intersection LOS: C
Intersection Capacity Utilization 83.2% 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: 917: I-95 SB On-Ramp/I-95 SB Off-Ramp & SR 16



Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	543	255	221	469	36	0	0	152	0	0	46
Future Vol, veh/h	0	543	255	221	469	36	0	0	152	0	0	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	260	320	-	370	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	0	0	0
Mvmt Flow	0	560	263	228	484	37	0	0	157	0	0	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	823	0	0	-	-	560	-	-	484
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.11	-	-	-	-	6.22	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.209	-	-	-	-	3.318	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	811	-	-	0	0	528	0	0	587
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	811	-	-	-	-	528	-	-	587
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.4	14.7	11.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	528	-	-	811	-	-	587
HCM Lane V/C Ratio	0.297	-	-	0.281	-	-	0.081
HCM Control Delay (s)	14.7	-	-	11.2	-	-	11.7
HCM Lane LOS	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	1.2	-	-	1.2	-	-	0.3

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑		↱
Traffic Vol, veh/h	635	60	0	726	0	79
Future Vol, veh/h	635	60	0	726	0	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	450	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	655	62	0	748	0	81

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	328
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	674
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	674
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	674	-	-	-
HCM Lane V/C Ratio	0.121	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	659	688	54	35	38
Future Vol, veh/h	55	659	688	54	35	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	360	430	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	57	679	709	56	36	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	765	0	-	0	1502	709
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	793	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	853	-	-	-	135	436
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	447	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	853	-	-	-	126	436
Mov Cap-2 Maneuver	-	-	-	-	126	-
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	447	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	28.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	853	-	-	-	126	436
HCM Lane V/C Ratio	0.066	-	-	-	0.286	0.09
HCM Control Delay (s)	9.5	-	-	-	44.7	14.1
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1	0.3

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	643	51	71	714	28	33
Future Vol, veh/h	643	51	71	714	28	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	400	480	-	0	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	663	53	73	736	29	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	716	0	1545	663
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	882	-
Critical Hdwy	-	-	4.11	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	889	-	127	465
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	408	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	889	-	117	465
Mov Cap-2 Maneuver	-	-	-	-	117	-
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	375	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	28.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	117	465	-	-	889	-
HCM Lane V/C Ratio	0.247	0.073	-	-	0.082	-
HCM Control Delay (s)	45.6	13.4	-	-	9.4	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	0.2	-	-	0.3	-

Intersection	
Int Delay, s/veh	16.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	689	792	104	117	21
Future Vol, veh/h	24	689	792	104	117	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	25	710	816	107	121	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	923	0	-	0	1630	870
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	760	-
Critical Hdwy	4.11	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	744	-	-	-	~ 113	354
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	465	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	744	-	-	-	~ 109	354
Mov Cap-2 Maneuver	-	-	-	-	~ 109	-
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	465	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	201.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	744	-	-	-	122
HCM Lane V/C Ratio	0.033	-	-	-	1.166
HCM Control Delay (s)	10	-	-	-	201.8
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	8.7

Notes

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

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	718	56	44	901	6	50	0	37	3	0	7
Future Vol, veh/h	7	718	56	44	901	6	50	0	37	3	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	420	-	420	500	-	420	0	-	280	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	0	0	0
Mvmt Flow	7	740	58	45	929	6	52	0	38	3	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	935	0	0	798	0	0	1780	1779	740	1821	1831	929
Stage 1	-	-	-	-	-	-	754	754	-	1019	1019	-
Stage 2	-	-	-	-	-	-	1026	1025	-	802	812	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	736	-	-	829	-	-	64	82	417	60	77	327
Stage 1	-	-	-	-	-	-	401	417	-	288	317	-
Stage 2	-	-	-	-	-	-	283	312	-	381	395	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	736	-	-	829	-	-	60	77	417	52	72	327
Mov Cap-2 Maneuver	-	-	-	-	-	-	60	77	-	52	72	-
Stage 1	-	-	-	-	-	-	397	413	-	285	300	-
Stage 2	-	-	-	-	-	-	262	295	-	343	391	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	114.7	36.1
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	60	-	417	736	-	-	829	-	-	126
HCM Lane V/C Ratio	0.859	-	0.091	0.01	-	-	0.055	-	-	0.082
HCM Control Delay (s)	188.9	0	14.5	9.9	-	-	9.6	-	-	36.1
HCM Lane LOS	F	A	B	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	3.9	-	0.3	0	-	-	0.2	-	-	0.3

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	665	78	103	863	46	44
Future Vol, veh/h	665	78	103	863	46	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	390	440	-	0	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	686	80	106	890	47	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	766	0	1788	686
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	1102	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	852	-	90	449
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	319	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	852	-	79	449
Mov Cap-2 Maneuver	-	-	-	-	79	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	279	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	59.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	79	449	-	-	852	-
HCM Lane V/C Ratio	0.6	0.101	-	-	0.125	-
HCM Control Delay (s)	103.5	13.9	-	-	9.8	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	2.7	0.3	-	-	0.4	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	658	50	58	933	29	25
Future Vol, veh/h	658	50	58	933	29	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	440	660	-	0	140
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	678	52	60	962	30	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	730	0	1760	678
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	1082	-
Critical Hdwy	-	-	4.11	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.209	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	879	-	93	452
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	325	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	879	-	87	452
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	303	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	42
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	87	452	-	-	879	-
HCM Lane V/C Ratio	0.344	0.057	-	-	0.068	-
HCM Control Delay (s)	66.7	13.4	-	-	9.4	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	1.3	0.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	25	642	57	931	28	35	39
Future Vol, veh/h	25	642	57	931	28	35	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	Yield
Storage Length	310	-	360	-	0	80	0
Veh in Median Storage, #	-	0	-	0	-	1	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	0	0
Mvmt Flow	26	662	59	960	29	36	40

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	989	0	662	-	0	1343	960
Stage 1	-	-	-	-	-	960	-
Stage 2	-	-	-	-	-	383	-
Critical Hdwy	4.115	-	6.915	-	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	-	5.8	-
Follow-up Hdwy	2.2095	-	3.1095	-	-	3.5	3.3
Pot Cap-1 Maneuver	702	-	426	-	-	157	314
Stage 1	-	-	-	-	-	375	-
Stage 2	-	-	-	-	-	665	-
Platoon blocked, %		-		-	-		
Mov Cap-1 Maneuver	702	-	426	-	-	130	314
Mov Cap-2 Maneuver	-	-	-	-	-	250	-
Stage 1	-	-	-	-	-	361	-
Stage 2	-	-	-	-	-	573	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0.8	19.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	702	-	426	-	-	250	314
HCM Lane V/C Ratio	0.037	-	0.138	-	-	0.144	0.128
HCM Control Delay (s)	10.3	-	14.8	-	-	21.8	18.1
HCM Lane LOS	B	-	B	-	-	C	C
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-	0.5	0.4

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	973	15	251	1133	0	267
Future Vol, veh/h	973	15	251	1133	0	267
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	-	380	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	4	4
Mvmt Flow	1003	15	259	1168	0	275

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1003	0	-	509
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.21	-	-	3.34
Pot Cap-1 Maneuver	-	-	692	-	0	504
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	692	-	-	504
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	20.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	504	-	-	692	-
HCM Lane V/C Ratio	0.546	-	-	0.374	-
HCM Control Delay (s)	20.4	-	-	13.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	3.2	-	-	1.7	-

Intersection	
Int Delay, s/veh	0.3

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	7	702	961	9	6	5
Future Vol, veh/h	7	702	961	9	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	430	0	150
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	7	724	991	9	6	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1000	0	-	0	1729	991
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	738	-
Critical Hdwy	4.11	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.209	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	696	-	-	-	97	299
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	473	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	696	-	-	-	96	299
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	473	-

Approach	SE	NW	SW
HCM Control Delay, s	0.1	0	32.5
HCM LOS			D

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	696	-	96	299
HCM Lane V/C Ratio	-	-	0.01	-	0.064	0.017
HCM Control Delay (s)	-	-	10.2	-	45.1	17.3
HCM Lane LOS	-	-	B	-	E	C
HCM 95th %tile Q(veh)	-	-	0	-	0.2	0.1

Lanes, Volumes, Timings
901: Pacetti Rd/International Golf Pkwy & SR 16

09/09/2024

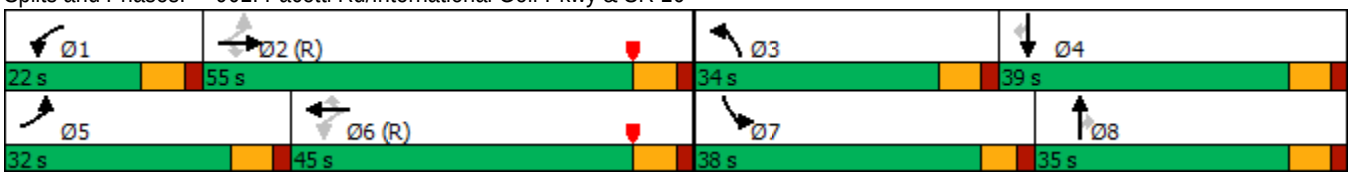
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	285	455	258	104	384	27	294	541	68	275	690	520
Future Volume (vph)	285	455	258	104	384	27	294	541	68	275	690	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		270	350		330	250		230	360		750
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1881	1599	1787	1881	1599	1770	3539	1583	1787	3574	1599
Flt Permitted	0.177			0.274			0.950			0.950		
Satd. Flow (perm)	333	1881	1599	515	1881	1599	1770	3539	1583	1787	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			237			176			176			342
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		1847			766			1711			2538	
Travel Time (s)		28.0			11.6			25.9			49.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	294	469	266	107	396	28	303	558	70	284	711	536
Shared Lane Traffic (%)												
Lane Group Flow (vph)	294	469	266	107	396	28	303	558	70	284	711	536
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	18.0	18.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	12.8	43.8	43.8	12.8	42.8	42.8	12.8	14.8	14.8	12.1	45.8	45.8
Total Split (s)	32.0	55.0	55.0	22.0	45.0	45.0	34.0	35.0	35.0	38.0	39.0	39.0
Total Split (%)	21.3%	36.7%	36.7%	14.7%	30.0%	30.0%	22.7%	23.3%	23.3%	25.3%	26.0%	26.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.1	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.1	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	68.4	50.5	50.5	51.1	39.9	39.9	28.3	33.8	33.8	28.1	32.8	32.8
Actuated g/C Ratio	0.46	0.34	0.34	0.34	0.27	0.27	0.19	0.23	0.23	0.19	0.22	0.22
v/c Ratio	0.81	0.74	0.38	0.40	0.79	0.05	0.91	0.70	0.14	0.85	0.91	0.87
Control Delay	46.3	52.7	7.9	29.4	64.4	0.2	89.7	59.7	0.6	81.5	73.6	35.7
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	46.3	52.7	7.9	29.4	64.4	0.2	89.7	59.7	0.6	81.5	73.6	35.7
LOS	D	D	A	C	E	A	F	E	A	F	E	D
Approach Delay		39.3			54.0			65.0			61.8	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	185	407	19	60	366	0	291	269	0	269	362	205

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	277	553	89	97	#528	0	#484	#356	0	373	#480	#421
Internal Link Dist (ft)		1767			686			1631			2458	
Turn Bay Length (ft)			270	350		330	250		230	360		750
Base Capacity (vph)	396	635	697	318	504	557	335	797	492	380	782	616
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	0.74	0.74	0.38	0.34	0.79	0.05	0.90	0.70	0.14	0.75	0.91	0.87

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 26 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 55.7 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: 901: Pacetti Rd/International Golf Pkwy & SR 16



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	25	11	721	19	30	117	904	136	100	10	103	137
Future Volume (vph)	25	11	721	19	30	117	904	136	100	10	103	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		370		0		360		0	0		110	30
Storage Lanes		1		0		1		0	0		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.996				0.980				0.850	
Flt Protected		0.950				0.950				0.956		0.950
Satd. Flow (prot)	0	1787	3560	0	0	1787	3503	0	0	1747	1553	1805
Flt Permitted		0.197				0.271				0.710		0.460
Satd. Flow (perm)	0	371	3560	0	0	510	3503	0	0	1297	1553	874
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			2				17				194	
Link Speed (mph)			45				45			25		
Link Distance (ft)			2246				1086			887		
Travel Time (s)			34.0				16.5			24.2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	4%	4%	4%	0%
Adj. Flow (vph)	26	11	743	20	31	121	932	140	103	10	106	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	763	0	0	152	1072	0	0	113	106	141
Turn Type	custom	pm+pt	NA		custom	pm+pt	NA		Perm	NA	Perm	pm+pt
Protected Phases		1	6			5	2			4		3
Permitted Phases	1	6			5	2			4		4	8
Detector Phase	1	1	6		5	5	2		4	4	4	3
Switch Phase												
Minimum Initial (s)	4.0	4.0	18.0		4.0	4.0	18.0		6.0	6.0	6.0	4.0
Minimum Split (s)	10.8	10.8	28.8		10.8	10.8	28.8		46.0	46.0	46.0	9.7
Total Split (s)	15.0	15.0	52.0		29.0	29.0	66.0		31.0	31.0	31.0	18.0
Total Split (%)	11.5%	11.5%	40.0%		22.3%	22.3%	50.8%		23.8%	23.8%	23.8%	13.8%
Yellow Time (s)	4.8	4.8	4.8		4.8	4.8	4.8		3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.3	2.3	2.3	2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8			6.8	6.8			6.0	6.0	5.7
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min		None	None	C-Min		None	None	None	None
Act Effct Green (s)		70.0	63.3			78.5	69.5			16.6	16.6	37.0
Actuated g/C Ratio		0.54	0.49			0.60	0.53			0.13	0.13	0.28
v/c Ratio		0.14	0.44			0.37	0.57			0.68	0.29	0.40
Control Delay		14.6	26.2			9.1	15.0			74.0	2.0	37.8
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0	0.0
Total Delay		14.6	26.2			9.1	15.0			74.0	2.0	37.8
LOS		B	C			A	B			E	A	D
Approach Delay			25.6				14.3			39.2		
Approach LOS			C				B			D		
Queue Length 50th (ft)		13	225			29	154			92	0	92

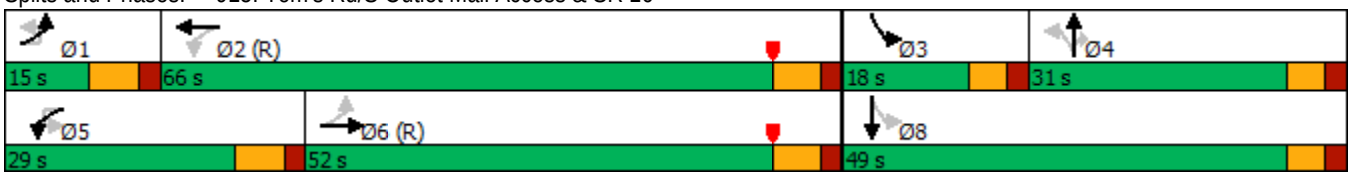
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	16	31
Future Volume (vph)	16	31
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.900	
Flt Protected		
Satd. Flow (prot)	1710	0
Flt Permitted		
Satd. Flow (perm)	1710	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	32	
Link Speed (mph)	25	
Link Distance (ft)	634	
Travel Time (s)	17.3	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	16	32
Shared Lane Traffic (%)		
Lane Group Flow (vph)	48	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	42.0	
Total Split (s)	49.0	
Total Split (%)	37.7%	
Yellow Time (s)	3.7	
All-Red Time (s)	2.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	36.7	
Actuated g/C Ratio	0.28	
v/c Ratio	0.10	
Control Delay	14.3	
Queue Delay	0.0	
Total Delay	14.3	
LOS	B	
Approach Delay	31.8	
Approach LOS	C	
Queue Length 50th (ft)	10	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 95th (ft)		m34	340			40	479			151	0	133
Internal Link Dist (ft)			2166				1006			807		
Turn Bay Length (ft)		370				360					110	30
Base Capacity (vph)		293	1735			534	1904			249	455	354
Starvation Cap Reductn		0	0			0	0			0	0	0
Spillback Cap Reductn		0	0			0	0			0	0	0
Storage Cap Reductn		0	0			0	0			0	0	0
Reduced v/c Ratio		0.13	0.44			0.28	0.56			0.45	0.23	0.40

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 81 (62%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 64.0%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 915: Tom's Rd/S Outlet Mall Access & SR 16



Lane Group	SBT	SBR
Queue Length 95th (ft)	36	
Internal Link Dist (ft)	554	
Turn Bay Length (ft)		
Base Capacity (vph)	598	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.08	

Intersection Summary

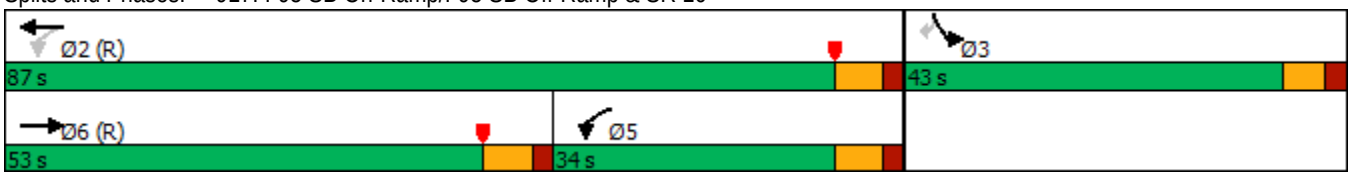
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	924	345	300	1274	0	0	0	0	695	0	185
Future Volume (vph)	0	924	345	300	1274	0	0	0	0	695	0	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	230		0	0		0	750		750
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.959										0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3428	0	1787	3574	0	0	0	0	3400	0	1568
Flt Permitted				0.070						0.950		
Satd. Flow (perm)	0	3428	0	132	3574	0	0	0	0	3400	0	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46										89
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		562			1421			657			1015	
Travel Time (s)		8.5			21.5			10.0			15.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	3%	3%	3%
Adj. Flow (vph)	0	953	356	309	1313	0	0	0	0	716	0	191
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1309	0	309	1313	0	0	0	0	716	0	191
Turn Type		NA		pm+pt	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases				2								3
Detector Phase		6		5	2					3		3
Switch Phase												
Minimum Initial (s)		18.0		4.0	18.0					6.0		6.0
Minimum Split (s)		24.8		10.8	24.8					12.4		12.4
Total Split (s)		53.0		34.0	87.0					43.0		43.0
Total Split (%)		40.8%		26.2%	66.9%					33.1%		33.1%
Yellow Time (s)		4.8		4.8	4.8					4.0		4.0
All-Red Time (s)		2.0		2.0	2.0					2.4		2.4
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.4		6.4
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?												
Recall Mode		C-Min		None	C-Min					None		None
Act Effct Green (s)		53.9		84.4	84.4					32.4		32.4
Actuated g/C Ratio		0.41		0.65	0.65					0.25		0.25
v/c Ratio		0.90		0.80	0.57					0.85		0.42
Control Delay		55.3		58.3	14.4					56.2		23.4
Queue Delay		0.0		0.0	0.0					0.0		0.0
Total Delay		55.3		58.3	14.4					56.2		23.4
LOS		E		E	B					E		C
Approach Delay		55.3			22.7						49.3	
Approach LOS		E			C						D	
Queue Length 50th (ft)		591		192	307					294		69

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#771		300	397					356		137
Internal Link Dist (ft)		482			1341			577			935	
Turn Bay Length (ft)				230						750		750
Base Capacity (vph)		1448		435	2319					957		505
Starvation Cap Reductn		0		0	0					0		0
Spillback Cap Reductn		0		0	0					0		0
Storage Cap Reductn		0		0	0					0		0
Reduced v/c Ratio		0.90		0.71	0.57					0.75		0.38

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 21 (16%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 40.1 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: 917: I-95 SB On-Ramp/I-95 SB Off-Ramp & SR 16



Appendix D

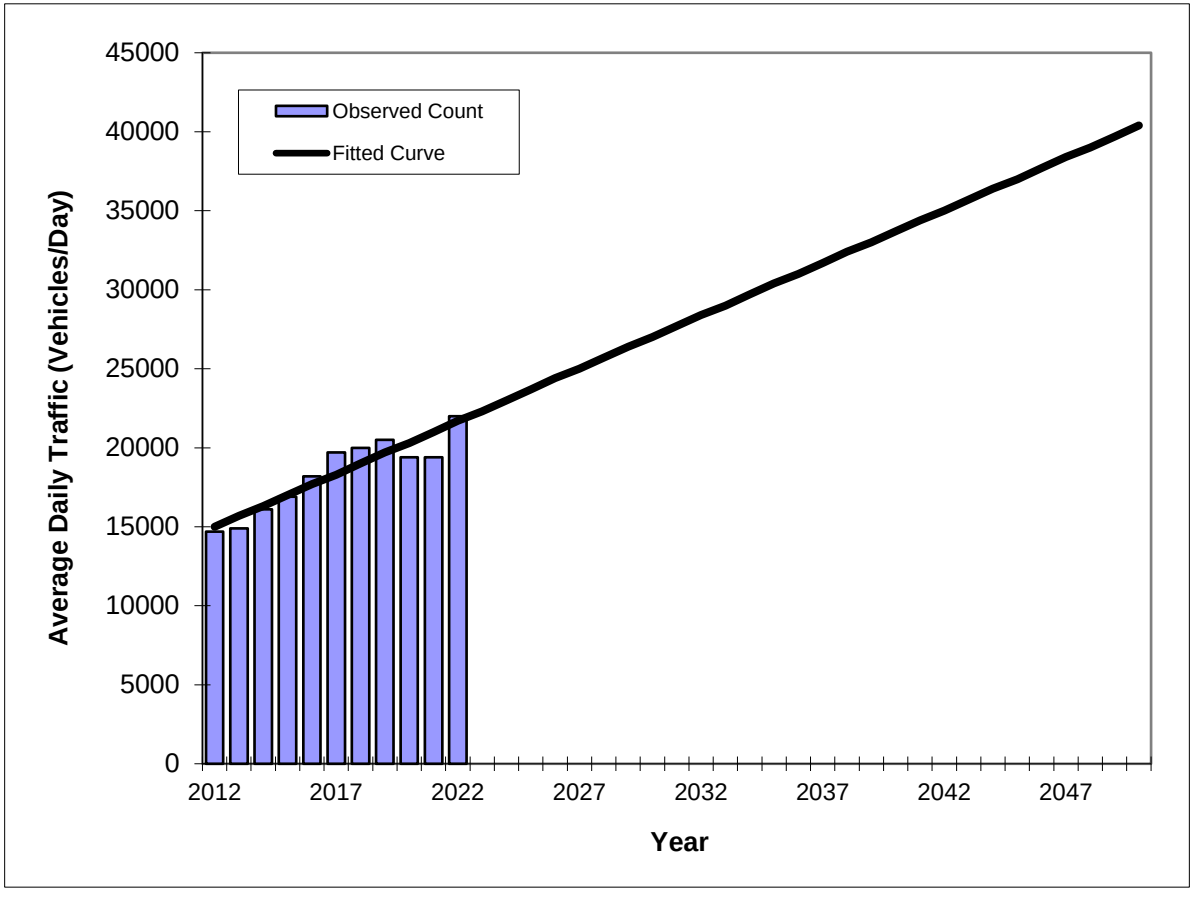
Trends Analysis and BEBR Population Projections

Traffic Trends - V2.0

SR 16 -- West of IGP

PIN#	973215-1
Location	3

County:	St. Johns (78)
Station #:	5050
Highway:	SR 16



Year	Traffic (ADT/AADT) Count*	Trend**
2012	14700	15000
2013	14900	15700
2014	16100	16300
2015	16900	17000
2016	18200	17700
2017	19700	18300
2018	20000	19000
2019	20500	19700
2020	19400	20300
2021	19400	21000
2022	22000	21700
2030 Opening Year Trend		
2030	N/A	27000
2040 Mid-Year Trend		
2040	N/A	33700
2050 Design Year Trend		
2050	N/A	40400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	667
Trend R-squared:	85.76%
Trend Annual Historic Growth Rate:	4.47%
Trend Growth Rate (2022 to Design Year):	3.08%
Printed:	6-Feb-24

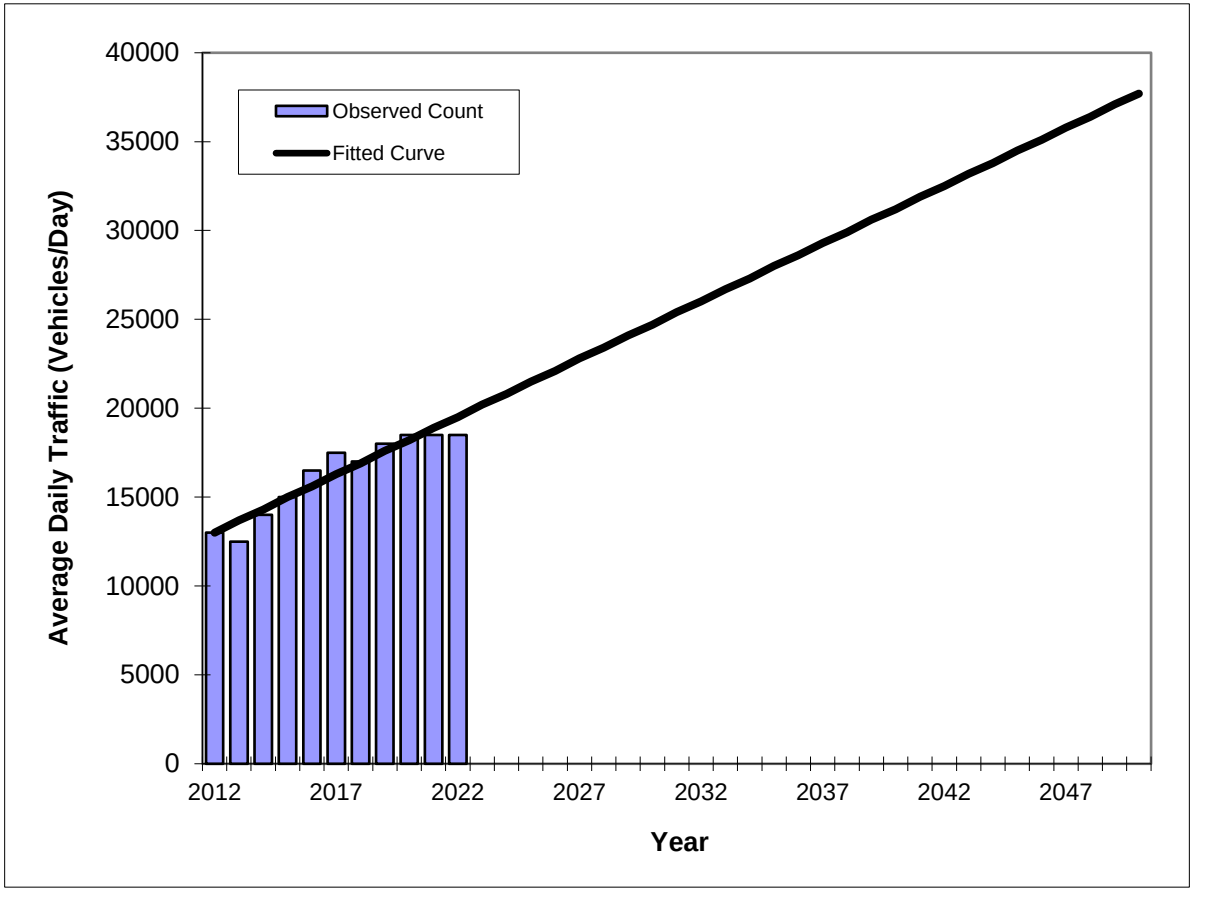
Straight Line Growth Option

Traffic Trends - V2.0

SR 16 -- West of Mall Ent

PIN#	973215-1
Location	2

County:	St. Johns (78)
Station #:	0043
Highway:	SR 16



Year	Traffic (ADT/AADT) Count*	Trend**
2012	13000	13000
2013	12500	13700
2014	14000	14300
2015	15000	15000
2016	16500	15600
2017	17500	16300
2018	17000	16900
2019	18000	17600
2020	18500	18200
2021	18500	18900
2022	18500	19500
2030 Opening Year Trend		
2030	N/A	24700
2040 Mid-Year Trend		
2040	N/A	31200
2050 Design Year Trend		
2050	N/A	37700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	650
Trend R-squared:	89.93%
Trend Annual Historic Growth Rate:	5.00%
Trend Growth Rate (2022 to Design Year):	3.33%
Printed:	6-Feb-24

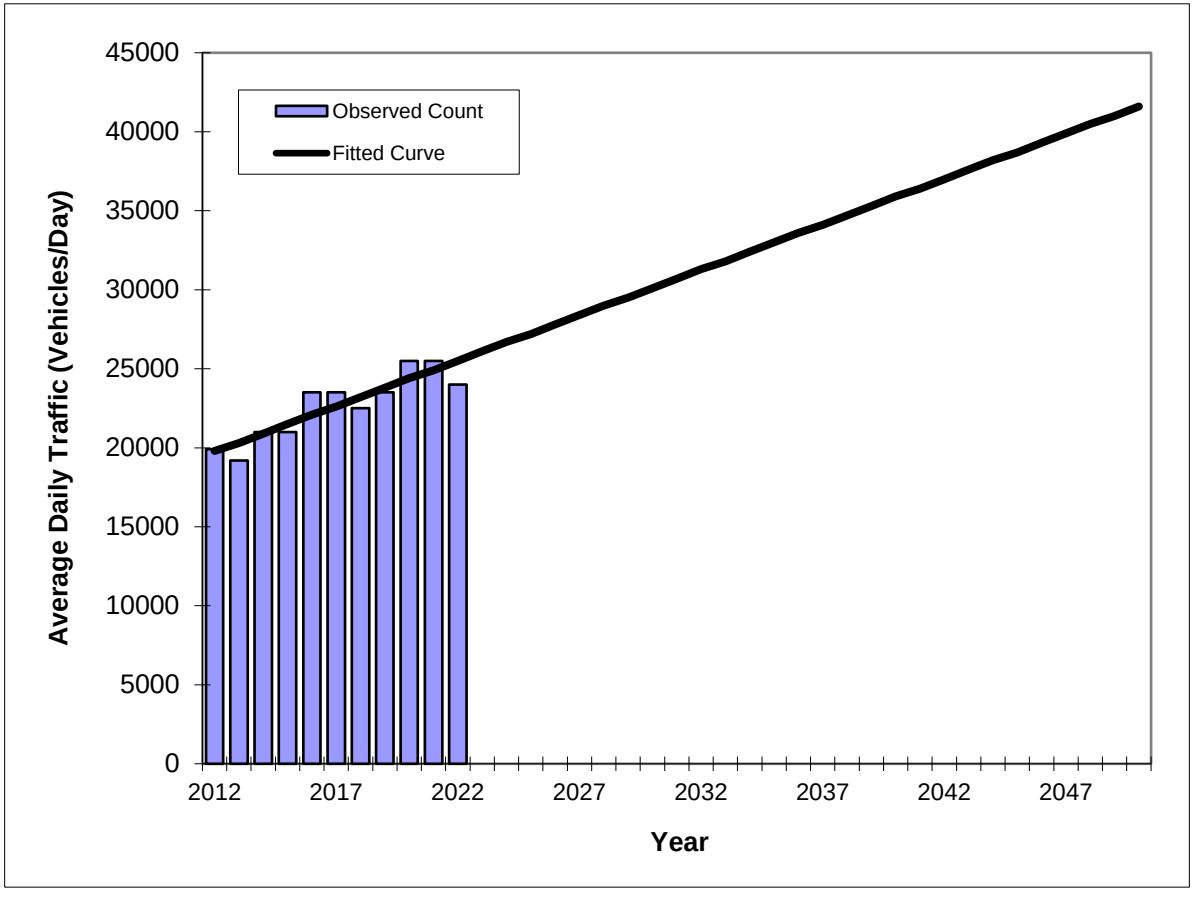
Straight Line Growth Option

Traffic Trends - V2.0

SR 16 -- Btwn CR 208 and Mall Ent

PIN#	973215-1
Location	1

County:	St. Johns (78)
Station #:	0042
Highway:	SR 16



Year	Traffic (ADT/AADT) Count*	Trend**
2012	19900	19800
2013	19200	20300
2014	21000	20900
2015	21000	21500
2016	23500	22100
2017	23500	22600
2018	22500	23200
2019	23500	23800
2020	25500	24400
2021	25500	24900
2022	24000	25500
2030 Opening Year Trend		
2030	N/A	30100
2040 Mid-Year Trend		
2040	N/A	35900
2050 Design Year Trend		
2050	N/A	41600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	575
Trend R-squared:	80.39%
Trend Annual Historic Growth Rate:	2.88%
Trend Growth Rate (2022 to Design Year):	2.25%
Printed:	6-Feb-24

Straight Line Growth Option

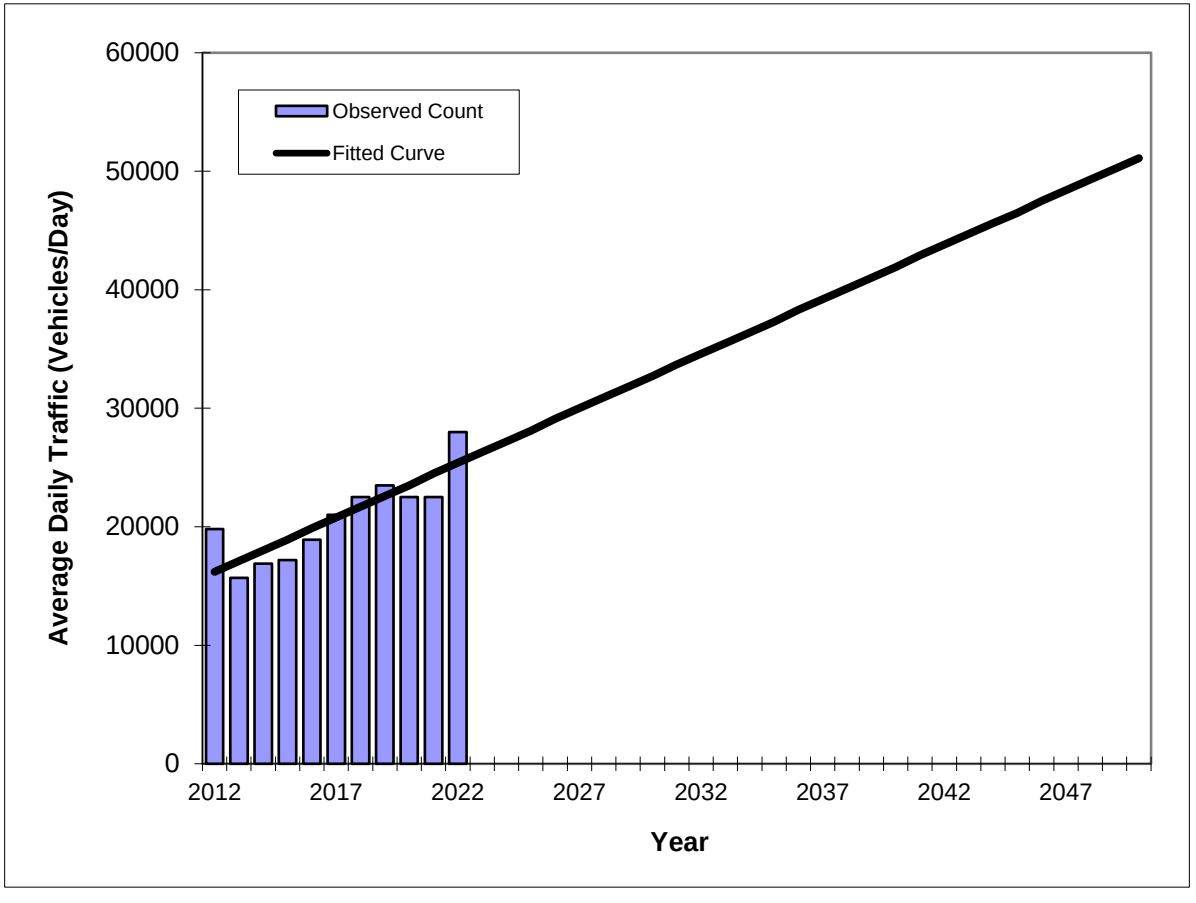
*Axle-Adjusted

Traffic Trends - V2.0

INTNL GOLF PKWY -- INT. GOLF PARKWAY .1 MILE NE OF SR 16

PIN#	973215-1
Location	8

County:	St. Johns (78)
Station #:	0295
Highway:	INTNL GOLF PKWY



Year	Traffic (ADT/AADT) Count*	Trend**
2012	19800	16200
2013	15700	17100
2014	16900	18000
2015	17200	18900
2016	18900	19900
2017	21000	20800
2018	22500	21700
2019	23500	22600
2020	22500	23500
2021	22500	24500
2022	28000	25400
2030 Opening Year Trend		
2030	N/A	32700
2040 Mid-Year Trend		
2040	N/A	41900
2050 Design Year Trend		
2050	N/A	51100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	920
Trend R-squared:	73.53%
Trend Annual Historic Growth Rate:	5.68%
Trend Growth Rate (2022 to Design Year):	3.61%
Printed:	6-Feb-24

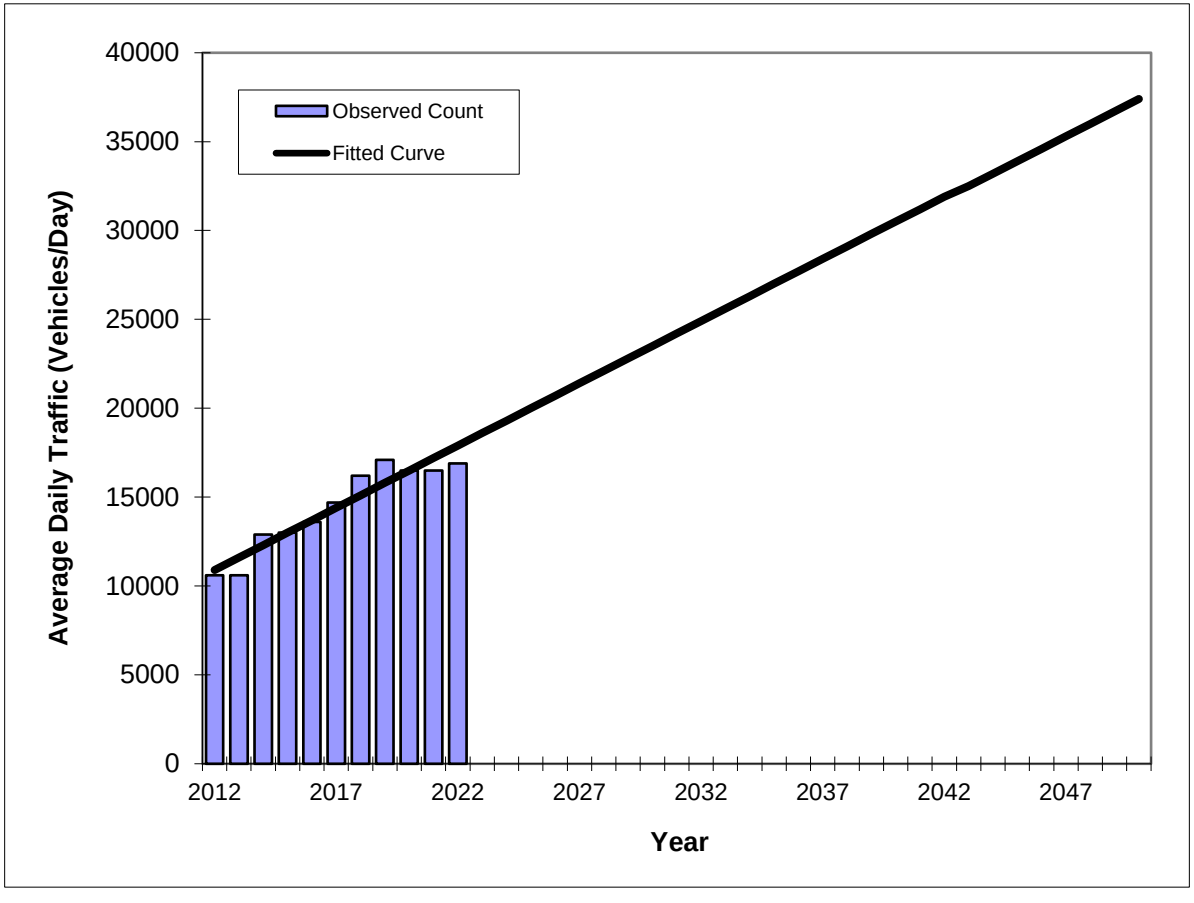
Straight Line Growth Option

Traffic Trends - V2.0

PACETTI RD -- CR 13A, 0.2 MI S OF SR-16

PIN#	973215-1
Location	7

County:	St. Johns (78)
Station #:	9134
Highway:	PACETTI RD



Year	Traffic (ADT/AADT) Count*	Trend**
2012	10600	10900
2013	10600	11600
2014	12900	12300
2015	13000	13000
2016	13600	13700
2017	14700	14400
2018	16200	15100
2019	17100	15800
2020	16500	16500
2021	16500	17200
2022	16900	17900
2030 Opening Year Trend		
2030	N/A	23500
2040 Mid-Year Trend		
2040	N/A	30500
2050 Design Year Trend		
2050	N/A	37400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	697
Trend R-squared:	90.01%
Trend Annual Historic Growth Rate:	6.42%
Trend Growth Rate (2022 to Design Year):	3.89%
Printed:	6-Feb-24

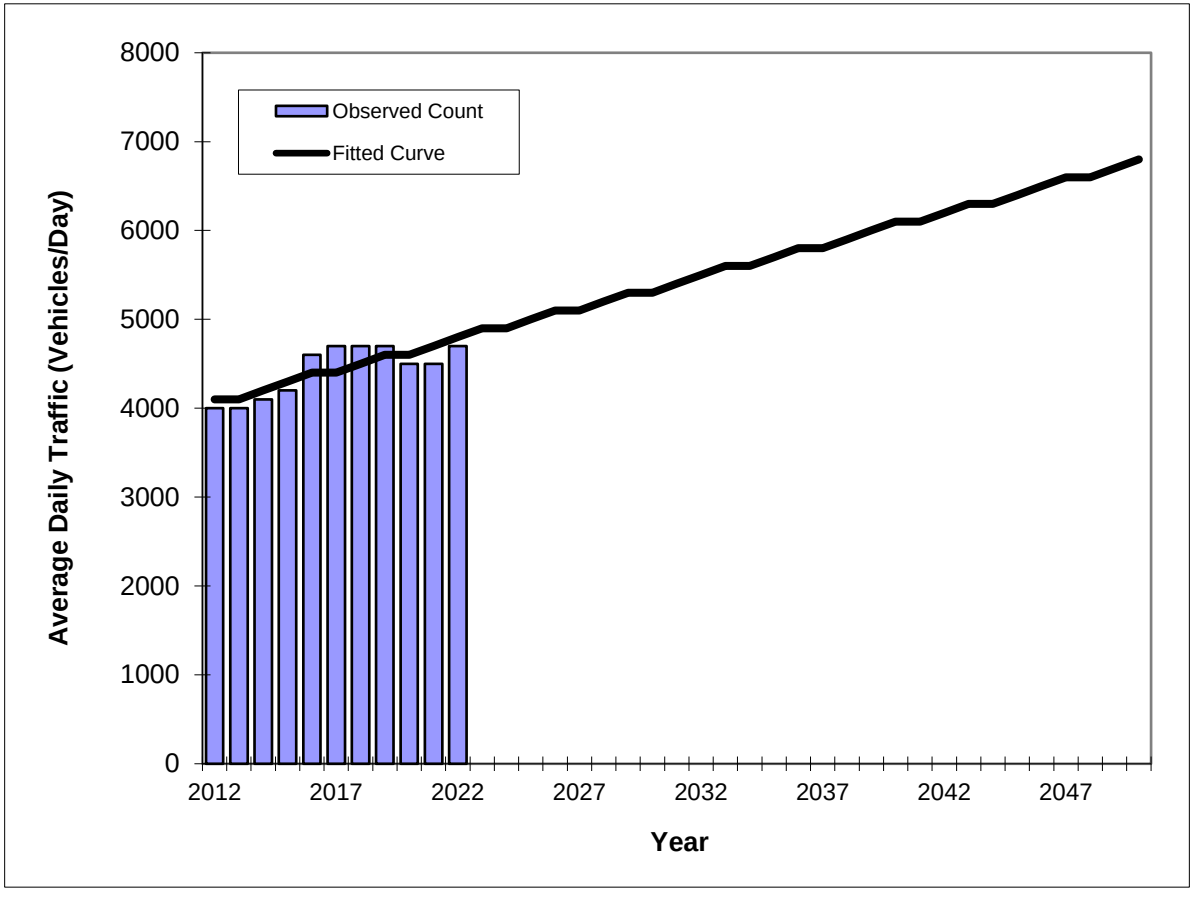
Straight Line Growth Option

Traffic Trends - V2.0

CR 208 -- CR 208 .1 MI. W. OF SR 16

PIN#	973215-1
Location	6

County:	St. Johns (78)
Station #:	9123
Highway:	CR 208



Year	Traffic (ADT/AADT) Count*	Trend**
2012	4000	4100
2013	4000	4100
2014	4100	4200
2015	4200	4300
2016	4600	4400
2017	4700	4400
2018	4700	4500
2019	4700	4600
2020	4500	4600
2021	4500	4700
2022	4700	4800
2030 Opening Year Trend		
2030	N/A	5300
2040 Mid-Year Trend		
2040	N/A	6100
2050 Design Year Trend		
2050	N/A	6800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	71
Trend R-squared:	64.18%
Trend Annual Historic Growth Rate:	1.71%
Trend Growth Rate (2022 to Design Year):	1.49%
Printed:	6-Feb-24

Straight Line Growth Option

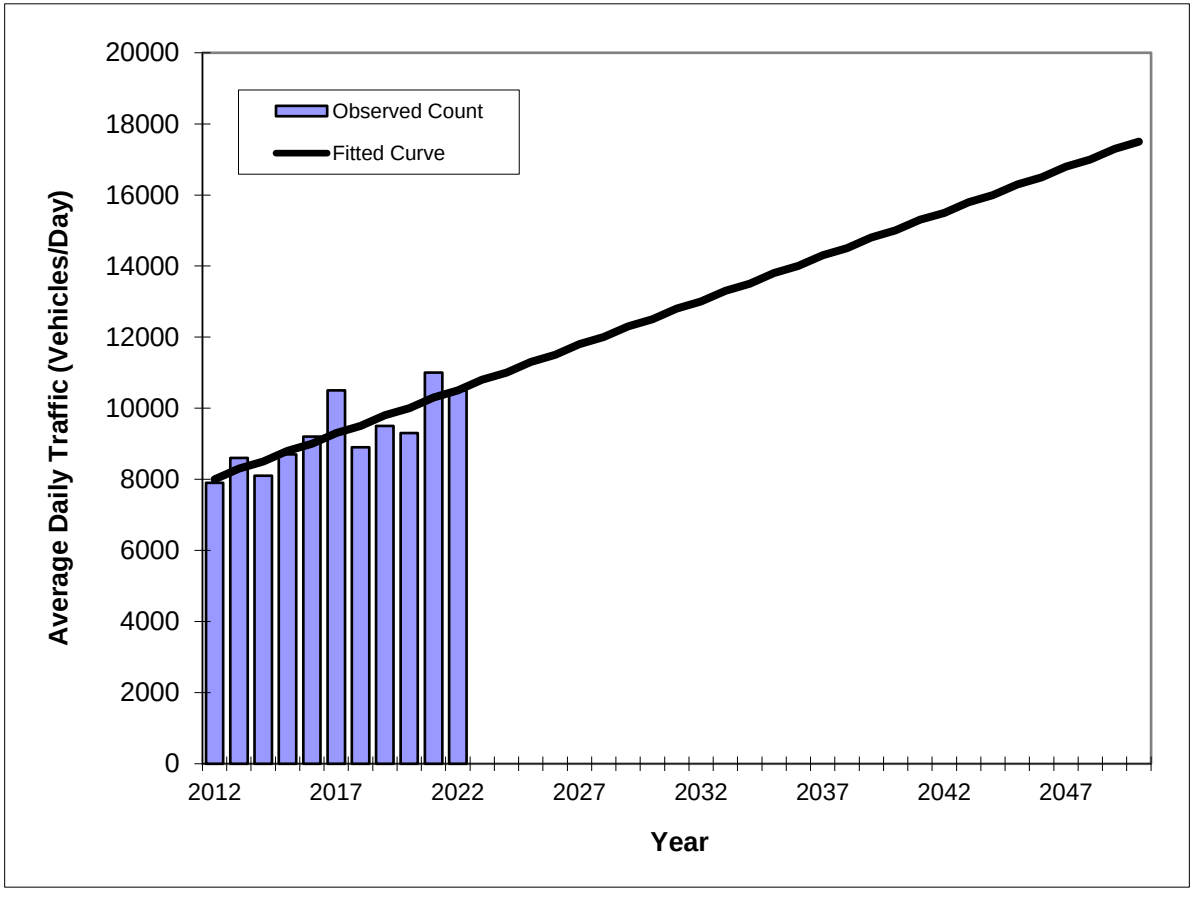
*Axle-Adjusted

Traffic Trends - V2.0

I-95 -- SB Off Ramp N of SR 16

PIN#	973215-1
Location	4

County:	St. Johns (78)
Station #:	4019
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2012	7900	8000
2013	8600	8300
2014	8100	8500
2015	8700	8800
2016	9200	9000
2017	10500	9300
2018	8900	9500
2019	9500	9800
2020	9300	10000
2021	11000	10300
2022	10500	10500
2030 Opening Year Trend		
2030	N/A	12500
2040 Mid-Year Trend		
2040	N/A	15000
2050 Design Year Trend		
2050	N/A	17500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	250
Trend R-squared:	67.21%
Trend Annual Historic Growth Rate:	3.13%
Trend Growth Rate (2022 to Design Year):	2.38%
Printed:	6-Feb-24

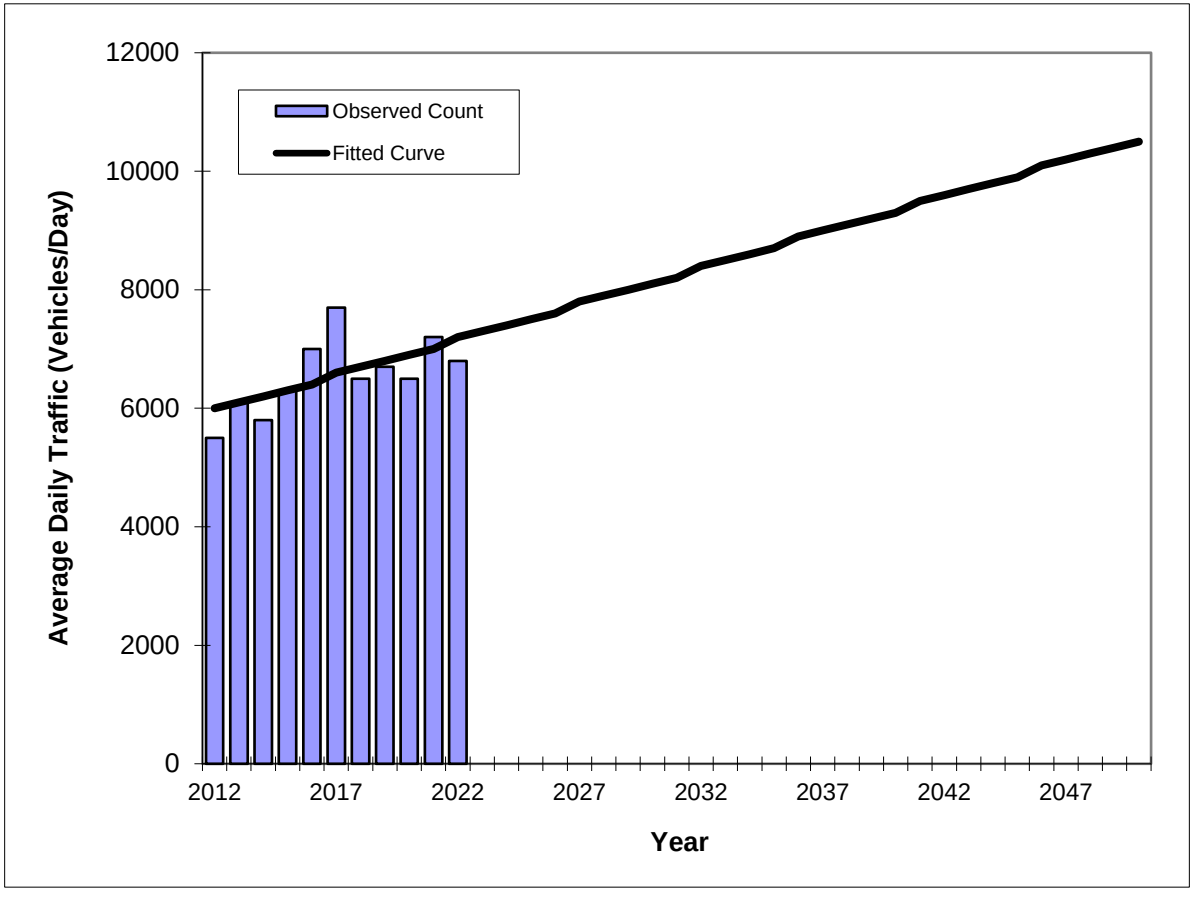
Straight Line Growth Option

Traffic Trends - V2.0

I-95 -- RAMP SR 16 TO I-95 SB

PIN#	973215-1
Location	5

County:	St. Johns (78)
Station #:	4020
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2012	5500	6000
2013	6100	6100
2014	5800	6200
2015	6300	6300
2016	7000	6400
2017	7700	6600
2018	6500	6700
2019	6700	6800
2020	6500	6900
2021	7200	7000
2022	6800	7200
2030 Opening Year Trend		
2030	N/A	8100
2040 Mid-Year Trend		
2040	N/A	9300
2050 Design Year Trend		
2050	N/A	10500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	121
Trend R-squared:	40.53%
Trend Annual Historic Growth Rate:	2.00%
Trend Growth Rate (2022 to Design Year):	1.64%
Printed:	6-Feb-24

Straight Line Growth Option

*Axle-Adjusted

Estimates of Population by County and City in Florida: April 1, 2023

Estimates of Population by County and City in Florida, 2023

County, City, and State	Population Estimate April 1, 2023	Population Change 2020–2023	Census Count April 1, 2020	Revenue Sharing Use Only: Inmate Population April 1, 2023	Revenue Sharing Use Only: Estimate less Inmates April 1, 2023
St. Johns County	315,317	41,892	273,425	108	315,209
Marineland (part)	3	0	3	0	3
St. Augustine	15,307	978	14,329	0	15,307
St. Augustine Beach	6,953	150	6,803	0	6,953
UNINCORPORATED	293,054	40,764	252,290	108	292,946
FLORIDA	22,634,867	1,096,680	21,538,187	104,129	22,530,738
INCORPORATED	11,355,391	523,618	10,831,773	17,253	11,338,138
UNINCORPORATED	11,279,476	573,062	10,706,414	86,876	11,192,600

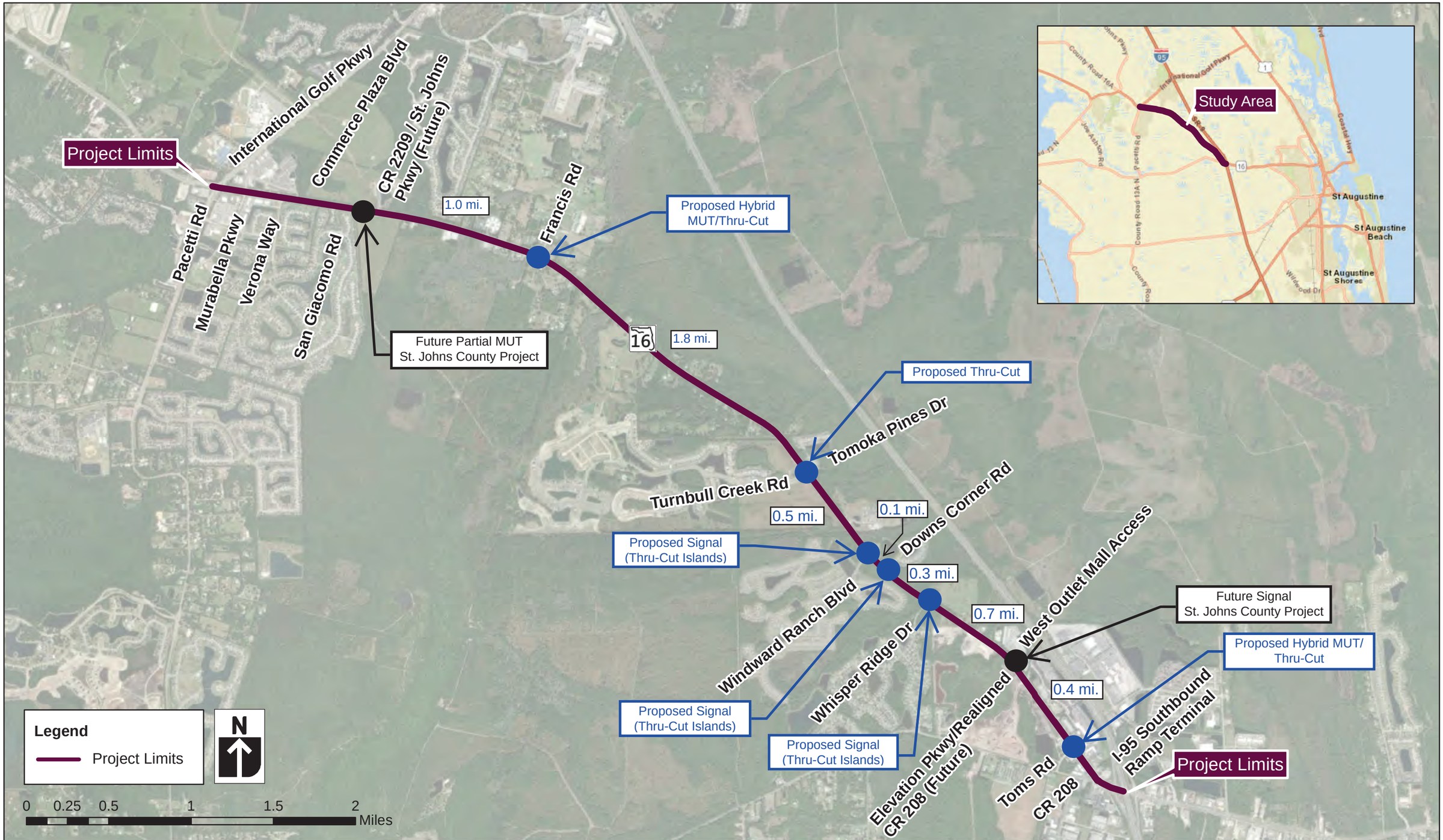
Sources: US Census Bureau (2020 Census) and University of Florida, Bureau of Economic and Business Research (2023 Estimates).

Projections of Florida Population by County, 2025–2050, with Estimates for 2022

County and State	Estimates April 1, 2022	Projections, April 1					
		2025	2030	2035	2040	2045	2050
ST. JOHNS	296,919						
Low		303,700	329,000	343,700	351,400	354,900	356,700
Medium		326,600	371,700	408,000	437,800	463,900	488,600
High		349,400	414,500	472,200	524,300	572,900	620,500
FLORIDA	22,276,132						
Low		22,754,400	23,604,900	24,135,000	24,414,800	24,543,000	24,599,200
Medium		23,218,800	24,588,500	25,675,600	26,537,900	27,270,000	27,953,600
High		23,683,200	25,572,000	27,216,100	28,660,900	29,997,000	31,308,000

Appendix E

ICE Stage 1 Analysis of Intersection Improvements



FDOT **SR 16 from International Golf Parkway to I-95 PD&E Study**	Project Location Map	Figure 1-1

PROFESSIONAL ENGINEER CERTIFICATE

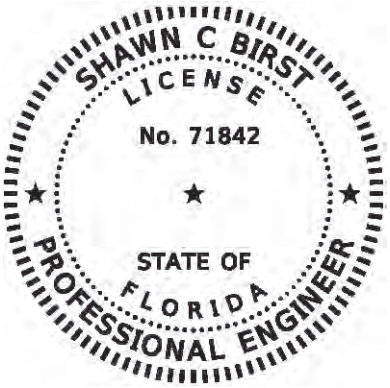
I hereby certify that I am a registered professional engineer in the State of Florida practicing with RS&H, Inc., a Florida corporation authorized to operate as an engineering business, (EB No. EB0005620) by the State of Florida Department of Professional Regulation, Board of Engineers and that I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice hereby reported for:

PROJECT: **SR 16 from International Golf Parkway to I-95 PD&E**
Intersection Control Evaluation (ICE) Stage 1

LOCATION: **SR 16 at S Francis Road**
St. Augustine, St. Johns County, FL

FPID NUMBER: **210447-5-32-01**

This report includes a summary of data collection effort, safety analysis, operational analysis, discussion of build alternative, and summary of conclusions. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering and planning as applied through professional judgment and experience.



THIS DOCUMENT HAS BEEN
DIGITALLY SIGNED AND SEALED BY:

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.

RS&H, INC.
10748 DEERWOOD PARK BLVD SOUTH
JACKSONVILLE, FL 32256
CERTIFICATE OF AUTHORIZATION NO. 5620
SHAWN CURTIS BIRST, P.E., NO. 71842

SR 16 from International Golf Parkway to I-95 PD&E Study: SR 16 at S Francis Road
ICE Stage 1: Summary and Supporting Information

BACKGROUND

This document summarizes the Intersection Control Evaluation (ICE) Stage 1analysis completed for the intersection of SR 16 and S Francis Road in St. Augustine, FL. The study was initiated based on intersection and roadway improvements identified in the SR 16 PD&E Study (FPID 210447-5-32-01), which includes widening of SR 16 from two lanes to four lanes and providing intersection improvements.

The existing T-intersection currently operates under Two-Way Stop Control (TWSC), with S Francis Road as the north leg (**Figure 1**). Residential properties surround the intersection in all quadrants. The posted speed limit is 55 miles per hour (mph) on SR 16 (east and west of the intersection) and 35 mph on S Francis Road.

The current context classification of this intersection is C2 (Rural) but current and future development of this area may result in the context classification changing to C3R (Suburban Residential). Twelve-hour turning movement counts were conducted in September 2023. Crash data were obtained from Signal Four Analytics and FDOT's SSOGis tool for the most appropriate five-year period (2018 through 2022). These data were used in the CAP-X (Capacity Analysis for Planning of Junctions) and SPICE (Safety Performance for Intersection Control Evaluation) analysis.

CAPACITY ANALYSIS

CAP-X was conducted for the AM and PM peak periods of the 2050 design year. The future conditions volume was developed using the Northeast Regional Planning Model Activity-Based version 2.1.1 (NERPMABv2.1.1), which is the regional travel demand model developed and maintained by FDOT District 2 with a base year of 2015 and forecast year of 2045. The intersection configurations evaluated were Two-Way Stop-Control, Traffic Signal, 2-lane Roundabout, Signalized Restricted Crossing U-turn, Median U-turn, Partial Median U-turn, Displaced Left Turn, Partial Displaced Left Turn, Continuous Green Tee, and Signalized Thru-Cut.

SAFETY ANALYSIS

Crash data from FDOT's State Safety Office was analyzed for the years 2018 to 2022. During that 5-year period, the intersection at S Francis Road experienced 24 crashes with 11 resulting in injuries. There were zero bicycle or pedestrian crashes during the analysis period. There was one fatal crash at the intersection during the analysis period which consisted of a southbound driver not yielding right-of-way to westbound traffic while making a stop-controlled left turn. Most of

the crashes occurring at this intersection were rear-end crashes which account for 42% of all crashes followed by left turn crashes (29%) and off road crashes (13%).

RESULTS

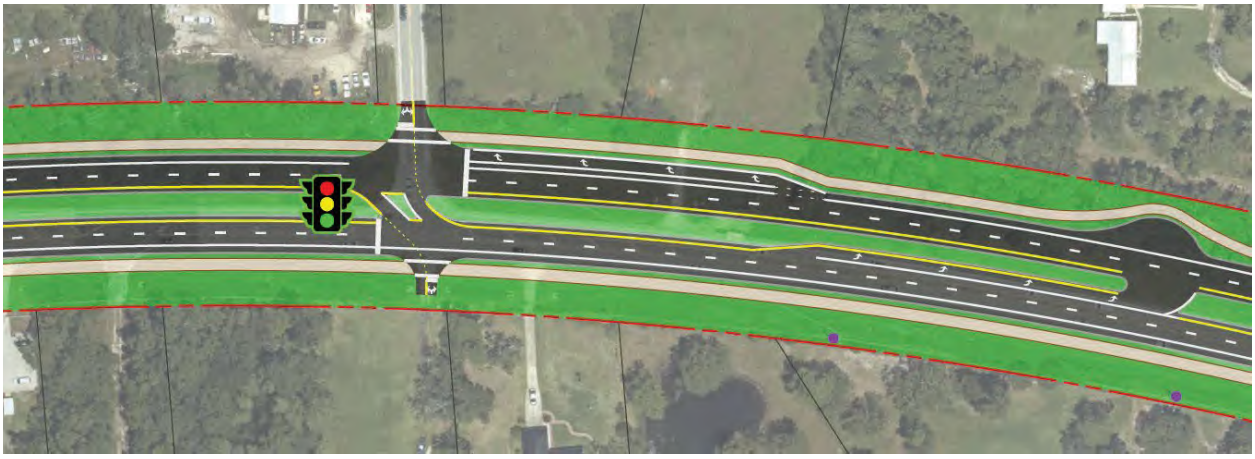
CAP-X results indicated all of the considered control strategies operate better than the existing Two-Way Stop Control (TWSC), with v/c ratios ranging from 0.63 to 1.07 using the 2050 projected volumes. The TWSC reported a v/c ratio of 52.46. The multimodal scores ranged from 2.67 to 4.97 with the TWSC with the lowest average score and the Traffic Signal having the highest average score. It should be noted that the MUT had an average multimodal score of 3.13.

In terms of the Safe System Intersection (SSI) score from the SPICE analysis, the highest-ranking intersections from highest to lowest include 2-lane roundabout, Traffic Signal, and Continuous Green Tee; however, it should be noted that the SPICE tool did not produce an SSI score for the MUT due to the three-leg configuration. The SPICE results indicate that a MUT would have 15% fewer total crashes compared to the traffic signal and 42% fewer crashes than the existing TWSC.

While the CAP-X and SPICE analysis ranked several alternative intersection control strategies higher than a MUT like the TWSC and 2-lane Roundabout in terms of crash prediction ranking and the Traffic Signal and Continuous Green Tee in terms of SSI ranking, the tool does not take into account right-of-way constraints or historical crash trends. The TWSC, which ranked highest in terms of crash prediction provides the worst overall operations with v/c of 52.46. The Continuous Green Tee which ranked high in terms of the SSI ranking does not provide fully protected left turns which was the turn type that resulted in the fatal crash at this location. The other high ranking control strategy was the 2-lane roundabout which requires additional right-of-way which would be challenging at this location. Based on the ICE Stage 1 analysis, a hybrid MUT/Thru-cut is the recommended control strategy for this the intersection of SR 16 and S Francis Road (**Figure 2**). In addition, a Synchro analysis of Design Year 2050 revealed that the proposed hybrid MUT/Thru-cut is expected to operate at LOS B or better, while the existing TWSC would operate at LOS F.

Figure 1. S Francis Road Existing Intersection Configuration (TWSC)

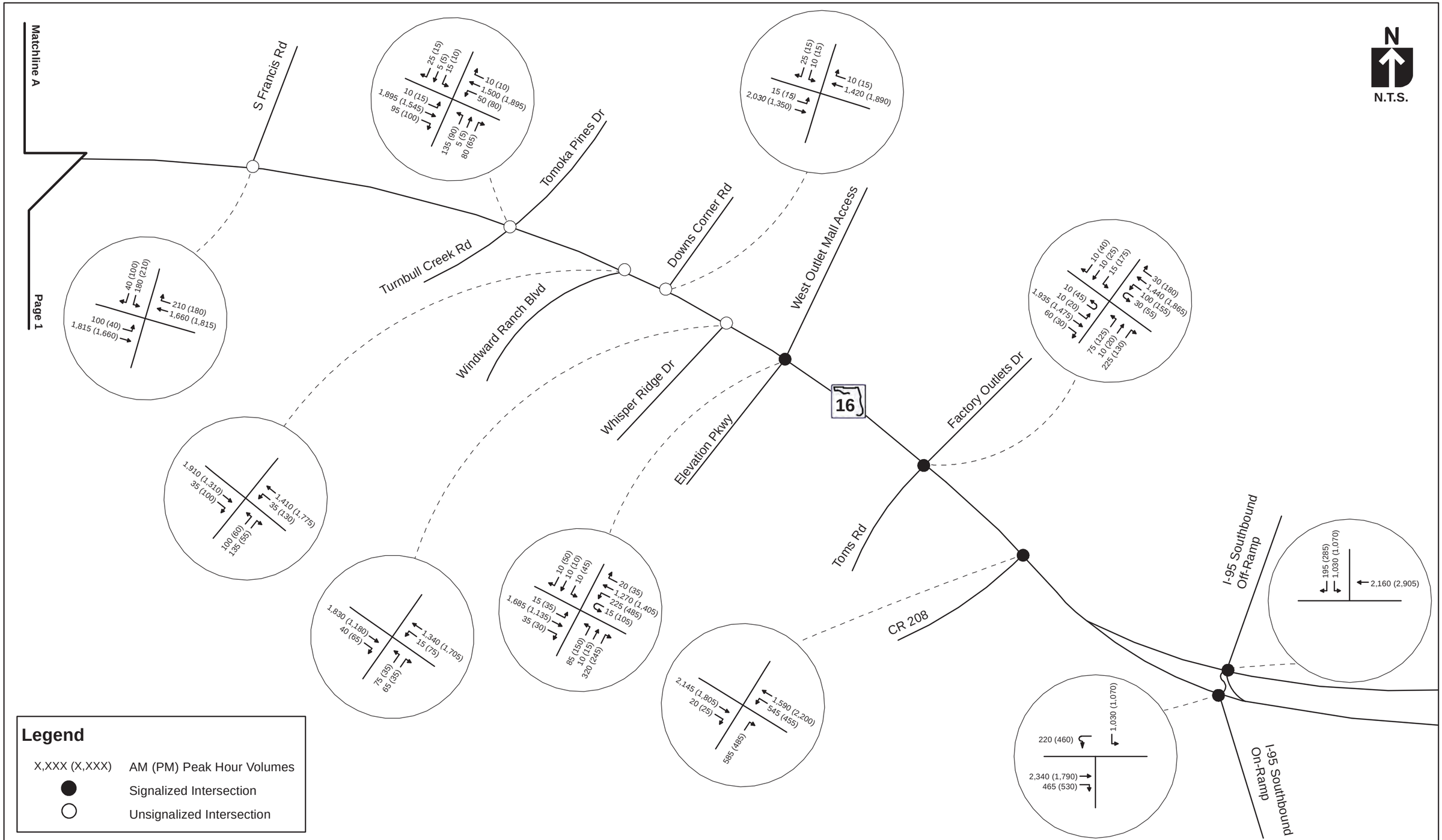
Figure 2. S Francis Road Proposed Configuration (Partial MUT)



<u>Appendices</u>

Appendix A: Traffic Data Pages from the SR 16 PD&E Study (Project Traffic Analysis Report)
Appendix B: Capacity Analysis for Planning of Junctions (CAP-X)
Appendix C: Safety Performance for Intersection Control Evaluation (SPICE)
Appendix D: Signal Warrant Analysis

Appendix A:
Traffic Data Pages from the SR 16 PD&E Study
(Project Traffic Analysis Report)



SR 16 from International Golf Parkway to I-95 PD&E Study	No-Build Design Year 2050 AM (PM) Peak Hour Volumes	Page 2 of 2	Figure 6-2

Appendix B:
Capacity Analysis for Planning of Junctions (CAP-X)

Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	SR 16 from International Golf Parkway to I-95 PD&E
Project Number:	21044753201
Location:	SR 16 at Francis Rd
Date:	2050 AM Peak
Number of Intersection Legs:	3
Which leg is the minor street?	N

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	Left	Thru	Right	Heavy Vehicles	Volume Growth
Eastbound	0	100	1815	0	4.00%	0.00%
Westbound	0	0	1660	210	4.00%	0.00%
Southbound	0	180	0	40	7.00%	0.00%
Northbound	0	0	0	0	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone	**C3R-Suburban Residential**		
E-W / Crossing East-West Legs	**Low**	**Low**	**Low**
N-S / Crossing North-South Legs	**Low**	**Low**	**Low**
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Displaced Left Turn	**0.64**	**1**	**3.10**	**3.91**
Continuous Green T N	**0.67**	**2**	**2.67**	**4.22**
Partial Displaced Left Turn E-W	**0.67**	**2**	**3.00**	**3.24**
Traffic Signal	**0.69**	**4**	**4.94**	**#N/A**
Signalized Restricted Crossing U-Turn E-W	**0.69**	**4**	**3.00**	**#N/A**
Partial Median U-Turn E-W	**0.70**	**6**	**2.96**	**#N/A**
Median U-Turn E-W	**0.71**	**7**	**3.11**	**#N/A**
1NS X 2EW	**0.90**	**8**	**4.93**	**4.49**
Two-Way Stop Control E-W	**52.46**	**9**	**2.72**	**#N/A**
--	--	--	--	--

Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	SR 16 from International Golf Parkway to I-95 PD&E
Project Number:	21044753201
Location:	SR 16 at Francis Rd
Date:	2050 PM Peak
Number of Intersection Legs:	3
Which leg is the minor street?	N

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	Left	Thru	Right	Heavy Vehicles	Volume Growth
Eastbound	0	40	1660	0	1.00%	0.00%
Westbound	0	0	1815	180	1.00%	0.00%
Southbound	0	210	0	100	0.00%	0.00%
Northbound	0	0	0	0	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone	**C3R-Suburban Residential**		
E-W / Crossing East-West Legs	**Low**	**Low**	**Low**
N-S / Crossing North-South Legs	**Low**	**Low**	**Low**
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Displaced Left Turn	**0.63**	**1**	**3.10**	**3.91**
Continuous Green T N	**0.67**	**2**	**2.67**	**4.22**
Partial Displaced Left Turn E-W	**0.70**	**3**	**3.00**	**3.24**
Partial Median U-Turn E-W	**0.70**	**3**	**2.98**	**#N/A**
Signalized Restricted Crossing U-Turn E-W	**0.71**	**5**	**3.00**	**#N/A**
Median U-Turn E-W	**0.71**	**5**	**3.13**	**#N/A**
Traffic Signal	**0.72**	**7**	**4.94**	**#N/A**
1NS X 2EW	**1.07**	**8**	**4.97**	**4.49**
Two-Way Stop Control E-W	**32.30**	**9**	**2.72**	**#N/A**
--	**--**	**--**	**--**	**--**

Appendix C:
Safety Performance for Intersection Control Evaluation (SPICE)

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	SR 16 International Golf Parkway to I-95 PD&E	**Intersection Type**	At-Grade Intersection
Intersection:	Francis Rd	**Opening Year**	2030
Agency:	FDOT	**Design Year**	2050
Project Reference:		**Facility Type**	On Urban and Suburban Arterial
City:	St. Augustine	**Number of Legs**	3-leg
State:	FL	**1-Way/2-Way**	2-way Intersecting 2-way
Date:	11/29/2023	**# of Major Street Lanes (both directions)**	5 or fewer
Analyst:	RS&H	**Major Street Approach Speed**	55+ mph

Crash Prediction Summary / SSI Score

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?	Source of Prediction	SSI Score: Opening Year	SSI Score: Design Year	SSI Score: Rank
Traffic Signal	Total	4.41	5.66	106.03	5	Yes	Uncalibrated SPF	73	59	2
	Fatal & Injury	1.69	2.34	42.40						
Minor Road Stop	Total	5.77	8.98	154.59	4	Yes	Calibrated SPF	54	36	6
	Fatal & Injury	1.52	2.12	38.21						
2-lane Roundabout	Total	9.27	14.45	248.69	6	No	Uncalibrated SPF	82	74	1
	Fatal & Injury	1.73	2.93	48.76						
Displaced Left Turn (DLT)	Total	3.88	4.98	93.31	3	N/A	CMF	64	48	5
	Fatal & Injury	1.49	2.06	37.31						
Median U-Turn (MUT)	Total	3.75	4.81	90.13	1	N/A	CMF	--	--	--
	Fatal & Injury	1.18	1.64	29.68						
Signalized RCUT	Total	12.13	22.47	359.64	7	Yes	Uncalibrated SPF	65	51	4
	Fatal & Injury	2.43	4.72	74.17						
Continuous Green-T Intersection	Total	4.23	5.43	101.79	2	N/A	CMF	73	59	3
	Fatal & Injury	1.44	1.99	36.04						
			--	--						
			--	--						

Appendix D:
Signal Warrant Analysis

TRAFFIC SIGNAL WARRANT SUMMARY

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
- The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation

Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

Fill in "Orange" areas only	
Automated cells based on in Input Data in "orange" cells	
General Information	Fill in below the general information including: District, County (drop-down menu) City, Engineer, Date Major and Minor Street with corresponding number of lanes and speed limits
Enter Eight Hour Volumes	Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall **not** be required to be the same 8 hours satisfied in Condition B **for 80% columns only.** On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.
Enter Four Hour Volumes	Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)
Enter Pedestrian Volumes (4-h	Pedestrians per hour crossing the major street (total of all crossings)
Enter Peak Hour Volumes	Vehicular: Any four consecutive 15-minute periods of an average day Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input Data

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

City: **St Augustine**
County: **78 – St. Johns**
District: **Two**

Engineer: **Shawn C. Birst**
Date: **September 3, 2024**

Major Street: **SR 16**
Minor Street: **Francis Rd**

Major Street # Lanes: **2**
Minor Street # Lanes: **1**

Major Approach Speed: **55**
Minor Approach Speed: **35**

Eight Hour Volumes (Condition A)			For Warrant 7
Hours	Major Street (total of both approaches)	Minor Street (one direction only)	Ped Crossings on Major Street
7:00 AM	2037	103	
8:00 AM	2265	115	
12:00 PM	1945	98	
1:00 PM	1906	153	
2:00 PM	2184	175	
3:00 PM	2214	177	
4:00 PM	2172	174	
5:00 PM	2245	180	

Eight Hour Volumes (Condition B)		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM	2037	103
8:00 AM	2265	115
12:00 PM	1945	98
1:00 PM	1906	153
2:00 PM	2184	175
3:00 PM	2214	177
4:00 PM	2172	174
5:00 PM	2245	180

Highest Four Hour Vehicular Volumes		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
8:00 AM	2265	115
3:00 PM	2214	177
4:00 PM	2172	174
5:00 PM	2245	180

Highest Four Hour Pedestrian Volumes		
Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street

Vehicular Peak Hour Volumes			
Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
5:00 PM	2245	180	2425

Pedestrian Peak Hour Volumes		
Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Francis Rd	Lanes:	1	Minor Approach Speed:	35

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

*Warrant 1 is satisfied if Condition A **or** Condition B is "100%" satisfied for eight hours.* ☑ Yes ☐ No

*Warrant 1 is also satisfied if both Condition A **and** Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems).* ☐ Yes ☑ No

*Warrant 1 is satisfied if Condition A **or** Condition B is "70%" satisfied for eight hours.* ☑ Yes ☐ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☐ Yes	☑ No
80% Satisfied:	☐ Yes	☑ No
70% Satisfied:	☐ Yes	☑ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

[a] Basic Minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7:00 AM	8:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Major	2,037	2,265	1,945	1,906	2,184	2,214	2,172	2,245
Minor	103	115	98	153	175	177	174	180

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☑ Yes	☐ No
80% Satisfied:	☑ Yes	☐ No
70% Satisfied:	☑ Yes	☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	**Minor**	**100%[a]**	**80%[b]**	**70%[c]**	**100%[a]**	**80%[b]**	**70%[c]**
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

[a] Basic Minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	**7:00 AM**	**8:00 AM**	**12:00 PM**	**1:00 PM**	**2:00 PM**	**3:00 PM**	**4:00 PM**	**5:00 PM**
Major	2,037	2,265	1,945	1,906	2,184	2,214	2,172	2,245
Minor	103	115	98	153	175	177	174	180

Existing Volumes

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Francis Rd	Lanes:	1	Minor Approach Speed:	35

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☐ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

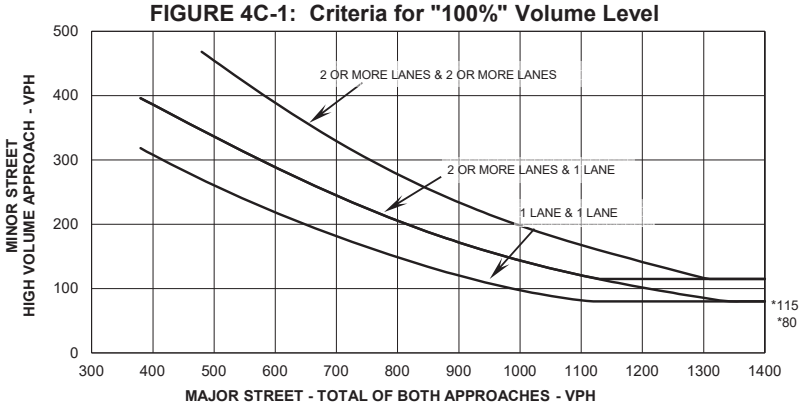
Applicable: ☑ Yes ☐ No
Satisfied: ☑ Yes ☐ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street

FIGURE 4C-1: Criteria for "100%" Volume Level



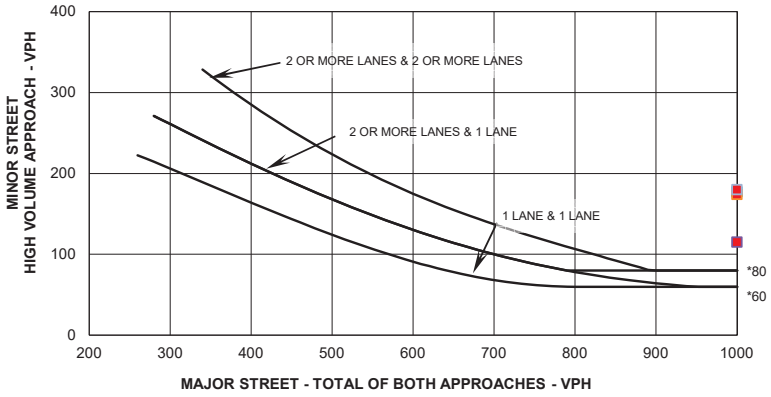
** Note: 115 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 80 mph applies as the lower threshold volume threshold for a minor street approach with one lane.*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
8:00 AM	2265	115
3:00 PM	2214	177
4:00 PM	2172	174
5:00 PM	2245	180

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 80 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 60 ph. applies as the lower threshold volume threshold for a minor street approach with one lane.*

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Francis Rd	Lanes:	1	Minor Approach Speed:	35

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☑ Yes ☐ No

Unusual condition justifying use of warrant:

Industrial Complex

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	2245	180

Criteria

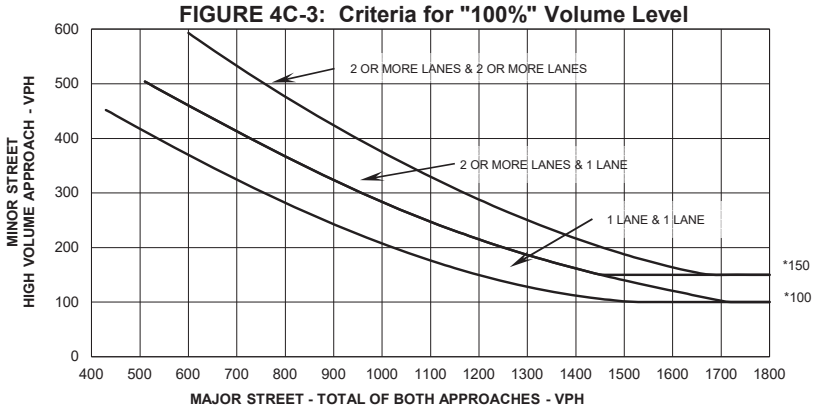
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	0.0	
Fulfilled?:	☐ Yes	☑ No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	180	
Fulfilled?:	☑ Yes	☐ No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	2,425	
Fulfilled?:	☑ Yes	☐ No

Plot volume combination on the applicable figure below.

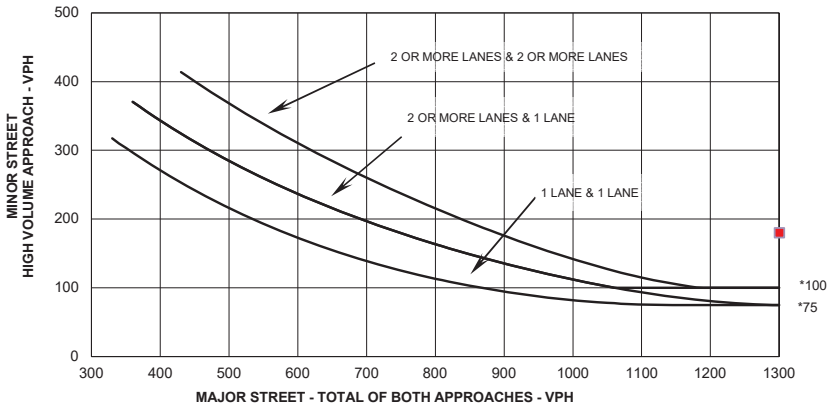
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Francis Rd	Lanes:	1	Minor Approach Speed:	35

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

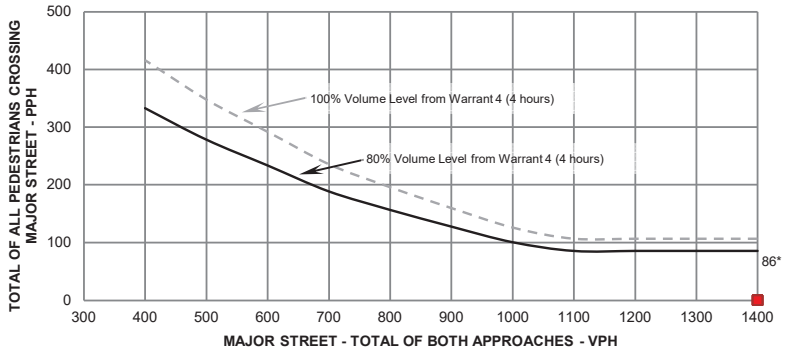
WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if ***all three*** *of the criteria are fulfilled.*

Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Criteria					Fulfilled? Yes	Fulfilled? No
1. Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:					No
2. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.	Observed Crash Types:		Number of crashes per 12 months:	5	Yes	
3. **One of the following volume warrants is met:**				**Met?**	Yes	
Warrant 1, Condition A (80% satisfied), or				No		
Warrant 1, Condition B (80% satisfied), or				Yes		
Warrant 4, Pedestrian Volume satisfied at 80% of volume requirements for any 8 hours of an average day.	**Hour**	**Major Street Volume**	**Ped Crossings Volume**	No		
	7:00 AM	2037				
	8:00 AM	2265				
	12:00 PM	1945				
	1:00 PM	1906				
	2:00 PM	2184				
	3:00 PM	2214				
	4:00 PM	2172				
	5:00 PM	2245				

Figure 4C-5. Criteria for "100%" Volume Level



* Note: 86 pph applies as the lower threshold volume for the 80% volume threshold.

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Francis Rd	Lanes:	1	Minor Approach Speed:	35

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

CONCLUSIONS

Remarks: Warrant 1B, Warrant 2, and Warrant 3 are satisfied.

WARRANTS SATISFIED:

Warrant 1	☐ Not Applicable	☑ Met	☐ Not Met
Warrant 2	☐ Not Applicable	☑ Met	☐ Not Met
Warrant 3	☐ Not Applicable	☑ Met	☐ Not Met
Warrant 4	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 5	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 6	☑ Not Applicable	☐ Met	☑ Not Met
Warrant 7	☐ Not Applicable	☐ Met	☑ Not Met
Warrant 8	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 9	☑ Not Applicable	☐ Met	☐ Not Met

Florida Department of Transportation
Intersection Control Evaluation (ICE) Form
Stage 1: Screening

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms are to be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval. **Selections must be made in the "Intersection Type" and "Project Funding Source" cells below for the appropriate Stage 1 and Stage 2 forms to fully populate.**

Project Name	SR 16 from International Golf Parkway to I-95 PD&E		FDOT Project #	210447-5-32-01	
Submitted By	Shawn Birst	Agency/Company	RS&H	Date	9/5/2024
Email	Shawn.Birst@rsandh.com	FDOT District	District 2	County	St. Johns
Project Locality (*City/Town/Village*)	St. Augustine				
Intersection Type	At-Grade Intersection	FDOT Context Classification	C3R - Suburban Residential		
Project Funding Source	Non-federal	Project Type	Corridor Improvement Project		
Project Purpose (*What is the catalyst for this project and why is it being undertaken?*)	The purpose of this PD&E Study is to evaluate alternative improvements along SR 16 to provide additional capacity, as well as operational and safety benefits to meet future transportation needs.				
Project Setting Description (*Describe the area surrounding the intersection*)	The area surrounding the intersection is primarily single family residential development. Francis Road provides access to International Golf Parkway to the north.				
Multimodal Context (*Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns*)	Pedestrian activity is low throughout the project area. There are no existing sidewalks at this intersection. No significant changes in pedestrian activity are anticipated.				

Major Street Information								
Route #:	16	Route Name(s)	SR 16				Milepost	11.231
Existing Control Type	Two-way Stop-Control		Existing AADT	21,500		Design Year AADT		38,900
Design Vehicle	Passenger car (P)		Control Vehicle	Single Unit Truck (SU)				
Primary Functional Classification	Urban Principal Arterial - Other					Design Speed (mph)		55
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]		

Approach #1	Direction	Eastbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	1				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	2	Left	100	Left	40
	Multi-Use Path?	No	Left-Through-Right	0	Through	1,815	Through	1,660
	Scheduled Bus Service?	No	Through-Right	0	Right	0	Right	0
	Bus Stop on Approach?	No	Right-Turn	0	Daily Truck %		4.0%	
Approach #2	Direction	Westbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	0				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	2	Left	0	Left	0
	Multi-Use Path?	No	Left-Through-Right	0	Through	1,660	Through	1,815
	Scheduled Bus Service?	No	Through-Right	0	Right	210	Right	180
	Bus Stop on Approach?	No	Right-Turn	1	Daily Truck %		4.0%	

Minor Street Information							
Route #:		Route Name(s)	S Francis Road			Milepost (if app.)	
Existing Control Type	Two-way Stop-Control		Existing AADT	3,200		Design Year AADT	5,800
Design Vehicle	Passenger car (P)		Control Vehicle	Passenger car (P)			
Primary Functional Classification		Urban Local				Design Speed (mph)	35
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]	

Approach #1	Direction	Southbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	0				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	0	Left	180	Left	210
	Multi-Use Path?	No	Left-Through-Right	1	Through		Through	
	Scheduled Bus Service?	No	Through-Right	0	Right	40	Right	100
	Bus Stop on Approach?	No	Right-Turn	0	Daily Truck %		14.0%	
Approach #2	Direction		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:		Left-Turn					
	Crosswalk on Approach?		Left-Through		Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?		Through		Left		Left	
	Multi-Use Path?		Left-Through-Right		Through		Through	
	Scheduled Bus Service?		Through-Right		Right		Right	
	Bus Stop on Approach?		Right-Turn		Daily Truck %			
Approach #3	Direction		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:		Left-Turn					
	Crosswalk on Approach?		Left-Through		Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?		Through		Left		Left	
	Multi-Use Path?		Left-Through-Right		Through		Through	
	Scheduled Bus Service?		Through-Right		Right		Right	
	Bus Stop on Approach?		Right-Turn		Daily Truck %			

Crash History (Existing Intersections Only)
Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:
The intersection of SR 16 with S Francis Road is a high crash location with an actual crash rate of 0.63 which is 3.18 times higher than the statewide average for similar facilities (0.20). The predominent crash types at this intersection are rear-end and left turn. There was one fatal crash which resulted in two fatalities. The crash occurred in dry, dark conditions and involved a southbound vehicle failing to yield right-of-way to westbound traffic when trying to complete a left turn.

Control Strategy Evaluation

Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.

Control Strategy	CAP-X Outputs				SPICE Outputs		Strategy to be Advanced?	Justification
	V/C Ratio		Ped Accom.	Bike Accom.	Crash Prediction Rank	SSI Rank		
	Weekday AM Peak	Weekday PM Peak						
Two-Way Stop-Controlled	52.46	32.30	2.72	NA	4	6	No	Existing control strategy does not provide adequate capacity for traffic demand.
All-Way Stop-Controlled	-	-	-	-	-	-	No	Strategy not considered. Existing strategy is TWSC.
Signalized Control	0.69	0.72	4.94	NA	5	2	No	Strategy provides similar operations based on v/c but worse crash prediction rank than MUT.
Roundabout (1-lane)	-	-	-	-	-	-	No	Strategy not considered. One lane roundabout is not consistent with widening SR 16.
Roundabout (2-lane)	0.90	1.07	4.97	4.49	6	1	No	Strategty not carried forward due to ROW constraints.
Median U-Turn	0.71	0.71	3.13	NA	1	-	Yes	Strategy provides good overall v/c and does not require additional ROW. Strategy has highest crash prediction rank.
RCUT (Signalized)	0.69	0.71	3.00	NA	7	4	No	Strategy provides similar operations based on v/c but worse crash prediction rank than MUT.
RCUT (Unsignalized)	-	-	-	-	-	-	No	Strategy not considered. Existing stop-control does not provide adequate capacity.
Jughandle					-	-	No	Strategy not considered due to ROW constraints.
Displaced Left-Turn	0.64	0.63	3.10	3.91	3	5	No	Strategy not carried forward due to ROW requirements.
Continuous Green Tee	0.67	0.67	2.67	4.22	2	3	No	Strategy provides good overall v/c but does not provide fully protected left turns.
Quadrant Roadway	-	-	-	-			No	Strategy not considered due to ROW constraints.
Thru-Cut (Signalized)	-	-	-	-	-	-	No	Strategy not considered as a standalone improvement. The MUT strategy incorporates a hybrid MUT/Thru-cut.
Thru-Cut (Unsignalized)	-	-	-	-	-	-	No	Strategy not considered as intersection meets signal warrants.
Bowtie	-	-	-	-	-	-	No	Strategy not considered due to inconsistency with intersection configuration.
Partial Displaced Left-Turn	0.67	0.70	3.00	3.24	-	-	No	Strategy not carried forward due to ROW requirements.

Resolution					
To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer					
Project Determination					
Comments					
DTOE Name		Signature		Date	
DDE Name		Signature		Date	

PROFESSIONAL ENGINEER CERTIFICATE

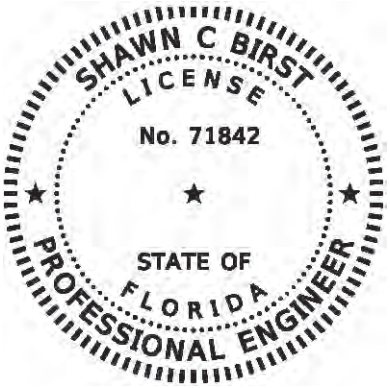
I hereby certify that I am a registered professional engineer in the State of Florida practicing with RS&H, Inc., a Florida corporation authorized to operate as an engineering business, (EB No. EB0005620) by the State of Florida Department of Professional Regulation, Board of Engineers and that I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice hereby reported for:

PROJECT: **SR 16 from International Golf Parkway to I-95 PD&E**
Intersection Control Evaluation (ICE) Stage 1

LOCATION: **SR 16 at Turnbull Creek Road**
St. Augustine, St. Johns County, FL

FPID NUMBER: **210447-5-32-01**

This report includes a summary of data collection effort, safety analysis, operational analysis, discussion of build alternative, and summary of conclusions. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering and planning as applied through professional judgment and experience.



THIS DOCUMENT HAS BEEN
DIGITALLY SIGNED AND SEALED BY:

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.

RS&H, INC.
10748 DEERWOOD PARK BLVD SOUTH
JACKSONVILLE, FL 32256
CERTIFICATE OF AUTHORIZATION NO. 5620
SHAWN CURTIS BIRST, P.E., NO. 71842

SR 16 from International Golf Parkway to I-95 PD&E Study: SR 16 at Turnbull Creek Road
ICE Stage 1: Summary and Supporting Information

BACKGROUND

This document summarizes the Intersection Control Evaluation (ICE) Stage 1 analysis completed for the intersection of SR 16 and Turnbull Creek Road in St. Augustine, FL. The study was initiated based on intersection and roadway improvements identified in the SR 16 PD&E Study (FPID 210447-5-32-01), which includes widening of SR 16 from two lanes to four lanes and providing intersection improvements.

The intersection currently operates under Two-Way Stop Control (TWSC), with Turnbull Creek Road as the south leg and Tomoka Pines Boulevard as the north leg (**Figure 1**). Residential properties surround the intersection in all quadrants. The posted speed limit is 60 miles per hour (mph) on SR 16 (east and west of the intersection), and the posted speed limit on Turnbull Creek Road is 35 mph.

The current context classification of this intersection is C2 (Rural), but current and future development of this area may result in the context classification changing to C3R (Suburban Residential). Twelve-hour turning movement counts were conducted in September 2023. Crash data were obtained from Signal Four Analytics and FDOT's SSOGis tool for the most appropriate five-year period (2018 through 2022). These data were used in the CAP-X (Capacity Analysis for Planning of Junctions) and SPICE (Safety Performance for Intersection Control Evaluation) analysis.

CAPACITY ANALYSIS

CAP-X was conducted for the AM and PM peak periods of the 2050 design year. The future conditions volume was developed using the Northeast Regional Planning Model Activity-Based version 2.1.1 (NERPMABv2.1.1), which is the regional travel demand model developed and maintained by FDOT District 2 with a base year of 2015 and forecast year of 2045. The intersection configurations evaluated were Traffic Signal, Two-Way Stop Control, Signalized Restricted Crossing U-turn, Partial Median U-turn, Signalized Thru-Cut, and Two-Lane Roundabout.

SAFETY ANALYSIS

Crash data from FDOT's State Safety Office was analyzed for the years 2018 to 2022. During that 5-year period, the intersection at Turnbull Creek Road experienced 11 crashes with 5 resulting in injuries. There was one vehicle-bike crash at the intersection during the analysis period and zero pedestrian crashes. There were zero fatalities at the intersection during the analysis period. Most

of the crashes occurring at this intersection were rear-end crashes which account for 36% of all crashes followed by animal crashes (18%). Vehicle-bike crashes, left-run crashes, off road crashes, and sideswipe crashes each accounted for 9% of all crashes.

RESULTS

CAP-X results indicated a Traffic Signal, Signalized Restricted Crossing U-Turn (RCUT), Partial Median U-Turn (MUT), Signalized Thru-Cut, and Two-Lane Roundabout all operate better than the existing two-way stop control, with v/c ratios ranging from 0.62 to 0.91 using the 2050 projected volumes. The Two-Way Stop Control (TWSC) reported a v/c ratio higher than 10.0. The multimodal scores ranged from 2.73 to 5.00 with the RCUT with the lowest score and the Two-Lane Roundabout having the highest score. It should be noted that the Signalized Thru-Cut had a pedestrian accommodation score of 3.53 and a bicycle accommodation score of 4.71 resulting in an average multimodal score of 4.12.

In terms of the Safe System Intersection (SSI) score from the SPICE analysis, the highest-ranking intersections from highest to lowest include 2-lane Roundabout, MUT, Traffic Signal, Signalized Thru-Cut, Signalized RCUT and TWSC. While the SPICE results do not include SPF results for Signalized Thru-Cut, it is expected to reduce the number of crashes from the existing TWSC due to the fewer number of conflict points.

While the CAP-X and SPICE analysis ranked several alternative intersection control strategies higher than a Signalized Thru-Cut, the tool does not take into account access management and signal spacing requirements, which played a role the selection of the recommended control strategy. The low northbound and southbound through-traffic between the residential developments on Turnbull Creek Road and Tomoka Pines Blvd also indicate that a Thru-Cut has minimal impacts in terms of additional travel distance. The Signalized RCUT, which ranked highest in terms of v/c, ranked fifth overall for crash prediction and SSI. The highest ranking control strategy in terms of SSI was the 2-lane roundabout, which ranked fifth in terms of v/c and would require additional right-of-way which would be challenging at this location. Based on the ICE Stage 1 analysis, the Signalized Thru-Cut is the recommended control strategy for the intersection of SR 16 and Turnbull Creek Road (**Figure 2**). In addition, a Synchro analysis of Design Year 2050 revealed that the proposed Thru-Cut is expected to operate at LOS B or better, while the existing Two-Way Stop Control would operate at LOS F during the AM and PM peak periods.

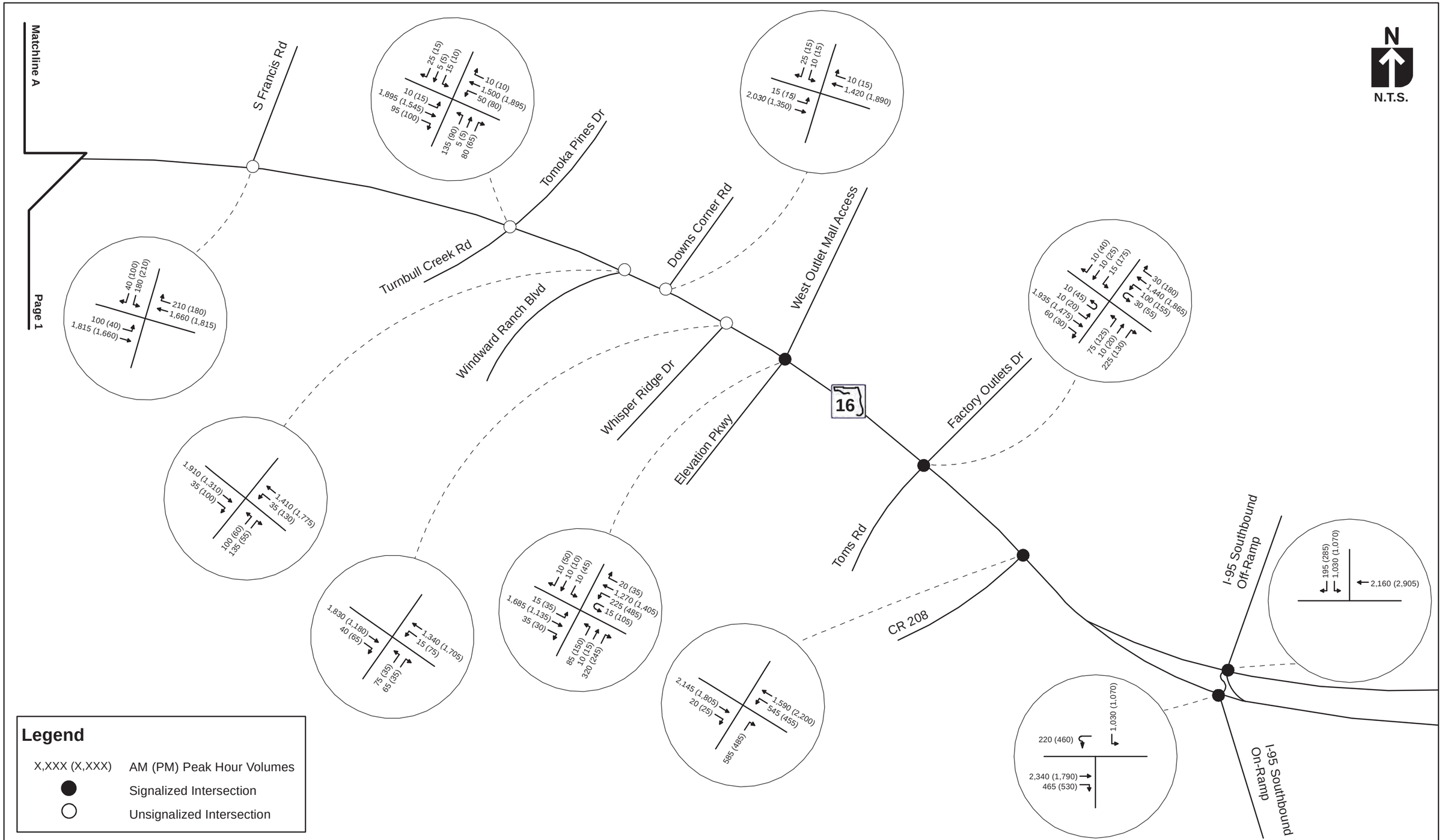
Figure 1. Turnbull Creek Road Existing Intersection Configuration (TWSC)

Figure 2. Turnbull Creek Road Proposed Configuration (Signalized Thru-Cut)

<u>Appendices</u>

Appendix A: Traffic Data Pages from the SR 16 PD&E Study (Project Traffic Analysis Report)
Appendix B: Capacity Analysis for Planning of Junctions (CAP-X)
Appendix C: Safety Performance for Intersection Control Evaluation (SPICE)
Appendix D: Signal Warrant Analysis

Appendix A:
Traffic Data Pages from the SR 16 PD&E Study
(Project Traffic Analysis Report)



SR 16 from International Golf Parkway to I-95 PD&E Study	No-Build Design Year 2050 AM (PM) Peak Hour Volumes	Page 2 of 2	Figure 6-2

Appendix B:
Capacity Analysis for Planning of Junctions (CAP-X)

Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	SR 16 from International Golf Parkway to I-95 PD&E
Project Number:	21044753201
Location:	SR 16 at Turnbull Creek Rd
Date:	2050 AM Peak
Number of Intersection Legs:	4
Major Street Direction	East-West

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	Left	Thru	Right	Heavy Vehicles	Volume Growth
Eastbound	0	10	1895	95	4.00%	0.00%
Westbound	0	50	1500	10	4.00%	0.00%
Southbound	0	15	5	25	0.00%	0.00%
Northbound	0	135	5	80	3.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone	**C3R-Suburban Residential**		
E-W / Crossing East-West Legs	**Low**	**Low**	**Low**
N-S / Crossing North-South Legs	**Low**	**Low**	**Low**
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Signalized Restricted Crossing U-Turn E-W	**0.63**	**1**	**2.73**	**4.32**
Partial Median U-Turn E-W	**0.68**	**2**	**2.76**	**#N/A**
Signalized ThruCut E-W	**0.69**	**3**	**3.53**	**4.71**
Traffic Signal	**0.73**	**4**	**4.63**	**4.71**
1NS X 2EW	**0.91**	**5**	**4.97**	**4.67**
Two-Way Stop Control E-W	**>10**	**--**	**--**	**--**
--	**--**	**--**	**--**	**--**
--	**--**	**--**	**--**	**--**
--	**--**	**--**	**--**	**--**
--	**--**	**--**	**--**	**--**

Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	SR 16 from International Golf Parkway to I-95 PD&E
Project Number:	21044753201
Location:	SR 16 at Turnbull Creek Rd
Date:	2050 PM Peak
Number of Intersection Legs:	4
Major Street Direction	East-West

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	Left	Thru	Right	Heavy Vehicles	Volume Growth
Eastbound	0	15	1545	100	1.00%	0.00%
Westbound	0	80	1895	10	1.00%	0.00%
Southbound	0	10	5	15	0.00%	0.00%
Northbound	0	90	5	65	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone	**C3R-Suburban Residential**		
E-W / Crossing East-West Legs	**Low**	**Low**	**Low**
N-S / Crossing North-South Legs	**Low**	**Low**	**Low**
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Signalized Restricted Crossing U-Turn E-W	**0.62**	**1**	**2.73**	**4.32**
Signalized ThruCut E-W	**0.62**	**1**	**3.53**	**4.71**
Partial Median U-Turn E-W	**0.64**	**3**	**2.76**	**#N/A**
Traffic Signal	**0.65**	**4**	**4.63**	**4.71**
1NS X 2EW	**0.87**	**5**	**5.00**	**4.67**
Two-Way Stop Control E-W	**>10**	**--**	**--**	**--**
--	**--**	**--**	**--**	**--**
--	**--**	**--**	**--**	**--**
--	**--**	**--**	**--**	**--**
--	**--**	**--**	**--**	**--**

Appendix C:
Safety Performance for Intersection Control Evaluation (SPICE)

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	SR 16 International Golf Parkway to I-95 PD&E	**Intersection Type**	At-Grade Intersection
Intersection:	Turnbull Creek Road	**Opening Year**	2030
Agency:	FDOT	**Design Year**	2050
Project Reference:		**Facility Type**	On Urban and Suburban Arterial
City:	St. Augustine	**Number of Legs**	4-leg
State:	FL	**1-Way/2-Way**	2-way Intersecting 2-way
Date:	3/12/2024	**# of Major Street Lanes (both directions)**	5 or fewer
Analyst:	RS&H	**Major Street Approach Speed**	55+ mph

Crash Prediction Summary / SSI Score

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?	Source of Prediction	SSI Score: Opening Year	SSI Score: Design Year	SSI Score: Rank
Traffic Signal	Total	7.74	12.69	213.78	5	Yes	Uncalibrated SPF	73	58	3
	Fatal & Injury	2.53	3.98	68.22						
Minor Road Stop	Total	2.75	3.88	69.67	1	Yes	Calibrated SPF	57	39	6
	Fatal & Injury	1.25	1.88	32.85						
2-lane Roundabout	Total	11.61	18.54	315.80	4	No	Uncalibrated SPF	85	79	1
Median U-Turn (MUT)	Total	6.58	10.79	181.71	2	N/A	CMF	78	66	2
	Fatal & Injury	1.77	2.79	47.76						
Signalized RCUT	Total	10.00	18.71	298.39	3	Yes	Uncalibrated SPF	70	56	5
	Fatal & Injury	1.87	3.68	57.56						
Signalized Thru-Cut	Total	No SPF	No SPF	No SPF	--	N/A	N/A	72	56	4
	Fatal & Injury	No SPF	No SPF	No SPF						
		--		--						

Appendix D:
Signal Warrant Analysis

TRAFFIC SIGNAL WARRANT SUMMARY

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
- The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation

Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

Fill in "Orange" areas only	
Automated cells based on in Input Data in "orange" cells	
General Information	Fill in below the general information including: District, County (drop-down menu) City, Engineer, Date Major and Minor Street with corresponding number of lanes and speed limits
Enter Eight Hour Volumes	Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall **not** be required to be the same 8 hours satisfied in Condition B **for 80% columns only.** On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.
Enter Four Hour Volumes	Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)
Enter Pedestrian Volumes (4-h	Pedestrians per hour crossing the major street (total of all crossings)
Enter Peak Hour Volumes	Vehicular: Any four consecutive 15-minute periods of an average day Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input Data

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

City: **St Augustine**
County: **78 – St. Johns**
District: **Two**

Engineer: **Shawn C. Birst**
Date: **September 3, 2024**

Major Street: **SR 16**
Minor Street: **Turnbull Creek Rd**

Major Street # Lanes: **2**
Minor Street # Lanes: **2**

Major Approach Speed: **55**
Minor Approach Speed: **35**

Eight Hour Volumes (Condition A)			For Warrant 7
Hours	Major Street (total of both approaches)	Minor Street (one direction only)	Ped Crossings on Major Street
7:00 AM	1921	139	
8:00 AM	2080	150	
9:00 AM	1542	112	
11:00 PM	1615	117	
12:00 PM	1827	131	
3:00 PM	2141	106	
4:00 PM	2225	110	
5:00 PM	2178	108	

Eight Hour Volumes (Condition B)		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM	1921	139
8:00 AM	2080	150
9:00 AM	1542	112
11:00 PM	1615	117
12:00 PM	1827	131
3:00 PM	2141	106
4:00 PM	2225	110
5:00 PM	2178	108

Highest Four Hour Vehicular Volumes		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM	1921	139
8:00 AM	2080	150
11:00 PM	1615	117
12:00 PM	1827	131

Highest Four Hour Pedestrian Volumes		
Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street

Vehicular Peak Hour Volumes			
Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
4:00 PM	2225	110	2335

Pedestrian Peak Hour Volumes		
Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Turnbull Creek Rd	Lanes:	2	Minor Approach Speed:	35

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

*Warrant 1 is satisfied if Condition A **or** Condition B is "100%" satisfied for eight hours.* ☑ Yes ☐ No

*Warrant 1 is also satisfied if both Condition A **and** Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems).* ☐ Yes ☑ No

*Warrant 1 is satisfied if Condition A **or** Condition B is "70%" satisfied for eight hours.* ☑ Yes ☐ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☐ Yes	☑ No
80% Satisfied:	☐ Yes	☑ No
70% Satisfied:	☐ Yes	☑ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

[a] Basic Minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7:00 AM	8:00 AM	9:00 AM	11:00 PM	12:00 PM	3:00 PM	4:00 PM	5:00 PM
Major	1,921	2,080	1,542	1,615	1,827	2,141	2,225	2,178
Minor	139	150	112	117	131	106	110	108

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☑ Yes	☐ No
80% Satisfied:	☑ Yes	☐ No
70% Satisfied:	☑ Yes	☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	**Minor**	**100%[a]**	**80%[b]**	**70%[c]**	**100%[a]**	**80%[b]**	**70%[c]**
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

[a] Basic Minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	**7:00 AM**	**8:00 AM**	**9:00 AM**	**11:00 PM**	**12:00 PM**	**3:00 PM**	**4:00 PM**	**5:00 PM**
Major	1,921	2,080	1,542	1,615	1,827	2,141	2,225	2,178
Minor	139	150	112	117	131	106	110	108

Existing Volumes

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Turnbull Creek Rd	Lanes:	2	Minor Approach Speed:	35

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☐ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

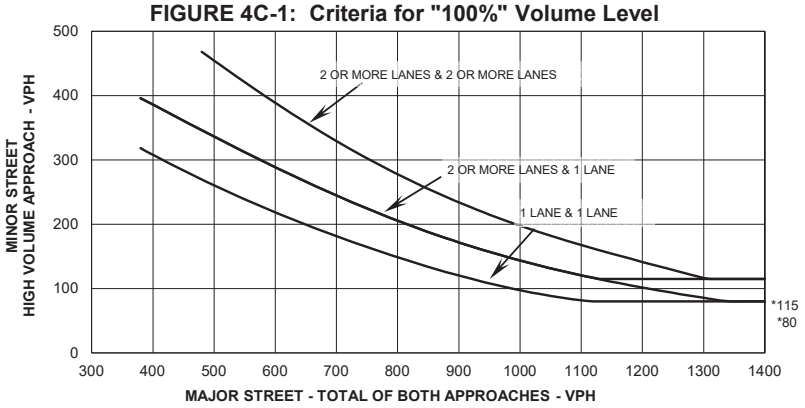
Applicable: ☑ Yes ☐ No
Satisfied: ☑ Yes ☐ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street

FIGURE 4C-1: Criteria for "100%" Volume Level



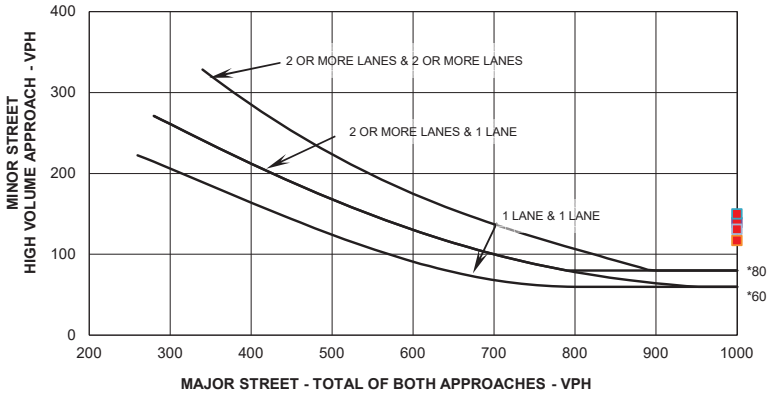
** Note: 115 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 80 mph applies as the lower threshold volume threshold for a minor street approach with one lane.*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
7:00 AM	1921	139
8:00 AM	2080	150
11:00 PM	1615	117
12:00 PM	1827	131

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 80 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 60 ph. applies as the lower threshold volume threshold for a minor street approach with one lane.*

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Turnbull Creek Rd	Lanes:	2	Minor Approach Speed:	35

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☑ Yes ☐ No

Unusual condition justifying use of warrant:

Industrial Complex

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
4:00 PM	2225	110

Criteria

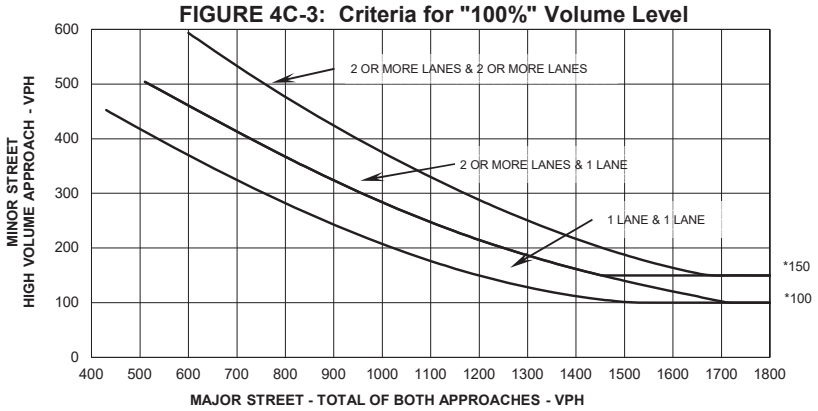
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		0.0
Fulfilled?:	☐ Yes	☑ No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		110
Fulfilled?:	☐ Yes	☑ No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		2,335
Fulfilled?:	☑ Yes	☐ No

Plot volume combination on the applicable figure below.

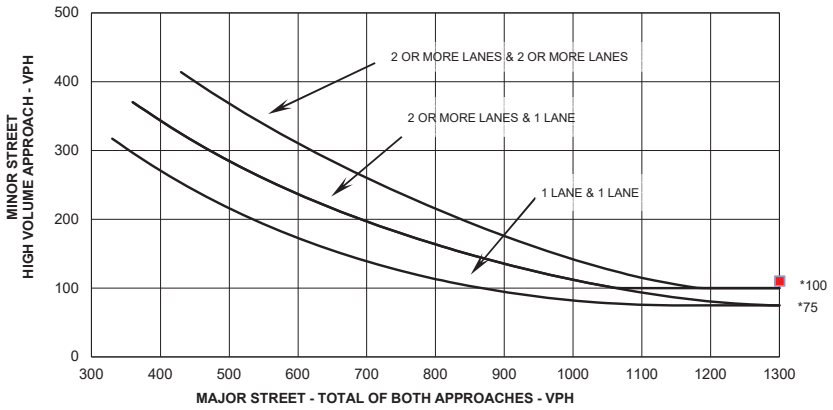
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Turnbull Creek Rd	Lanes:	2	Minor Approach Speed:	35

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

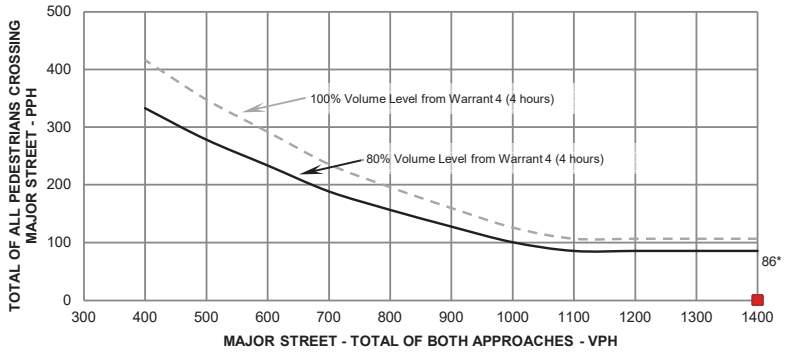
WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if ***all three*** *of the criteria are fulfilled.*

Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Criteria					Fulfilled? Yes	Fulfilled? No
1. Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:					x
2. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.	Observed Crash Types:		Number of crashes per 12 months:	3		x
3. **One of the following volume warrants is met:**				**Met?**	Yes	
Warrant 1, Condition A (80% satisfied), or				No		
Warrant 1, Condition B (80% satisfied), or				Yes		
Warrant 4, Pedestrian Volume satisfied at 80% of volume requirements for any 8 hours of an average day.	**Hour**	**Major Street Volume**	**Ped Crossings Volume**	No		
	7:00 AM	1921				
	8:00 AM	2080				
	9:00 AM	1542				
	11:00 PM	1615				
	12:00 PM	1827				
	3:00 PM	2141				
	4:00 PM	2225				
	5:00 PM	2178				

Figure 4C-5. Criteria for "100%" Volume Level



* Note: 86 pph applies as the lower threshold volume for the 80% volume threshold.

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Turnbull Creek Rd	Lanes:	2	Minor Approach Speed:	35

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

CONCLUSIONS

Remarks: Warrant 1B, Warrant 2, and Warrant 3 are satisfied.

WARRANTS SATISFIED:

Warrant 1	☐ Not Applicable	☑ Met	☐ Not Met
Warrant 2	☐ Not Applicable	☑ Met	☐ Not Met
Warrant 3	☐ Not Applicable	☑ Met	☐ Not Met
Warrant 4	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 5	☑ Not Applicable	☐ Met	☑ Not Met
Warrant 6	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 7	☐ Not Applicable	☐ Met	☑ Not Met
Warrant 8	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 9	☑ Not Applicable	☐ Met	☐ Not Met

Florida Department of Transportation
Intersection Control Evaluation (ICE) Form
Stage 1: Screening

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms are to be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval. **Selections must be made in the "Intersection Type" and "Project Funding Source" cells below for the appropriate Stage 1 and Stage 2 forms to fully populate.**

Project Name	SR 16 from International Golf Parkway to I-95 PD&E		FDOT Project #	210447-5-32-01	
Submitted By	Shawn Birst	Agency/Company	RS&H	Date	9/5/2024
Email	Shawn.Birst@rsandh.com	FDOT District	District 2	County	St. Johns
Project Locality (*City/Town/Village*)	St. Augustine				
Intersection Type	At-Grade Intersection	FDOT Context Classification	C3R - Suburban Residential		
Project Funding Source	Non-federal	Project Type	Corridor Improvement Project		
Project Purpose (*What is the catalyst for this project and why is it being undertaken?*)	The purpose of this PD&E Study is to evaluate alternative improvements along SR 16 to provide additional capacity, as well as operational and safety benefits to meet future transportation needs.				
Project Setting Description (*Describe the area surrounding the intersection*)	The area surrounding the intersection consists of residential developments. The intersection provides access to the Tomoka Pines housing development on the north side of the intersection and the Grand Oaks housing development on the south side of the intersection.				
Multimodal Context (*Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns*)	Pedestrian activity is low throughout the project area, and no sidewalks exist along SR 16 at the intersection. There is no planned transit service or other multimodal activity in the vicinity of this intersection.				

Major Street Information					
Route #:	16	Route Name(s)	SR 16	Milepost	13.156
Existing Control Type	Two-way Stop-Control	Existing AADT	21,500	Design Year AADT	38,900
Design Vehicle	Passenger car (P)	Control Vehicle	Single Unit Truck (SU)		
Primary Functional Classification	Urban Principal Arterial - Other			Design Speed (mph)	55
Secondary Functional Classification (if app.)				Target Speed (mph) [if app.]	

Approach #1	Direction	Eastbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	1				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	2	Left	10	Left	15
	Multi-Use Path?	No	Left-Through-Right	0	Through	1,895	Through	1,545
	Scheduled Bus Service?	No	Through-Right	0	Right	95	Right	100
	Bus Stop on Approach?	No	Right-Turn	1	Daily Truck %		4.0%	
Approach #2	Direction	Westbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	1				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	2	Left	50	Left	80
	Multi-Use Path?	No	Left-Through-Right	0	Through	1,500	Through	1,895
	Scheduled Bus Service?	No	Through-Right	0	Right	10	Right	10
	Bus Stop on Approach?	No	Right-Turn	1	Daily Truck %		4.0%	

Minor Street Information							
Route #:		Route Name(s)	Turnbull Creek Road / Tomoka Pines Drive			Milepost (if app.)	
Existing Control Type	Two-way Stop-Control		Existing AADT	2,100		Design Year AADT	3,800
Design Vehicle	Passenger car (P)		Control Vehicle	Passenger car (P)			
Primary Functional Classification		Urban Local				Design Speed (mph)	35
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]	

Approach #1	Direction	Southbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	0				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	0	Left	15	Left	10
	Multi-Use Path?	No	Left-Through-Right	1	Through	5	Through	5
	Scheduled Bus Service?	No	Through-Right	0	Right	25	Right	15
	Bus Stop on Approach?	No	Right-Turn	0	Daily Truck %		0.0%	
Approach #2	Direction	Northbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Both sides of the approach	Left-Turn	1				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	1	Left	135	Left	90
	Multi-Use Path?	No	Left-Through-Right	0	Through	5	Through	5
	Scheduled Bus Service?	No	Through-Right	0	Right	80	Right	65
	Bus Stop on Approach?	No	Right-Turn	1	Daily Truck %		3.0%	
Approach #3	Direction		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:		Left-Turn					
	Crosswalk on Approach?		Left-Through		Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?		Through		Left		Left	
	Multi-Use Path?		Left-Through-Right		Through		Through	
	Scheduled Bus Service?		Through-Right		Right		Right	
	Bus Stop on Approach?		Right-Turn		Daily Truck %			

Crash History (Existing Intersections Only)
Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:
The intersection of SR 16 with Turnbull Creek Road is a high crash location with an actual crash rate of 0.29 which is 1.04 times higher than the statewide average for similar facilities (0.28). The predominent crash types at this intersection are rear-end and animal. There were zero fatalities at this intersection during the historical crash analyis period and 54.5% of crashes resulted in no injury.

Control Strategy Evaluation

Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.

Control Strategy	CAP-X Outputs				SPICE Outputs		Strategy to be Advanced?	Justification
	V/C Ratio		Ped Accom.	Bike Accom.	Crash Prediction Rank	SSI Rank		
	Weekday AM Peak	Weekday PM Peak						
Two-Way Stop-Controlled	>10	>10	NA	NA	1	6	No	Existing control strategy does not provide adequate capacity for traffic demand.
All-Way Stop-Controlled	-	-	-	-	-	-	No	Strategy not considered. Existing strategy is TWSC.
Signalized Control	0.73	0.65	4.63	4.71	5	3	No	Strategy provides worse overall operations and lower Crash prediction rank than Thru-Cut.
Roundabout (1-lane)	-	-	-	-	-	-	No	Strategy not considered. One lane roundabout is not consistent with widening SR 16.
Roundabout (2-lane)	0.91	0.87	5.00	4.67	4	1	No	Strategy provides worse overall operations than other alternatives.
Median U-Turn	0.68	0.64	2.76	NA	2	2	No	Strategy provides good overall v/c but requires additional closely-spaced signalized intersections.
RCUT (Signalized)	0.63	0.62	2.73	4.32	3	5	No	Strategy provides good overall v/c but requires additional closely-spaced signalized intersections.
RCUT (Unsignalized)	-	-	-	-	-	-	No	Strategy not considered. Existing stop-control does not provide adequate capacity.
Jughandle					-	-	No	Strategy not considered due to ROW constraints.
Displaced Left-Turn	-	-	-	-	-	-	No	Strategy not considered due to ROW constraints.
Continuous Green Tee	-	-	-	-	-	-	No	Strategy not considered for 4-leg intersection.
Quadrant Roadway	-	-	-	-			No	Strategy not considered due to ROW constraints.
Thru-Cut (Signalized)	0.69	0.62	3.53	4.71	NA	4	Yes	Strategy provides good overall v/c and does not require additional ROW. Strategy has minimal impacts on access to/from residential communities.
Thru-Cut (Unsignalized)	-	-	-	-	-	-	No	Strategy does not provide adequate capacity.
Bowtie	-	-	-	-	-	-	No	Strategy not considered due to inconsistency with intersection configuration.
Partial Displaced Left-Turn	-	-	-	-	-	-	No	Strategy not considered due to ROW requirements.

Resolution					
To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer					
Project Determination					
Comments					
DTOE Name		Signature		Date	
DDE Name		Signature		Date	

PROFESSIONAL ENGINEER CERTIFICATE

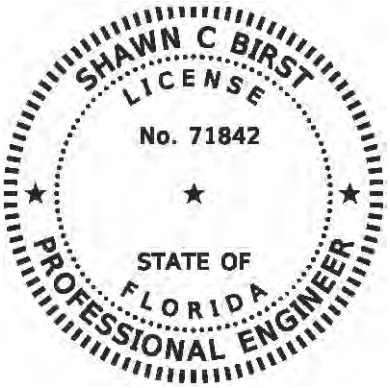
I hereby certify that I am a registered professional engineer in the State of Florida practicing with RS&H, Inc., a Florida corporation authorized to operate as an engineering business, (EB No. EB0005620) by the State of Florida Department of Professional Regulation, Board of Engineers and that I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice hereby reported for:

PROJECT: **SR 16 from International Golf Parkway to I-95 PD&E**
Intersection Control Evaluation (ICE) Stage 1

LOCATION: **SR 16 at Windward Ranch Blvd**
St. Augustine, St. Johns County, FL

FPID NUMBER: **210447-5-32-01**

This report includes a summary of data collection effort, safety analysis, operational analysis, discussion of build alternative, and summary of conclusions. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering and planning as applied through professional judgment and experience.



THIS DOCUMENT HAS BEEN
DIGITALLY SIGNED AND SEALED BY:

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.

RS&H, INC.
10748 DEERWOOD PARK BLVD SOUTH
JACKSONVILLE, FL 32256
CERTIFICATE OF AUTHORIZATION NO. 5620
SHAWN CURTIS BIRST, P.E., NO. 71842

SR 16 from International Golf Parkway to I-95 PD&E Study: SR 16 at Windward Ranch Boulevard
ICE Stage 1: Summary and Supporting Information

BACKGROUND

This document summarizes the Intersection Control Evaluation (ICE) Stage 1 analysis completed for the intersection of SR 16 and Windward Ranch Boulevard in St. Augustine, FL. The study was initiated based on intersection and roadway improvements identified in the SR 16 PD&E Study (FPID 210447-5-32-01), which includes widening of SR 16 from two lanes to four lanes and providing intersection improvements.

The intersection currently operates under Two-Way Stop Control (TWSC), with Windward Ranch Boulevard as the south leg (**Figure 1**). Residential properties surround the intersection in all quadrants. The posted speed limit is 60 miles per hour (mph) on SR 16 (east and west of the intersection), and the posted speed limit on Windward Ranch Boulevard is 25 mph.

The current and future context classification of this intersection is C3R (Suburban Residential). Twelve-hour turning movement counts were conducted in September 2023. Crash data were obtained from Signal Four Analytics and FDOT's SSOGis tool for the most appropriate five-year period (2018 through 2022). These data were used in the CAP-X (Capacity Analysis for Planning of Junctions) and SPICE (Safety Performance for Intersection Control Evaluation) analysis.

CAPACITY ANALYSIS

CAP-X was conducted for the AM and PM peak periods of the 2050 design year. The future conditions volume was developed using the Northeast Regional Planning Model Activity-Based version 2.1.1 (NERPMABv2.1.1), which is the regional travel demand model developed and maintained by FDOT District 2 with a base year of 2015 and forecast year of 2045. The intersection configurations evaluated were Traffic Signal, Two-Way Stop Control, Signalized Restricted Crossing U-turn, Partial Median U-turn, and Two-Lane Roundabout.

SAFETY ANALYSIS

Crash data from FDOT's State Safety Office was analyzed for the years 2018 to 2022. During that 5-year period, the intersection at Windward Ranch Boulevard experienced 2 crashes with 1 resulting in injuries. There were zero vehicle-bike crashes at the intersection during the analysis period and zero pedestrian crashes. There were zero fatalities at the intersection during the analysis period. One of the crashes was a left-turn crash, and the other was a right-turn crash.

RESULTS

CAP-X results indicated a Traffic Signal, Signalized Restricted Crossing U-Turn (RCUT), Partial Median U-Turn (MUT), and Two-Lane Roundabout all operate better than the existing two-way stop control, with v/c ratios ranging from 0.55 to 0.94 using the 2050 projected volumes. The Two-Way Stop Control (TWSC) reported a v/c ratio of 7.91. The multimodal scores ranged from 2.63 to 4.97 with the RCUT with the lowest score and the Two-Lane Roundabout having the highest score. It should be noted that the Signal had a pedestrian accommodation score of 4.92. A bicycle accommodation score is not available for the Signal alternative.

In terms of the Safe System Intersection (SSI) score from the SPICE analysis, the highest-ranking intersections from highest to lowest include 2-lane Roundabout, Traffic Signal, Signalized RCUT and TWSC; however, it should be noted that the SPICE tool did not produce an SSI score for the MUT due to the three-leg configuration.

While the CAP-X and SPICE analysis ranked several alternative intersection control strategies higher than the signal, the tool does not take into account access management and signal spacing requirements, which played a role the selection of the recommended control strategy. The TWSC alternative, which ranked highest in terms of crash prediction, ranked fifth in terms of overall operations with a v/c of 7.91. The highest-ranking control strategy in terms of SSI was the 2-lane roundabout, which ranked fourth in terms of v/c and would require additional right-of-way which would be challenging at this location. Based on the ICE Stage 1 analysis, the Traffic Signal is the recommended control strategy for the intersection of SR 16 and Windward Ranch Boulevard (**Figure 2**). In addition, a Synchro analysis of Design Year 2050 revealed that the proposed signal is expected to operate at LOS B or better, while the existing Two-Way Stop Control would operate at LOS F during the AM and PM peak periods. The signalized intersection will include raised islands restricting any future cross-street through movements.

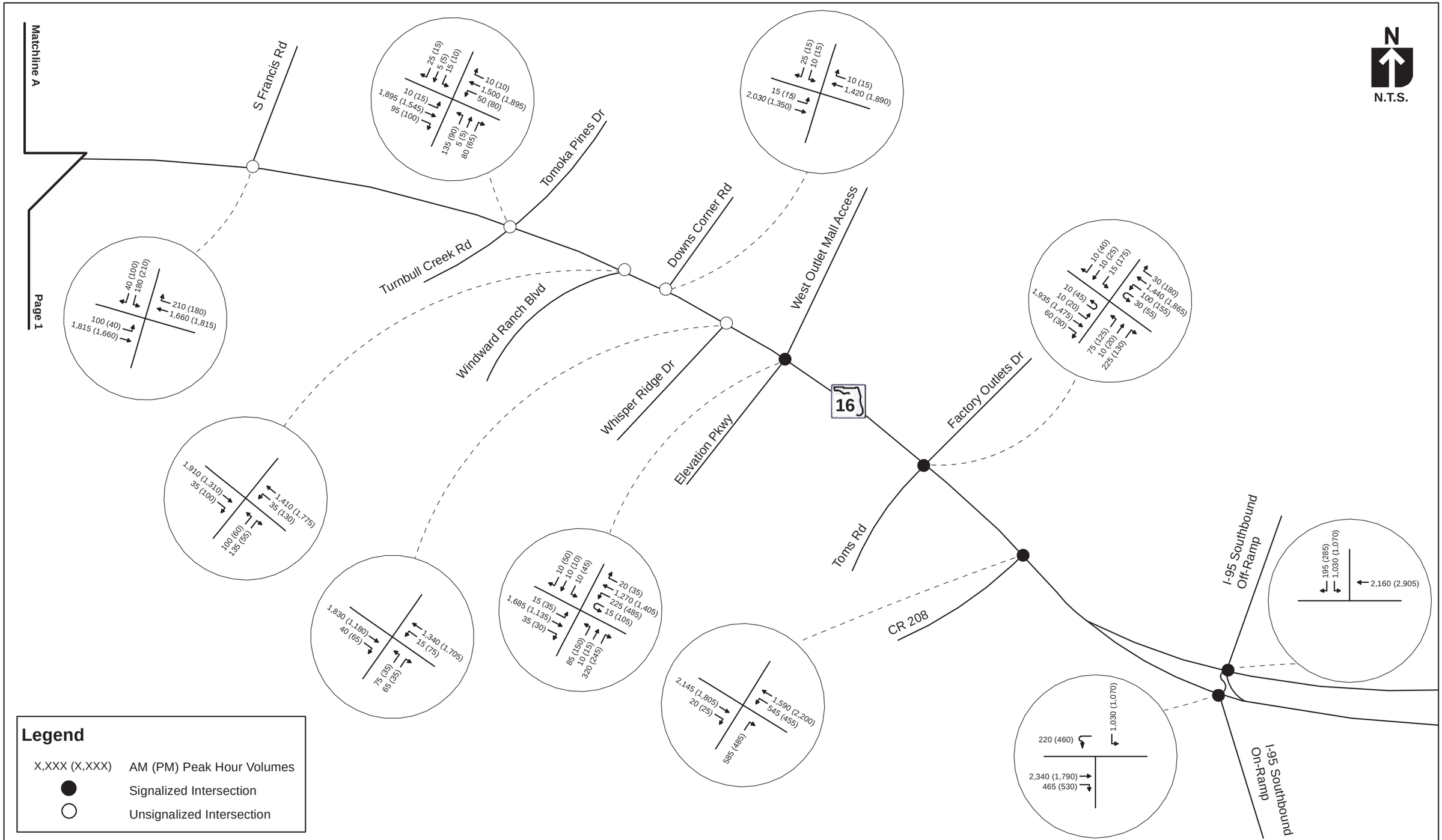
Figure 1. Windward Ranch Boulevard Existing Intersection Configuration (TWSC)

Figure 2. Windward Ranch Boulevard Proposed Configuration (Traffic Signal)

<u>Appendices</u>

Appendix A: Traffic Data Pages from the SR 16 PD&E Study (Project Traffic Analysis Report)
Appendix B: Capacity Analysis for Planning of Junctions (CAP-X)
Appendix C: Safety Performance for Intersection Control Evaluation (SPICE)
Appendix D: Signal Warrant Analysis

Appendix A:
Traffic Data Pages from the SR 16 PD&E Study
(Project Traffic Analysis Report)



SR 16 from International Golf Parkway to I-95 PD&E Study	No-Build Design Year 2050 AM (PM) Peak Hour Volumes	Page 2 of 2	Figure 6-2

Appendix B:
Capacity Analysis for Planning of Junctions (CAP-X)

Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	SR 16 from International Golf Parkway to I-95 PD&E
Project Number:	21044753201
Location:	SR 16 at Windward Ranch Blvd
Date:	2050 AM Peak
Number of Intersection Legs:	3
Which leg is the minor street?	S

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	Left	Thru	Right	Heavy Vehicles	Volume Growth
Eastbound	0	0	1910	35	4.00%	0.00%
Westbound	0	35	1410	0	4.00%	0.00%
Southbound	0	0	0	0	0.00%	0.00%
Northbound	0	100	0	135	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone	**C3R-Suburban Residential**		
E-W / Crossing East-West Legs	**Low**	**Low**	**Low**
N-S / Crossing North-South Legs	**Low**	**Low**	**Low**
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Signalized Restricted Crossing U-Turn E-W	**0.63**	**1**	**2.84**	**4.45**
Traffic Signal	**0.66**	**2**	**4.92**	**#N/A**
Partial Median U-Turn E-W	**0.66**	**2**	**2.89**	**#N/A**
1NS X 2EW	**0.94**	**4**	**4.97**	**4.67**
Two-Way Stop Control E-W	**7.91**	**5**	**2.63**	**#N/A**
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Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	SR 16 from International Golf Parkway to I-95 PD&E
Project Number:	21044753201
Location:	SR 16 at Windward Ranch Blvd
Date:	2050 PM Peak
Number of Intersection Legs:	3
Which leg is the minor street?	S

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	**Left**	**Thru**	**Right**	Heavy Vehicles	Volume Growth
Eastbound	0	0	1310	100	1.00%	0.00%
Westbound	0	130	1775	0	1.00%	0.00%
Southbound	0	0	0	0	0.00%	0.00%
Northbound	0	60	0	55	1.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone	**C3R-Suburban Residential**		
E-W / Crossing East-West Legs	**Low**	**Low**	**Low**
N-S / Crossing North-South Legs	**Low**	**Low**	**Low**
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Traffic Signal	**0.55**	**1**	**4.92**	**#N/A**
Signalized Restricted Crossing U-Turn E-W	**0.58**	**2**	**2.84**	**4.45**
Partial Median U-Turn E-W	**0.59**	**3**	**2.90**	**#N/A**
1NS X 2EW	**0.78**	**4**	**4.96**	**4.67**
Two-Way Stop Control E-W	**3.40**	**5**	**2.63**	**#N/A**
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Appendix C:
Safety Performance for Intersection Control Evaluation (SPICE)

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	SR 16 International Golf Parkway to I-95 PD&E	**Intersection Type**	At-Grade Intersection
Intersection:	Windward Ranch Blvd	**Opening Year**	2030
Agency:	FDOT	**Design Year**	2050
Project Reference:		**Facility Type**	On Urban and Suburban Arterial
City:	St. Augustine	**Number of Legs**	3-leg
State:	FL	**1-Way/2-Way**	2-way Intersecting 2-way
Date:	6/19/2024	**# of Major Street Lanes (both directions)**	5 or fewer
Analyst:	RS&H	**Major Street Approach Speed**	55+ mph

Crash Prediction Summary / SSI Score

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?	Source of Prediction	SSI Score: Opening Year	SSI Score: Design Year	SSI Score: Rank
Traffic Signal	Total	3.76	4.65	88.49	3	Yes	Uncalibrated SPF	74	61	2
	Fatal & Injury	1.45	1.93	35.56						
Minor Road Stop	Total	2.98	4.19	75.37	1	Yes	Calibrated SPF	56	40	4
	Fatal & Injury	0.80	1.03	19.22						
2-lane Roundabout	Total	9.00	13.70	238.02	4	No	Uncalibrated SPF	82	75	1
	Fatal & Injury	1.67	2.75	46.28						
Median U-Turn (MUT)	Total	3.19	3.95	75.22	2	N/A	CMF	--	--	--
	Fatal & Injury	1.01	1.35	24.89						
Signalized RCUT	Total	10.98	18.50	307.64	5	Yes	Uncalibrated SPF	66	53	3
	Fatal & Injury	2.13	3.63	59.98						
			--	--						
			--	--						

Appendix D:
Signal Warrant Analysis

TRAFFIC SIGNAL WARRANT SUMMARY

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
- The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation

Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

Fill in "Orange" areas only	
Automated cells based on in Input Data in "orange" cells	
General Information	Fill in below the general information including: District, County (drop-down menu) City, Engineer, Date Major and Minor Street with corresponding number of lanes and speed limits
Enter Eight Hour Volumes	Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall **not** be required to be the same 8 hours satisfied in Condition B **for 80% columns only.** On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.
Enter Four Hour Volumes	Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)
Enter Pedestrian Volumes (4-h	Pedestrians per hour crossing the major street (total of all crossings)
Enter Peak Hour Volumes	Vehicular: Any four consecutive 15-minute periods of an average day Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input Data

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

City: **St Augustine**
County: **78 – St. Johns**
District: **Two**

Engineer: **Shawn C. Birst**
Date: **September 3, 2024**

Major Street: **SR 16**
Minor Street: **indward Ranch Bl**

Major Street # Lanes: **2**
Minor Street # Lanes: **1**

Major Approach Speed: **55**
Minor Approach Speed: **25**

Eight Hour Volumes (Condition A)			For Warrant 7
Hours	Major Street (total of both approaches)	Minor Street (one direction only)	Ped Crossings on Major Street
7:00 AM	1999	198	
8:00 AM	2020	200	
9:00 AM	1510	150	
10:00 AM	1441	143	
11:00 AM	1600	158	
12:00 PM	1829	181	
4:00 PM	2031	92	
5:00 PM	2100	95	

Eight Hour Volumes (Condition B)		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM	1999	198
8:00 AM	2020	200
9:00 AM	1510	150
10:00 AM	1441	143
11:00 AM	1600	158
12:00 PM	1829	181
4:00 PM	2031	92
5:00 PM	2100	95

Highest Four Hour Vehicular Volumes		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM	1999	198
8:00 AM	2020	200
11:00 AM	1600	158
12:00 PM	1829	181

Highest Four Hour Pedestrian Volumes		
Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street

Vehicular Peak Hour Volumes			
Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
8:00 AM	2020	200	2220

Pedestrian Peak Hour Volumes		
Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Windward Ranch Blvd	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

*Warrant 1 is satisfied if Condition A **or** Condition B is "100%" satisfied for eight hours.* ☑ Yes ☐ No

*Warrant 1 is also satisfied if both Condition A **and** Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems).* ☐ Yes ☑ No

*Warrant 1 is satisfied if Condition A **or** Condition B is "70%" satisfied for eight hours.* ☑ Yes ☐ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☐ Yes	☑ No
80% Satisfied:	☐ Yes	☑ No
70% Satisfied:	☐ Yes	☑ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

[a] Basic Minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	4:00 PM	5:00 PM
Major	1,999	2,020	1,510	1,441	1,600	1,829	2,031	2,100
Minor	198	200	150	143	158	181	92	95

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☑ Yes	☐ No
80% Satisfied:	☑ Yes	☐ No
70% Satisfied:	☑ Yes	☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	**Minor**	**100%[a]**	**80%[b]**	**70%[c]**	**100%[a]**	**80%[b]**	**70%[c]**
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

[a] Basic Minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	**7:00 AM**	**8:00 AM**	**9:00 AM**	**10:00 AM**	**11:00 AM**	**12:00 PM**	**4:00 PM**	**5:00 PM**
Major	1,999	2,020	1,510	1,441	1,600	1,829	2,031	2,100
Minor	198	200	150	143	158	181	92	95

Existing Volumes

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Windward Ranch Blvd	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☐ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

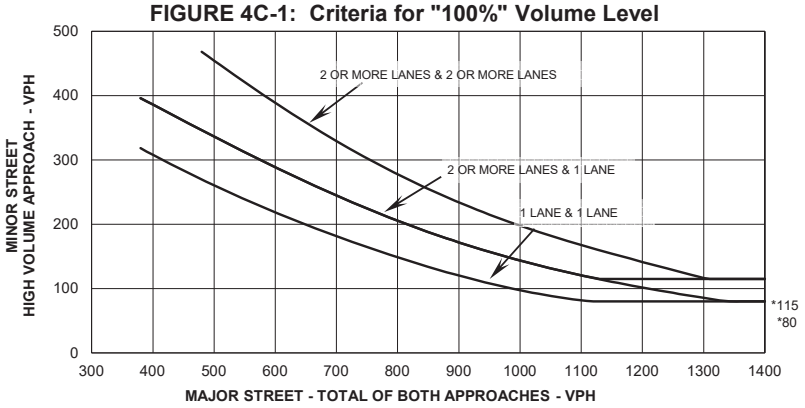
Applicable: ☑ Yes ☐ No
Satisfied: ☑ Yes ☐ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street

FIGURE 4C-1: Criteria for "100%" Volume Level



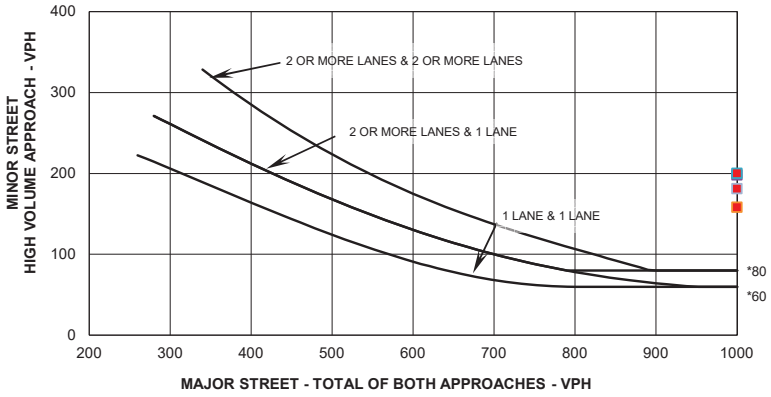
** Note: 115 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 80 mph applies as the lower threshold volume threshold for a minor street approach with one lane.*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
7:00 AM	1999	198
8:00 AM	2020	200
11:00 AM	1600	158
12:00 PM	1829	181

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 80 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 60 ph. applies as the lower threshold volume threshold for a minor street approach with one lane.*

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Windward Ranch Blvd	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☑ Yes ☐ No

Unusual condition justifying use of warrant:

Industrial Complex

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
8:00 AM	2020	200

Criteria

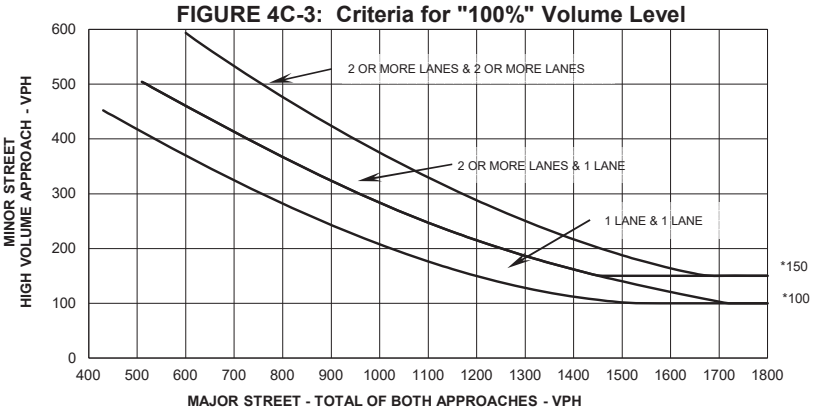
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	0.0	
Fulfilled?:	☐ Yes	☑ No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	200	
Fulfilled?:	☑ Yes	☐ No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	2,220	
Fulfilled?:	☑ Yes	☐ No

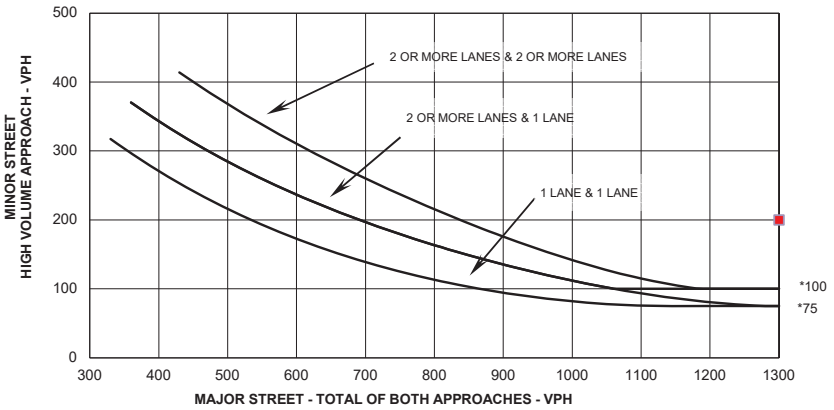
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Windward Ranch Blvd	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

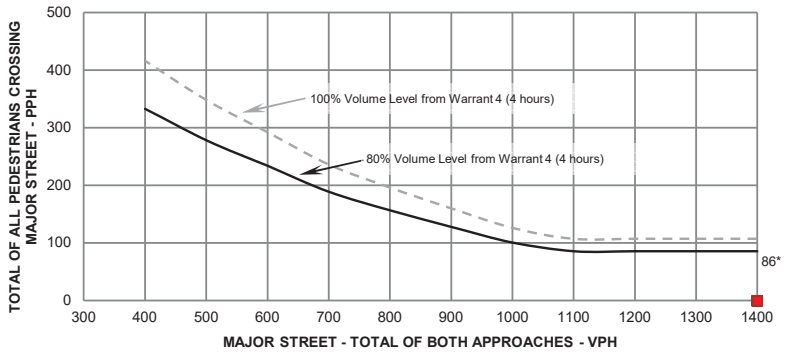
WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if ***all three*** *of the criteria are fulfilled.*

Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Criteria					Fulfilled? Yes	Fulfilled? No
1. Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:					No
2. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.	Observed Crash Types:		Number of crashes per 12 months:	1		No
3. **One of the following volume warrants is met:**				**Met?**	Yes	
Warrant 1, Condition A (80% satisfied), or				No		
Warrant 1, Condition B (80% satisfied), or				Yes		
Warrant 4, Pedestrian Volume satisfied at 80% of volume requirements for any 8 hours of an average day.	**Hour**	**Major Street Volume**	**Ped Crossings Volume**	No		
	7:00 AM	1999				
	8:00 AM	2020				
	9:00 AM	1510				
	10:00 AM	1441				
	11:00 AM	1600				
	12:00 PM	1829				
	4:00 PM	2031				
	5:00 PM	2100				

Figure 4C-5. Criteria for "100%" Volume Level



* Note: 86 pph applies as the lower threshold volume for the 80% volume threshold.

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Windward Ranch Blvd	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

CONCLUSIONS

Remarks: Warrant 1B, Warrant 2, and Warrant 3 are satisfied.

WARRANTS SATISFIED:

Warrant 1	☐ Not Applicable	☑ Met	☐ Not Met
Warrant 2	☐ Not Applicable	☑ Met	☐ Not Met
Warrant 3	☐ Not Applicable	☑ Met	☐ Not Met
Warrant 4	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 5	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 6	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 7	☐ Not Applicable	☐ Met	☑ Not Met
Warrant 8	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 9	☑ Not Applicable	☐ Met	☐ Not Met

Florida Department of Transportation
Intersection Control Evaluation (ICE) Form
Stage 1: Screening

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms are to be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval. **Selections must be made in the "Intersection Type" and "Project Funding Source" cells below for the appropriate Stage 1 and Stage 2 forms to fully populate.**

Project Name	SR 16 from International Golf Parkway to I-95 PD&E		FDOT Project #	210447-5-32-01	
Submitted By	Shawn Birst	Agency/Company	RS&H	Date	9/5/2024
Email	Shawn.Birst@rsandh.com	FDOT District	District 2	County	St. Johns
Project Locality (*City/Town/Village*)	St. Augustine				
Intersection Type	At-Grade Intersection	FDOT Context Classification	C3R - Suburban Residential		
Project Funding Source	Non-federal	Project Type	Corridor Improvement Project		
Project Purpose (*What is the catalyst for this project and why is it being undertaken?*)	The purpose of this PD&E Study is to evaluate alternative improvements along SR 16 to provide additional capacity, as well as operational and safety benefits to meet future transportation needs.				
Project Setting Description (*Describe the area surrounding the intersection*)	The area surrounding the intersection consists of residential developments. The intersection provides access to the Windward Ranch housing development on the south side of the intersection.				
Multimodal Context (*Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns*)	Pedestrian activity is low throughout the project area, and no sidewalks exist along SR 16 at the intersection. There is no planned transit service or other multimodal activity in the vicinity of this intersection.				

Major Street Information					
Route #:	16	Route Name(s)	SR 16	Milepost	13.686
Existing Control Type	Two-way Stop-Control	Existing AADT	21,500	Design Year AADT	38,900
Design Vehicle	Passenger car (P)	Control Vehicle	Single Unit Truck (SU)		
Primary Functional Classification	Urban Principal Arterial - Other			Design Speed (mph)	55
Secondary Functional Classification (if app.)				Target Speed (mph) [if app.]	

Approach #1	Direction	Eastbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	0				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	2	Left	0	Left	0
	Multi-Use Path?	No	Left-Through-Right	0	Through	1,910	Through	1,310
	Scheduled Bus Service?	No	Through-Right	0	Right	35	Right	100
	Bus Stop on Approach?	No	Right-Turn	1	Daily Truck %		4.0%	
Approach #2	Direction	Westbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	1				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	2	Left	35	Left	130
	Multi-Use Path?	No	Left-Through-Right	0	Through	1,410	Through	1,775
	Scheduled Bus Service?	No	Through-Right	0	Right	0	Right	0
	Bus Stop on Approach?	No	Right-Turn	0	Daily Truck %		4.0%	

Minor Street Information							
Route #:		Route Name(s)	Windward Ranch Boulevard			Milepost (if app.)	
Existing Control Type	Two-way Stop-Control		Existing AADT	2,900		Design Year AADT	3,700
Design Vehicle	Passenger car (P)		Control Vehicle	Passenger car (P)			
Primary Functional Classification		Urban Local				Design Speed (mph)	25
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]	

Approach #1	Direction	Northbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Both sides of the approach	Left-Turn	1				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	0	Left	100	Left	60
	Multi-Use Path?	No	Left-Through-Right	0	Through	0	Through	0
	Scheduled Bus Service?	No	Through-Right	0	Right	135	Right	55
	Bus Stop on Approach?	No	Right-Turn	1	Daily Truck %		2.0%	
Approach #2	Direction		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:		Left-Turn	0				
	Crosswalk on Approach?		Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?		Through	0	Left	0	Left	0
	Multi-Use Path?		Left-Through-Right	0	Through	0	Through	0
	Scheduled Bus Service?		Through-Right	0	Right	0	Right	0
	Bus Stop on Approach?		Right-Turn	0	Daily Truck %		0.0%	
Approach #3	Direction		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:		Left-Turn					
	Crosswalk on Approach?		Left-Through		Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?		Through		Left		Left	
	Multi-Use Path?		Left-Through-Right		Through		Through	
	Scheduled Bus Service?		Through-Right		Right		Right	
	Bus Stop on Approach?		Right-Turn		Daily Truck %			

Crash History (Existing Intersections Only)
Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:
The intersection of SR 16 with Windward Ranch Boulevard has an actual crash rate of 0.05 which is less than the statewide average for similar facilities (0.20). There were zero fatalities at this intersection during the historical crash analyis period.

Control Strategy Evaluation

Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.

Control Strategy	CAP-X Outputs				SPICE Outputs		Strategy to be Advanced?	Justification
	V/C Ratio		Ped Accom.	Bike Accom.	Crash Prediction Rank	SSI Rank		
	Weekday AM Peak	Weekday PM Peak						
Two-Way Stop-Controlled	7.91	3.40	2.63	NA	1	4	No	Existing control strategy does not provide adequate capacity for traffic demand.
All-Way Stop-Controlled	-	-	-	-	-	-	No	Strategy not considered. Existing strategy is TWSC.
Signalized Control	0.66	0.55	4.92	NA	3	2	Yes	Strategy provides acceptable operations and Crash prediction rank.
Roundabout (1-lane)	-	-	-	-	-	-	No	Strategy not considered. One lane roundabout is not consistent with widening SR 16.
Roundabout (2-lane)	0.94	0.78	4.97	4.67	4	1	No	Strategy provides worse overall operations than other alternatives.
Median U-Turn	0.66	0.59	2.90	NA	2	NA	No	Strategy provides good overall v/c but requires additional closely-spaced signalized intersections.
RCUT (Signalized)	0.63	0.58	2.84	4.45	5	3	No	Strategy provides good overall v/c but requires additional closely-spaced signalized intersections.
RCUT (Unsignalized)	-	-	-	-	-	-	No	Strategy not considered. Existing stop-control does not provide adequate capacity.
Jughandle					-	-	No	Strategy not considered due to ROW constraints.
Displaced Left-Turn	-	-	-	-	-	-	No	Strategy not considered due to ROW constraints.
Continuous Green Tee	-	-	-	-	-	-	No	Strategy not considered for consistency with adjacent study intersections.
Quadrant Roadway	-	-	-	-			No	Strategy not considered due to ROW constraints.
Thru-Cut (Signalized)	-	-	-	-	-	-	No	Strategy not considered for 3-leg intersection. Signalized Control includes raised islands restricting any future cross-street through movements.
Thru-Cut (Unsignalized)	-	-	-	-	-	-	No	Strategy not considered for 3-leg intersection.
Bowtie	-	-	-	-	-	-	No	Strategy not considered due to inconsistency with intersection configuration.
Partial Displaced Left-Turn	-	-	-	-	-	-	No	Strategy not considered due to ROW requirements.

Resolution					
To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer					
Project Determination					
Comments					
DTOE Name		Signature		Date	
DDE Name		Signature		Date	

PROFESSIONAL ENGINEER CERTIFICATE

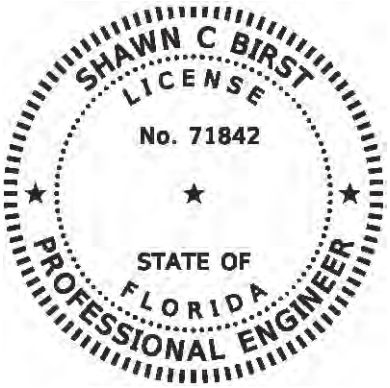
I hereby certify that I am a registered professional engineer in the State of Florida practicing with RS&H, Inc., a Florida corporation authorized to operate as an engineering business, (EB No. EB0005620) by the State of Florida Department of Professional Regulation, Board of Engineers and that I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice hereby reported for:

PROJECT: **SR 16 from International Golf Parkway to I-95 PD&E**
Intersection Control Evaluation (ICE) Stage 1

LOCATION: **SR 16 at Downs Corner Rd**
St. Augustine, St. Johns County, FL

FPID NUMBER: **210447-5-32-01**

This report includes a summary of data collection effort, safety analysis, operational analysis, discussion of build alternative, and summary of conclusions. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering and planning as applied through professional judgment and experience.



THIS DOCUMENT HAS BEEN
DIGITALLY SIGNED AND SEALED BY:

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.

RS&H, INC.
10748 DEERWOOD PARK BLVD SOUTH
JACKSONVILLE, FL 32256
CERTIFICATE OF AUTHORIZATION NO. 5620
SHAWN CURTIS BIRST, P.E., NO. 71842

SR 16 from International Golf Parkway to I-95 PD&E Study: SR 16 at Downs Corner Road
ICE Stage 1: Summary and Supporting Information

BACKGROUND

This document summarizes the Intersection Control Evaluation (ICE) Stage 1 analysis completed for the intersection of SR 16 and Downs Corner Road in St. Augustine, FL. The study was initiated based on intersection and roadway improvements identified in the SR 16 PD&E Study (FPID 210447-5-32-01), which includes widening of SR 16 from two lanes to four lanes and providing intersection improvements.

The intersection currently operates under Two-Way Stop Control (TWSC), with Downs Corner Road as the north leg (**Figure 1**). Residential properties surround the intersection in all quadrants. The posted speed limit is 60 miles per hour (mph) on SR 16 (east and west of the intersection), and the speed limit on Downs Corner Road is 25 mph.

The current and future context classification of this intersection is C3R (Suburban Residential). Twelve-hour turning movement counts were conducted in August 2024. Crash data were obtained from Signal Four Analytics and FDOT's SSOGis tool for the most appropriate five-year period (2018 through 2022). These data were used in the CAP-X (Capacity Analysis for Planning of Junctions) and SPICE (Safety Performance for Intersection Control Evaluation) analysis.

CAPACITY ANALYSIS

CAP-X was conducted for the AM and PM peak periods of the 2050 design year. The future conditions volume was developed using the Northeast Regional Planning Model Activity-Based version 2.1.1 (NERPMABv2.1.1), which is the regional travel demand model developed and maintained by FDOT District 2 with a base year of 2015 and forecast year of 2045. The intersection configurations evaluated were Traffic Signal, Two-Way Stop Control, Signalized Restricted Crossing U-turn, Partial Median U-turn, and Two-Lane Roundabout.

SAFETY ANALYSIS

Crash data from FDOT's State Safety Office was analyzed for the years 2018 to 2022. During that 5-year period, the intersection at Downs Corner Road experienced 2 crashes with 1 resulting in injuries. There were zero vehicle-bike crashes at the intersection during the analysis period and zero pedestrian crashes. There were zero fatalities at the intersection during the analysis period. Both of the crashes were rear end crashes.

RESULTS

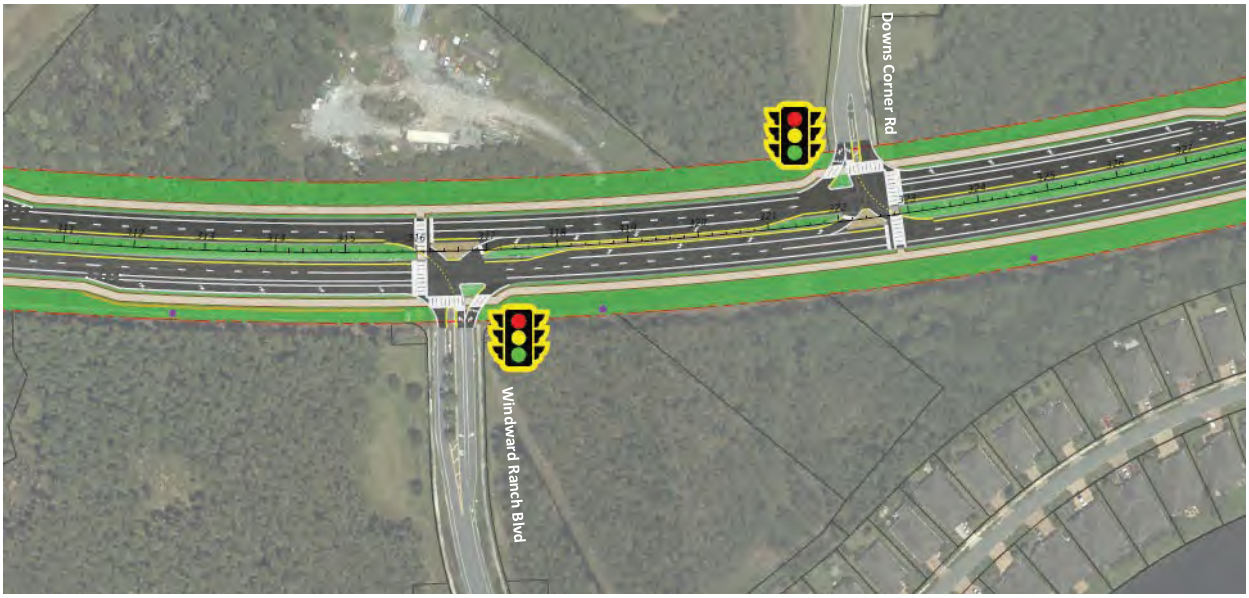
CAP-X results indicated a Traffic Signal, Signalized Restricted Crossing U-Turn (RCUT), Partial Median U-Turn (MUT), and Two-Lane Roundabout all operate better than the existing two-way stop control, with v/c ratios ranging from 0.54 to 0.83 using the 2050 projected volumes. The Two-Way Stop Control (TWSC) reported a v/c ratio of 2.72. The multimodal scores ranged from 2.84 to 5.00 with the RCUT with the lowest score and the Two-Lane Roundabout having the highest score. It should be noted that the Signal had a pedestrian accommodation score of 4.92. A bicycle accommodation score is not available for the Signal alternative.

In terms of the Safe System Intersection (SSI) score from the SPICE analysis, the highest-ranking intersections from highest to lowest include 2-lane Roundabout, Traffic Signal, Signalized RCUT and TWSC; however, it should be noted that the SPICE tool did not produce an SSI score for the MUT due to the three-leg configuration.

While the CAP-X and SPICE analysis ranked several alternative intersection control strategies higher than the signal, the tool does not take into account access management and signal spacing requirements, which played a role the selection of the recommended control strategy. In addition, the intersection's proximity to Windward Ranch Boulevard was considered, to offset the potential for westbound queueing to impact operations at Downs Corner Road. The TWSC alternative, which ranked highest in terms of crash prediction, ranked fifth in terms of overall operations with a v/c of 2.72. The highest-ranking control strategy in terms of SSI was the 2-lane roundabout, which ranked fourth in terms of v/c and would require additional right-of-way which would be challenging at this location. Based on the ICE Stage 1 analysis, the Traffic Signal is the recommended control strategy for the intersection of SR 16 and Downs Corner Road (**Figure 2**). In addition, a Synchro analysis of Design Year 2050 revealed that the proposed signal is expected to operate at LOS A during the AM and PM peak periods, while the existing Two-Way Stop Control would operate at LOS F during the AM and PM peak periods. The signalized intersection will include raised islands restricting any future cross-street through movements.

Figure 1. Downs Corner Road Existing Intersection Configuration (TWSC)

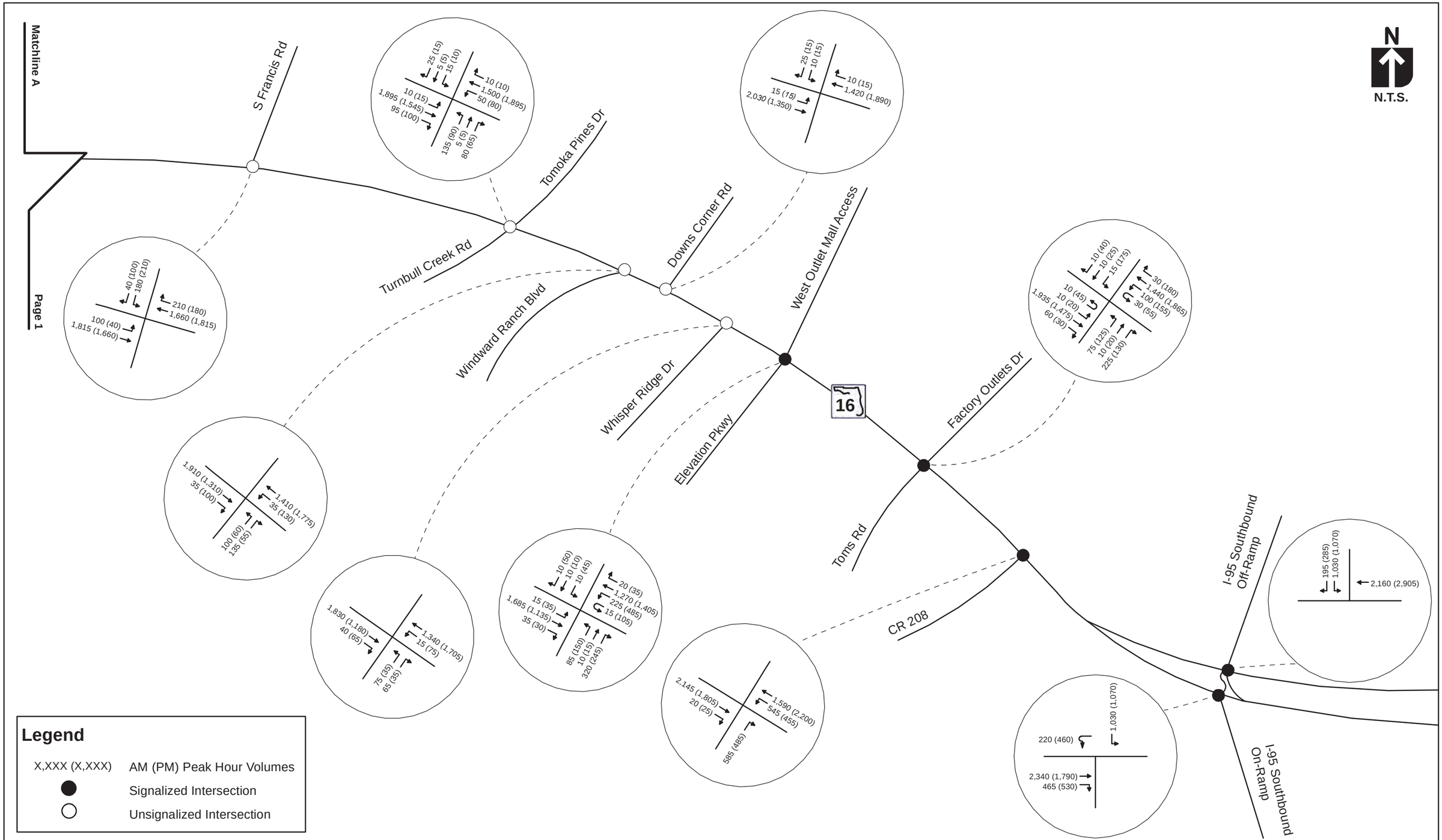
Figure 2. Downs Corner Road Proposed Configuration (Traffic Signal)



Appendices

Appendix A: Traffic Data Pages from the SR 16 PD&E Study (Project Traffic Analysis Report)
Appendix B: Capacity Analysis for Planning of Junctions (CAP-X)
Appendix C: Safety Performance for Intersection Control Evaluation (SPICE)
Appendix D: Signal Warrant Analysis

Appendix A:
Traffic Data Pages from the SR 16 PD&E Study
(Project Traffic Analysis Report)



SR 16 from International Golf Parkway to I-95 PD&E Study	No-Build Design Year 2050 AM (PM) Peak Hour Volumes	Page 2 of 2	Figure 6-2

Appendix B:
Capacity Analysis for Planning of Junctions (CAP-X)

Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	SR 16 from International Golf Parkway to I-95 PD&E
Project Number:	21044753201
Location:	SR 16 at Downs Corner Rd
Date:	2050 AM Peak
Number of Intersection Legs:	3
Which leg is the minor street?	N

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	Left	Thru	Right	Heavy Vehicles	Volume Growth
Eastbound	0	15	2030	0	4.00%	0.00%
Westbound	0	0	1420	10	4.00%	0.00%
Southbound	0	10	0	25	2.00%	0.00%
Northbound	0	0	0	0	0.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone	**C3R-Suburban Residential**		
E-W / Crossing East-West Legs	**Low**	**Low**	**Low**
N-S / Crossing North-South Legs	**Low**	**Low**	**Low**
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Signalized Restricted Crossing U-Turn E-W	**0.60**	**1**	**2.84**	**4.54**
Traffic Signal	**0.61**	**2**	**4.92**	**#N/A**
Partial Median U-Turn E-W	**0.63**	**3**	**2.89**	**#N/A**
1NS X 2EW	**0.83**	**4**	**5.00**	**4.75**
Two-Way Stop Control E-W	**2.72**	**5**	**2.91**	**#N/A**
--	--	--	--	--
--	--	--	--	--
--	--	--	--	--
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Capacity Analysis for Planning of Junctions

Input Worksheet 1

Project Name:	*SR 16 from International Golf Parkway to I-95 PD&E*
Project Number:	*21044753201*
Location	*SR 16 at Downs Corner Rd*
Date	2050 PM Peak
Number of Intersection Legs	3
Which leg is the minor street?	N

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	**Left**	**Thru**	**Right**	Heavy Vehicles	Volume Growth
Eastbound	0	15	1350	0	1.00%	0.00%
Westbound	0	0	1890	15	1.00%	0.00%
Southbound	0	15	0	15	2.00%	0.00%
Northbound	0	0	0	0	0.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone	**C3R-Suburban Residential**		
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Equivalent Passenger Car Volume

	Volume (Veh/hr)			
	U-Turn	**Left**	**Thru**	**Right**
Eastbound	0	15	1364	0
Westbound	0	0	1909	15
Southbound	0	15	0	15
Northbound	0	0	0	0

Notes:	
Left-Turn Adjustment Factor	*Conversion of left-turning vehicles to equivalent through vehicles*
Right-turn Adjustment Factor	*Conversion of right-turning vehicles to equivalent through vehicles*
U-turn Adjustment Factor	*Conversion of U-turning vehicles to equivalent through vehicles*
Truck to PCE Factor	*1 truck = X Passenger Car Equivalents*
Critical Lane Volume Sum Limit	*Saturation Value for Critical Lane Volume Sum at an intersection*

Appendix C:
Safety Performance for Intersection Control Evaluation (SPICE)

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	SR 16 International Golf Parkway to I-95 PD&E	**Intersection Type**	At-Grade Intersection
Intersection:	Downs Corner Rd	**Opening Year**	2030
Agency:	FDOT	**Design Year**	2050
Project Reference:		**Facility Type**	On Urban and Suburban Arterial
City:	St. Augustine	**Number of Legs**	3-leg
State:	FL	**1-Way/2-Way**	2-way Intersecting 2-way
Date:	9/4/2024	**# of Major Street Lanes (both directions)**	5 or fewer
Analyst:	RS&H	**Major Street Approach Speed**	55+ mph

Crash Prediction Summary / SSI Score

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?	Source of Prediction	SSI Score: Opening Year	SSI Score: Design Year	SSI Score: Rank
Traffic Signal	Total	2.50	3.16	59.54	4	Yes	Uncalibrated SPF	78	69	2
	Fatal & Injury	1.00	1.35	24.72						
Minor Road Stop	Total	0.98	1.46	25.53	1	Yes	Calibrated SPF	62	48	4
	Fatal & Injury	0.32	0.43	7.83						
2-lane Roundabout	Total	7.68	11.97	206.02	5	No	Uncalibrated SPF	84	76	1
	Fatal & Injury	1.39	2.35	39.02						
Median U-Turn (MUT)	Total	2.12	2.68	50.61	3	N/A	CMF	--	--	--
	Fatal & Injury	0.70	0.94	17.30						
Signalized RCUT	Total	3.81	6.74	109.83	2	No	Uncalibrated SPF	68	56	3
	Fatal & Injury	0.51	0.94	15.09						
			--	--						
			--	--						

Appendix D:
Signal Warrant Analysis

TRAFFIC SIGNAL WARRANT SUMMARY

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
- The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation

Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

Fill in "Orange" areas only	
Automated cells based on in Input Data in "orange" cells	
General Information	Fill in below the general information including: District, County (drop-down menu) City, Engineer, Date Major and Minor Street with corresponding number of lanes and speed limits
Enter Eight Hour Volumes	Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall **not** be required to be the same 8 hours satisfied in Condition B **for 80% columns only.** On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.
Enter Four Hour Volumes	Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)
Enter Pedestrian Volumes (4-h	Pedestrians per hour crossing the major street (total of all crossings)
Enter Peak Hour Volumes	Vehicular: Any four consecutive 15-minute periods of an average day Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input Data

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

City: **St Augustine**
County: **78 – St. Johns**
District: **Two**

Engineer: **Shawn C. Birst**
Date: **September 4, 2024**

Major Street: **SR 16**
Minor Street: **Downs Corner Rd**

Major Street # Lanes: **2**
Minor Street # Lanes: **1**

Major Approach Speed: **55**
Minor Approach Speed: **25**

Eight Hour Volumes (Condition A)			For Warrant 7
Hours	Major Street (total of both approaches)	Minor Street (one direction only)	Ped Crossings on Major Street
7:00 AM	2170	26	
8:00 AM	2085	25	
11:00 AM	2232	26	
12:00 PM	2290	27	
1:00 PM	1976	18	
3:00 PM	2123	20	
4:00 PM	2111	20	
5:00 PM	2085	20	

Eight Hour Volumes (Condition B)		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM	2170	26
8:00 AM	2085	25
9:00 AM	2232	26
10:00 AM	2290	27
11:00 AM	1976	18
12:00 PM	2123	20
4:00 PM	2111	20
5:00 PM	2085	20

Highest Four Hour Vehicular Volumes		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM	2170	26
11:00 AM	2232	26
12:00 PM	2290	27
3:00 PM	2123	20

Highest Four Hour Pedestrian Volumes		
Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street

Vehicular Peak Hour Volumes			
Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
12:00 PM	2290	27	2317

Pedestrian Peak Hour Volumes		
Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

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October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 4, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Downs Corner Rd	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

*Warrant 1 is satisfied if Condition A **or** Condition B is "100%" satisfied for eight hours.* ☐ Yes ☑ No

*Warrant 1 is also satisfied if both Condition A **and** Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems).* ☐ Yes ☑ No

*Warrant 1 is satisfied if Condition A **or** Condition B is "70%" satisfied for eight hours.* ☐ Yes ☑ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☐ Yes	☑ No
80% Satisfied:	☐ Yes	☑ No
70% Satisfied:	☐ Yes	☑ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

[a] Basic Minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7:00 AM	8:00 AM	11:00 AM	12:00 PM	1:00 PM	3:00 PM	4:00 PM	5:00 PM
Major	2,170	2,085	2,232	2,290	1,976	2,123	2,111	2,085
Minor	26	25	26	27	18	20	20	20

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☐ Yes	☑ No
80% Satisfied:	☐ Yes	☑ No
70% Satisfied:	☐ Yes	☑ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	**Minor**	**100%[a]**	**80%[b]**	**70%[c]**	**100%[a]**	**80%[b]**	**70%[c]**
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

[a] Basic Minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	**7:00 AM**	**8:00 AM**	**9:00 AM**	**10:00 AM**	**11:00 AM**	**12:00 PM**	**4:00 PM**	**5:00 PM**
Major	2,170	2,085	2,232	2,290	1,976	2,123	2,111	2,085
Minor	26	25	26	27	18	20	20	20

Existing Volumes

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TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 4, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Downs Corner Rd	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☐ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

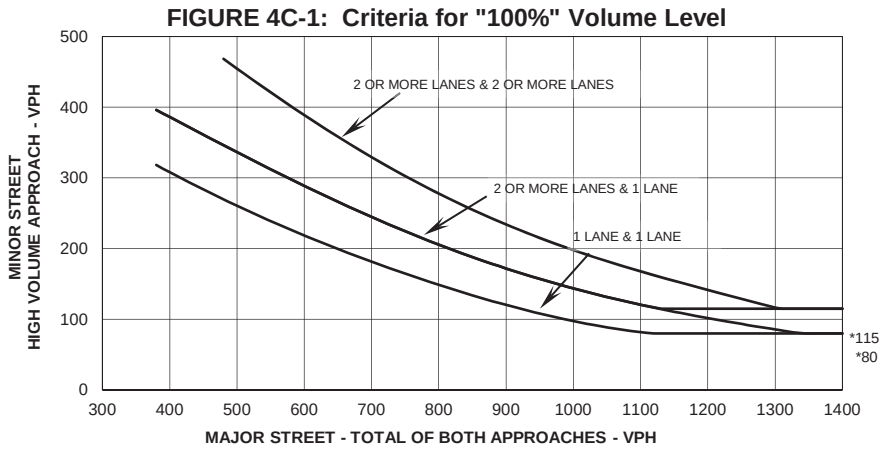
Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street

FIGURE 4C-1: Criteria for "100%" Volume Level



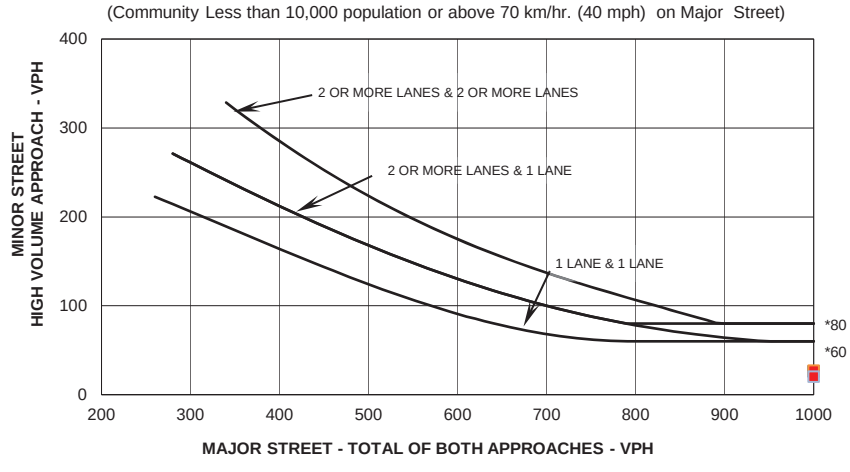
** Note: 115 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 80 mph applies as the lower threshold volume threshold for a minor street approach with one lane.*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
7:00 AM	2170	26
11:00 AM	2232	26
12:00 PM	2290	27
3:00 PM	2123	20

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 80 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 60 ph. applies as the lower threshold volume threshold for a minor street approach with one lane.*

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State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 4, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Downs Corner Rd	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Unusual condition justifying use of warrant:

Industrial Complex

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
12:00 PM	2290	27

Criteria

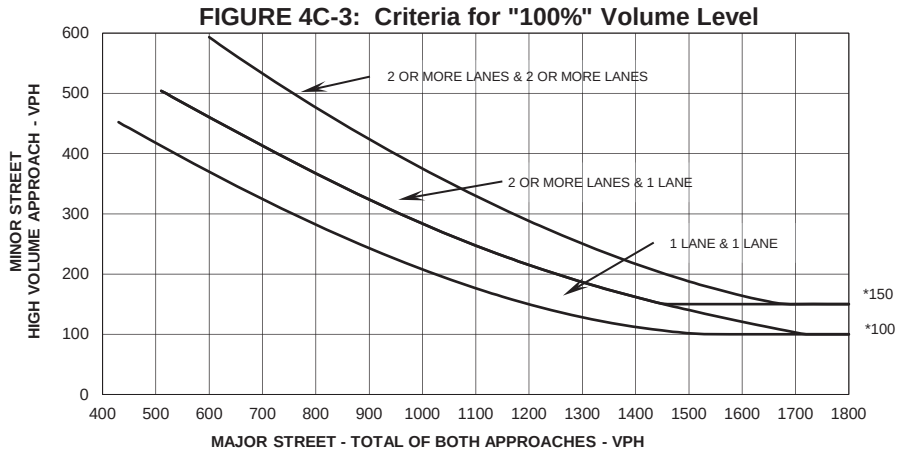
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	0.0	
Fulfilled?:	☐ Yes	☑ No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	27	
Fulfilled?:	☐ Yes	☑ No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	2,317	
Fulfilled?:	☑ Yes	☐ No

Plot volume combination on the applicable figure below.

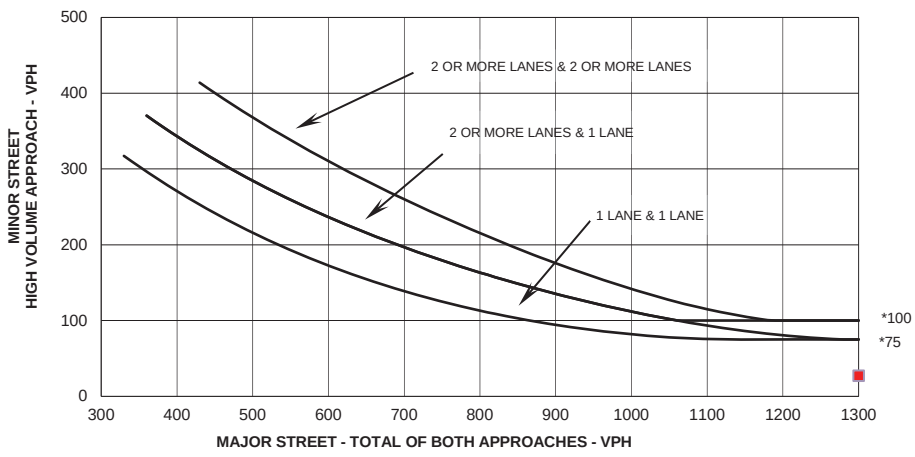
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

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October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 4, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Downs Corner Rd	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

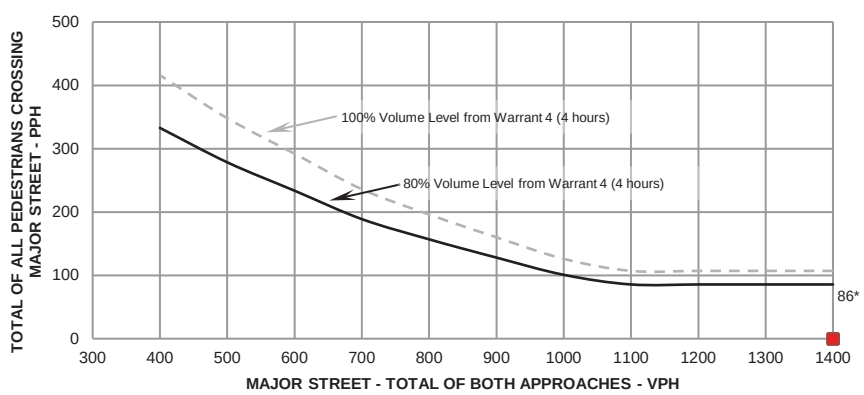
WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if ***all three*** *of the criteria are fulfilled.*

Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Criteria					Fulfilled? Yes	Fulfilled? No
1. Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:					No
2. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.	Observed Crash Types:		Number of crashes per 12 months:	1		No
3. **One of the following volume warrants is met:**				**Met?**		No
Warrant 1, Condition A (80% satisfied), or				No		
Warrant 1, Condition B (80% satisfied), or				No		
Warrant 4, Pedestrian Volume satisfied at 80% of volume requirements for any 8 hours of an average day.	**Hour**	**Major Street Volume**	**Ped Crossings Volume**	No		
	7:00 AM	2170				
	8:00 AM	2085				
	11:00 AM	2232				
	12:00 PM	2290				
	1:00 PM	1976				
	3:00 PM	2123				
	4:00 PM	2111				
	5:00 PM	2085				

Figure 4C-5. Criteria for "100%" Volume Level



* Note: 86 pph applies as the lower threshold volume for the 80% volume threshold.

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State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 4, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Downs Corner Rd	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

CONCLUSIONS

Remarks: While no signal warrants are met, a traffic signal is recommended due to close proximity to Windward Ranch Boulevard, which is expected to impact operations at Downs Corner Road due to westbound queuing. In addition, capacity analysis indicates significant delay and v/c greater than 1 under stop-control conditions.

WARRANTS SATISFIED:

Warrant 1	☐ Not Applicable	☐ Met	☑ Not Met
Warrant 2	☐ Not Applicable	☐ Met	☑ Not Met
Warrant 3	☐ Not Applicable	☐ Met	☑ Not Met
Warrant 4	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 5	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 6	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 7	☐ Not Applicable	☐ Met	☑ Not Met
Warrant 8	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 9	☑ Not Applicable	☐ Met	☐ Not Met

Florida Department of Transportation
Intersection Control Evaluation (ICE) Form
Stage 1: Screening

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms are to be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval. **Selections must be made in the "Intersection Type" and "Project Funding Source" cells below for the appropriate Stage 1 and Stage 2 forms to fully populate.**

Project Name	SR 16 from International Golf Parkway to I-95 PD&E		FDOT Project #	210447-5-32-01	
Submitted By	Shawn Birst	Agency/Company	RS&H	Date	9/5/2024
Email	Shawn.Birst@rsandh.com	FDOT District	District 2	County	St. Johns
Project Locality (*City/Town/Village*)	St. Augustine				
Intersection Type	At-Grade Intersection	FDOT Context Classification	C3R - Suburban Residential		
Project Funding Source	Non-federal	Project Type	Corridor Improvement Project		
Project Purpose (*What is the catalyst for this project and why is it being undertaken?*)	The purpose of this PD&E Study is to evaluate alternative improvements along SR 16 to provide additional capacity, as well as operational and safety benefits to meet future transportation needs.				
Project Setting Description (*Describe the area surrounding the intersection*)	The area surrounding the intersection consists of residential developments. The intersection provides access to the Park Place housing development on the north side of the intersection.				
Multimodal Context (*Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns*)	Pedestrian activity is low throughout the project area, and no sidewalks exist along SR 16 at the intersection. There is no planned transit service or other multimodal activity in the vicinity of this intersection.				

Major Street Information					
Route #:	16	Route Name(s)	SR 16	Milepost	13.701
Existing Control Type	Two-way Stop-Control	Existing AADT	20,600	Design Year AADT	37,300
Design Vehicle	Passenger car (P)	Control Vehicle	Single Unit Truck (SU)		
Primary Functional Classification	Urban Principal Arterial - Other			Design Speed (mph)	55
Secondary Functional Classification (if app.)				Target Speed (mph) [if app.]	

Approach #1	Direction	Eastbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	1				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	2	Left	15	Left	15
	Multi-Use Path?	No	Left-Through-Right	0	Through	2,030	Through	1,350
	Scheduled Bus Service?	No	Through-Right	0	Right	0	Right	0
	Bus Stop on Approach?	No	Right-Turn	0	Daily Truck %		4.0%	
Approach #2	Direction	Westbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	0				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	2	Left	0	Left	0
	Multi-Use Path?	No	Left-Through-Right	0	Through	1,420	Through	1,890
	Scheduled Bus Service?	No	Through-Right	0	Right	10	Right	15
	Bus Stop on Approach?	No	Right-Turn	1	Daily Truck %		4.0%	

Minor Street Information							
Route #:		Route Name(s)	Downs Corner Rd			Milepost (if app.)	
Existing Control Type	Two-way Stop-Control		Existing AADT	250		Design Year AADT	400
Design Vehicle	Passenger car (P)		Control Vehicle	Passenger car (P)			
Primary Functional Classification			Urban Local			Design Speed (mph)	25
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]	

Approach #1	Direction	Southbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	One side of the approach	Left-Turn	1				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	0	Left	10	Left	15
	Multi-Use Path?	No	Left-Through-Right	0	Through	0	Through	0
	Scheduled Bus Service?	No	Through-Right	0	Right	25	Right	15
	Bus Stop on Approach?	No	Right-Turn	1	Daily Truck %		2.0%	
Approach #2	Direction		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:		Left-Turn	0				
	Crosswalk on Approach?		Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?		Through	0	Left	0	Left	0
	Multi-Use Path?		Left-Through-Right	0	Through	0	Through	0
	Scheduled Bus Service?		Through-Right	0	Right	0	Right	0
	Bus Stop on Approach?		Right-Turn	0	Daily Truck %		0.0%	
Approach #3	Direction		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:		Left-Turn					
	Crosswalk on Approach?		Left-Through		Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?		Through		Left		Left	
	Multi-Use Path?		Left-Through-Right		Through		Through	
	Scheduled Bus Service?		Through-Right		Right		Right	
	Bus Stop on Approach?		Right-Turn		Daily Truck %			

Crash History (Existing Intersections Only)
Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:
The intersection of SR 16 with Downs Corner Road has an actual crash rate of 0.06 which is less than the statewide average for similar facilities (0.20). There were zero fatalities at this intersection during the historical crash analyis period.

Control Strategy Evaluation

Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.

Control Strategy	CAP-X Outputs				SPICE Outputs		Strategy to be Advanced?	Justification
	V/C Ratio		Ped Accom.	Bike Accom.	Crash Prediction Rank	SSI Rank		
	Weekday AM Peak	Weekday PM Peak						
Two-Way Stop-Controlled	2.72	2.45	2.91	NA	1	4	No	Existing control strategy does not provide adequate capacity for traffic demand.
All-Way Stop-Controlled	-	-	-	-	-	-	No	Strategy not considered. Existing strategy is TWSC.
Signalized Control	0.61	0.56	4.92	NA	4	2	Yes	Strategy provides acceptable operations and Crash prediction rank.
Roundabout (1-lane)	-	-	-	-	-	-	No	Strategy not considered. One lane roundabout is not consistent with widening SR 16.
Roundabout (2-lane)	0.83	0.75	5.00	4.75	5	1	No	Strategy provides worse overall operations than other alternatives.
Median U-Turn	0.63	0.56	2.89	NA	3	NA	No	Strategy provides good overall v/c but requires additional closely-spaced signalized intersections.
RCUT (Signalized)	0.60	0.54	2.84	4.54	2	3	No	Strategy provides good overall v/c but requires additional closely-spaced signalized intersections.
RCUT (Unsignalized)	-	-	-	-	-	-	No	Strategy not considered. Existing stop-control does not provide adequate capacity.
Jughandle					-	-	No	Strategy not considered due to ROW constraints.
Displaced Left-Turn	-	-	-	-	-	-	No	Strategy not considered due to ROW constraints.
Continuous Green Tee	-	-	-	-	-	-	No	Strategy not considered for consistency with adjacent study intersections.
Quadrant Roadway	-	-	-	-			No	Strategy not considered due to ROW constraints.
Thru-Cut (Signalized)	-	-	-	-	-	-	No	Strategy not considered for 3-leg intersection. Signalized Control includes raised islands restricting any future cross-street through movements.
Thru-Cut (Unsignalized)	-	-	-	-	-	-	No	Strategy not considered for 3-leg intersection.
Bowtie	-	-	-	-	-	-	No	Strategy not considered due to inconsistency with intersection configuration.
Partial Displaced Left-Turn	-	-	-	-	-	-	No	Strategy not considered due to ROW requirements.

Resolution					
To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer					
Project Determination					
Comments					
DTOE Name		Signature		Date	
DDE Name		Signature		Date	

PROFESSIONAL ENGINEER CERTIFICATE

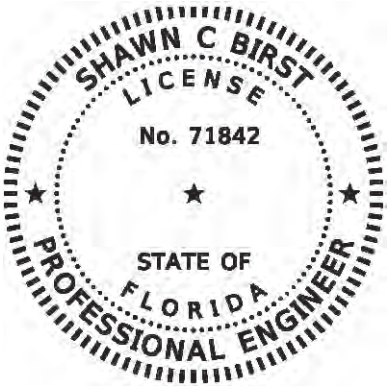
I hereby certify that I am a registered professional engineer in the State of Florida practicing with RS&H, Inc., a Florida corporation authorized to operate as an engineering business, (EB No. EB0005620) by the State of Florida Department of Professional Regulation, Board of Engineers and that I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice hereby reported for:

PROJECT: **SR 16 from International Golf Parkway to I-95 PD&E**
Intersection Control Evaluation (ICE) Stage 1

LOCATION: **SR 16 at Whisper Ridge Drive**
St. Augustine, St. Johns County, FL

FPID NUMBER: **210447-5-32-01**

This report includes a summary of data collection effort, safety analysis, operational analysis, discussion of build alternative, and summary of conclusions. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering and planning as applied through professional judgment and experience.



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DIGITALLY SIGNED AND SEALED BY:

ON THE DATE ADJACENT TO THE SEAL

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RS&H, INC.
10748 DEERWOOD PARK BLVD SOUTH
JACKSONVILLE, FL 32256
CERTIFICATE OF AUTHORIZATION NO. 5620
SHAWN CURTIS BIRST, P.E., NO. 71842

SR 16 from International Golf Parkway to I-95 PD&E Study: SR 16 at Whisper Ridge Drive
ICE Stage 1: Summary and Supporting Information

BACKGROUND

This document summarizes the Intersection Control Evaluation (ICE) Stage 1 analysis completed for the intersection of SR 16 and Whisper Ridge Drive in St. Augustine, FL. The study was initiated based on intersection and roadway improvements identified in the SR 16 PD&E Study (FPID 210447-5-32-01), which includes widening of SR 16 from two lanes to four lanes and providing intersection improvements.

The intersection currently operates under Two-Way Stop Control (TWSC), with Whisper Ridge Drive as the south leg (**Figure 1**). Residential and commercial properties surround the intersection in all quadrants. The posted speed limit is 60 miles per hour (mph) on SR 16 (east and west of the intersection), and the posted speed limit on Whisper Ridge Drive is 25 mph.

The current and future context classification of SR 16 is C3R (Suburban Residential) west of Whisper Ridge Drive and C3C (Suburban Commercial) east of Whisper Ridge Drive. Twelve-hour turning movement counts were conducted in September 2023. Crash data were obtained from Signal Four Analytics and FDOT's SSOGis tool for the most appropriate five-year period (2018 through 2022). These data were used in the CAP-X (Capacity Analysis for Planning of Junctions) and SPICE (Safety Performance for Intersection Control Evaluation) analysis.

CAPACITY ANALYSIS

CAP-X was conducted for the AM and PM peak periods of the 2050 design year. The future conditions volume was developed using the Northeast Regional Planning Model Activity-Based version 2.1.1 (NERPMABv2.1.1), which is the regional travel demand model developed and maintained by FDOT District 2 with a base year of 2015 and forecast year of 2045. The intersection configurations evaluated were Traffic Signal, Two-Way Stop Control, Signalized Restricted Crossing U-turn, Partial Median U-turn, and Two-Lane Roundabout.

SAFETY ANALYSIS

Crash data from FDOT's State Safety Office was analyzed for the years 2018 to 2022. During that 5-year period, the intersection at Whisper Ridge Drive experienced 8 crashes with 3 resulting in injuries. There were zero vehicle-bike crashes at the intersection during the analysis period and zero pedestrian crashes. There were zero fatalities at the intersection during the analysis period. Most of the crashes occurring at this intersection were off road crashes which account for 50%.

RESULTS

CAP-X results indicated a Traffic Signal, Signalized Restricted Crossing U-Turn (RCUT), Partial Median U-Turn (MUT), and Two-Lane Roundabout all operate better than the existing two-way stop control, with v/c ratios ranging from 0.51 to 0.76 using the 2050 projected volumes. The Two-Way Stop Control (TWSC) reported a v/c ratio of 4.35. The multimodal scores ranged from 2.68 to 5.04 with the TWSC with the lowest score and the Two-Lane Roundabout having the highest score. It should be noted that the Signal had a pedestrian accommodation score of 4.92. A bicycle accommodation score is not available for the Signal alternative.

In terms of the Safe System Intersection (SSI) score from the SPICE analysis, the highest-ranking intersections from highest to lowest include 2-lane Roundabout, Traffic Signal, Signalized RCUT and TWSC; however, it should be noted that the SPICE tool did not produce an SSI score for the MUT due to the three-leg configuration.

While the CAP-X and SPICE analysis ranked several alternative intersection control strategies higher than the signal, the tool does not take into account access management and signal spacing requirements, which played a role the selection of the recommended control strategy. The TWSC alternative, which ranked highest in terms of crash prediction, ranked fifth in terms of overall operations with a v/c of 4.35. The highest-ranking control strategy in terms of SSI was the 2-lane roundabout, which ranked fourth in terms of v/c and would require additional right-of-way which would be challenging at this location. Based on the ICE Stage 1 analysis, the Traffic Signal is the recommended control strategy for the intersection of SR 16 and Whisper Ridge Drive (**Figure 2**). In addition, a Synchro analysis of Design Year 2050 revealed that the proposed signal is expected to operate at LOS B or better, while the existing Two-Way Stop Control would operate at LOS F during the AM and PM peak periods. The signalized intersection will include raised islands restricting any future cross-street through movements.

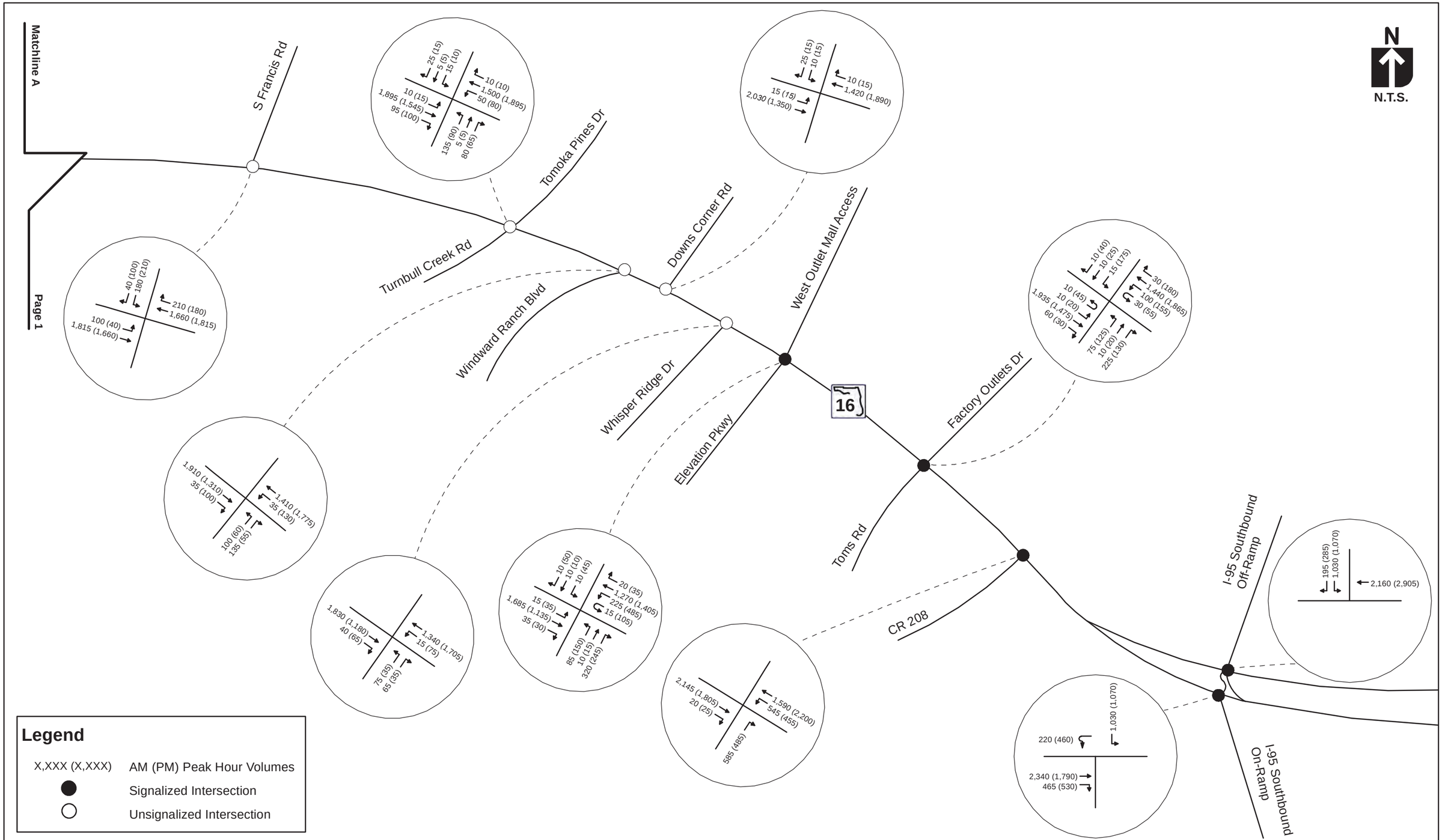
Figure 1. Whisper Ridge Drive Existing Intersection Configuration (TWSC)

Figure 2. Whisper Ridge Drive Proposed Configuration (Traffic Signal)

<u>Appendices</u>

Appendix A: Traffic Data Pages from the SR 16 PD&E Study (Project Traffic Analysis Report)
Appendix B: Capacity Analysis for Planning of Junctions (CAP-X)
Appendix C: Safety Performance for Intersection Control Evaluation (SPICE)
Appendix D: Signal Warrant Analysis

Appendix A:
Traffic Data Pages from the SR 16 PD&E Study
(Project Traffic Analysis Report)



SR 16 from International Golf Parkway to I-95 PD&E Study	No-Build Design Year 2050 AM (PM) Peak Hour Volumes	Page 2 of 2	Figure 6-2

Appendix B:
Capacity Analysis for Planning of Junctions (CAP-X)

Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	SR 16 from International Golf Parkway to I-95 PD&E
Project Number:	21044753201
Location:	SR 16 at Whisper Ridge Dr
Date:	2050 AM Peak
Number of Intersection Legs:	3
Which leg is the minor street?	S

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	Left	Thru	Right	Heavy Vehicles	Volume Growth
Eastbound	0	0	1830	40	4.00%	0.00%
Westbound	0	15	1340	0	4.00%	0.00%
Southbound	0	0	0	0	0.00%	0.00%
Northbound	0	75	0	65	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone	**C3R-Suburban Residential**		
E-W / Crossing East-West Legs	**Low**	**Low**	**Low**
N-S / Crossing North-South Legs	**Low**	**Low**	**Low**
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Signalized Restricted Crossing U-Turn E-W	**0.58**	**1**	**2.84**	**4.54**
Partial Median U-Turn E-W	**0.59**	**2**	**2.89**	**#N/A**
Traffic Signal	**0.60**	**3**	**4.92**	**#N/A**
1NS X 2EW	**0.76**	**4**	**5.00**	**4.75**
Two-Way Stop Control E-W	**4.35**	**5**	**2.68**	**#N/A**
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Capacity Analysis for Planning of Junctions

Summary Report - Page 1 of 2

Project Name:	SR 16 from International Golf Parkway to I-95 PD&E
Project Number:	21044753201
Location:	SR 16 at Whisper Ridge Dr
Date:	2050 PM Peak
Number of Intersection Legs:	3
Which leg is the minor street?	S

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	Left	Thru	Right	Heavy Vehicles	Volume Growth
Eastbound	0	0	1180	65	1.00%	0.00%
Westbound	0	75	1705	0	1.00%	0.00%
Southbound	0	0	0	0	0.00%	0.00%
Northbound	0	35	0	35	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone	**C3R-Suburban Residential**		
E-W / Crossing East-West Legs	**Low**	**Low**	**Low**
N-S / Crossing North-South Legs	**Low**	**Low**	**Low**
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Traffic Signal	**0.51**	**1**	**4.92**	**#N/A**
Signalized Restricted Crossing U-Turn E-W	**0.52**	**2**	**2.84**	**4.54**
Partial Median U-Turn E-W	**0.54**	**3**	**2.92**	**#N/A**
1NS X 2EW	**0.71**	**4**	**5.04**	**4.75**
Two-Way Stop Control E-W	**1.13**	**5**	**2.68**	**#N/A**
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Appendix C:
Safety Performance for Intersection Control Evaluation (SPICE)

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	SR 16 International Golf Parkway to I-95 PD&E	**Intersection Type**	At-Grade Intersection
Intersection:	Whisper Ridge Drive	**Opening Year**	2030
Agency:	FDOT	**Design Year**	2050
Project Reference:		**Facility Type**	On Urban and Suburban Arterial
City:	St. Augustine	**Number of Legs**	3-leg
State:	FL	**1-Way/2-Way**	2-way Intersecting 2-way
Date:	6/17/2024	**# of Major Street Lanes (both directions)**	5 or fewer
Analyst:	RS&H	**Major Street Approach Speed**	55+ mph

Crash Prediction Summary / SSI Score

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?	Source of Prediction	SSI Score: Opening Year	SSI Score: Design Year	SSI Score: Rank
Traffic Signal	Total	3.36	4.18	79.38	3	Yes	Uncalibrated SPF	77	66	2
	Fatal & Injury	1.29	1.74	31.89						
Minor Road Stop	Total	2.25	3.20	57.27	1	Yes	Calibrated SPF	60	45	4
	Fatal & Injury	0.64	0.83	15.38						
2-lane Roundabout	Total	8.18	12.60	217.96	4	No	Uncalibrated SPF	83	76	1
	Fatal & Injury	1.50	2.49	41.71						
Median U-Turn (MUT)	Total	2.86	3.55	67.48	2	N/A	CMF	--	--	--
	Fatal & Injury	0.91	1.21	22.32						
Signalized RCUT	Total	8.27	14.10	233.36	5	Yes	Uncalibrated SPF	68	55	3
	Fatal & Injury	1.48	2.55	41.98						
			--	--						
			--	--						

Appendix D:
Signal Warrant Analysis

TRAFFIC SIGNAL WARRANT SUMMARY

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
- The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation

Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

Fill in "Orange" areas only	
Automated cells based on in Input Data in "orange" cells	
General Information	Fill in below the general information including: District, County (drop-down menu) City, Engineer, Date Major and Minor Street with corresponding number of lanes and speed limits
Enter Eight Hour Volumes	Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall **not** be required to be the same 8 hours satisfied in Condition B **for 80% columns only.** On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.
Enter Four Hour Volumes	Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)
Enter Pedestrian Volumes (4-h	Pedestrians per hour crossing the major street (total of all crossings)
Enter Peak Hour Volumes	Vehicular: Any four consecutive 15-minute periods of an average day Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input Data

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

City: **St Augustine**
County: **78 – St. Johns**
District: **Two**

Engineer: **Shawn C. Birst**
Date: **September 3, 2024**

Major Street: **SR 16**
Minor Street: **Whisper Ridge Dr**

Major Street # Lanes: **2**
Minor Street # Lanes: **1**

Major Approach Speed: **55**
Minor Approach Speed: **25**

Eight Hour Volumes (Condition A)			For Warrant 7
Hours	Major Street (total of both approaches)	Minor Street (one direction only)	Ped Crossings on Major Street
7:00 AM	1971	120	
8:00 AM	1975	120	
9:00 AM	1561	94	
10:00 AM	1446	88	
11:00 AM	1619	98	
12:00 PM	1866	113	
4:00 PM	1994	58	
5:00 PM	2045	60	

Eight Hour Volumes (Condition B)		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM	1971	120
8:00 AM	1975	120
9:00 AM	1561	94
10:00 AM	1446	88
11:00 AM	1619	98
12:00 PM	1866	113
4:00 PM	1994	58
5:00 PM	2045	60

Highest Four Hour Vehicular Volumes		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM	1971	120
8:00 AM	1975	120
11:00 AM	1619	98
12:00 PM	1866	113

Highest Four Hour Pedestrian Volumes		
Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street

Vehicular Peak Hour Volumes			
Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
8:00 AM	1975	120	2095

Pedestrian Peak Hour Volumes		
Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Whisper Ridge Dr	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

*Warrant 1 is satisfied if Condition A **or** Condition B is "100%" satisfied for eight hours.* ☐ Yes ☑ No

*Warrant 1 is also satisfied if both Condition A **and** Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems).* ☐ Yes ☑ No

*Warrant 1 is satisfied if Condition A **or** Condition B is "70%" satisfied for eight hours.* ☑ Yes ☐ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☐ Yes	☑ No
80% Satisfied:	☐ Yes	☑ No
70% Satisfied:	☐ Yes	☑ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

[a] Basic Minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	4:00 PM	5:00 PM
Major	1,971	1,975	1,561	1,446	1,619	1,866	1,994	2,045
Minor	120	120	94	88	98	113	58	60

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☐ Yes	☑ No
80% Satisfied:	☐ Yes	☑ No
70% Satisfied:	☑ Yes	☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	**Minor**	**100%[a]**	**80%[b]**	**70%[c]**	**100%[a]**	**80%[b]**	**70%[c]**
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

[a] Basic Minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	**7:00 AM**	**8:00 AM**	**9:00 AM**	**10:00 AM**	**11:00 AM**	**12:00 PM**	**4:00 PM**	**5:00 PM**
Major	1,971	1,975	1,561	1,446	1,619	1,866	1,994	2,045
Minor	120	120	94	88	98	113	58	60

Existing Volumes

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Whisper Ridge Dr	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☐ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

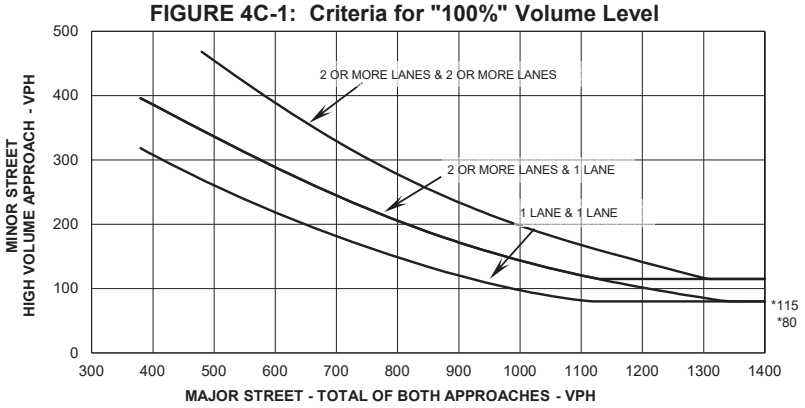
Applicable: ☑ Yes ☐ No
Satisfied: ☑ Yes ☐ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street

FIGURE 4C-1: Criteria for "100%" Volume Level



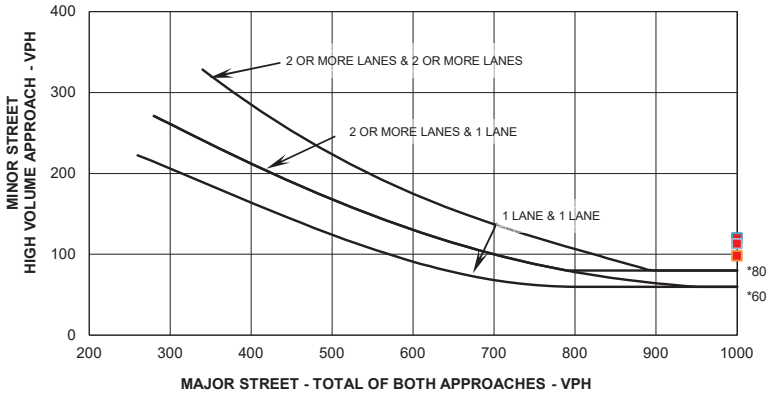
** Note: 115 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 80 mph applies as the lower threshold volume threshold for a minor street approach with one lane.*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
7:00 AM	1971	120
8:00 AM	1975	120
11:00 AM	1619	98
12:00 PM	1866	113

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 80 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 60 ph. applies as the lower threshold volume threshold for a minor street approach with one lane.*

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Whisper Ridge Dr	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☑ Yes ☐ No

Unusual condition justifying use of warrant:

Industrial Complex

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
8:00 AM	1975	120

Criteria

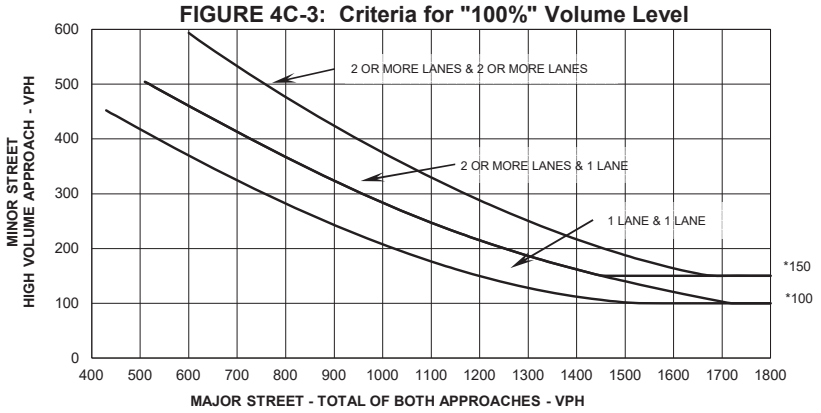
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	0.0	
Fulfilled?:	☐ Yes	☑ No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	120	
Fulfilled?:	☑ Yes	☐ No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	2,095	
Fulfilled?:	☑ Yes	☐ No

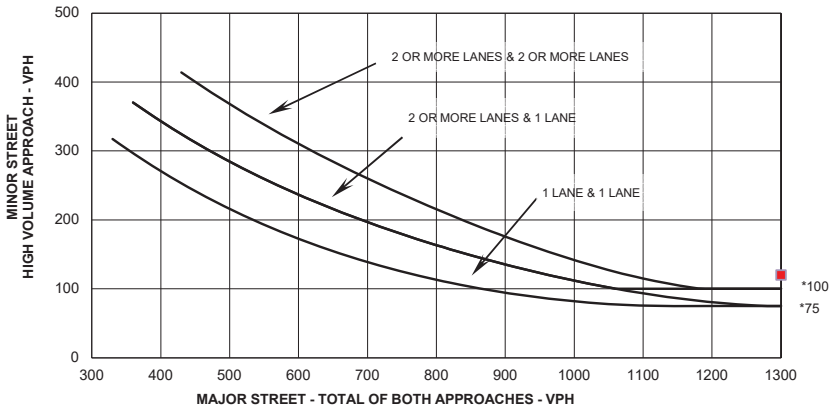
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Whisper Ridge Dr	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

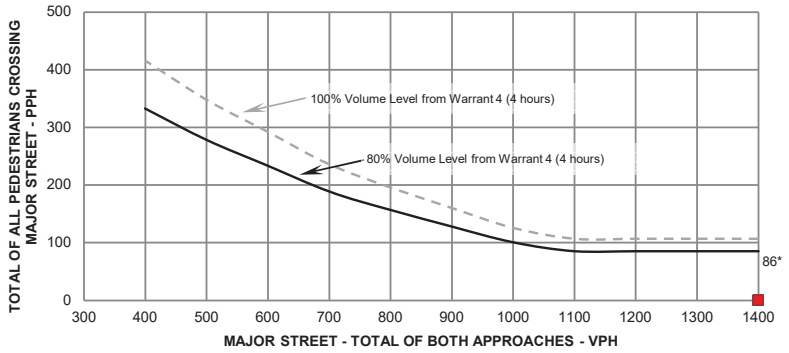
WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if ***all three*** *of the criteria are fulfilled.*

Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Criteria					Fulfilled? Yes	Fulfilled? No
1. Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:					No
2. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.	Observed Crash Types:		Number of crashes per 12 months:	2		No
3. **One of the following volume warrants is met:**				**Met?**		
Warrant 1, Condition A (80% satisfied), or				No		
Warrant 1, Condition B (80% satisfied), or				No		
Warrant 4, Pedestrian Volume satisfied at 80% of volume requirements for any 8 hours of an average day.	**Hour**	**Major Street Volume**	**Ped Crossings Volume**	No		No
	7:00 AM	1971				
	8:00 AM	1975				
	9:00 AM	1561				
	10:00 AM	1446				
	11:00 AM	1619				
	12:00 PM	1866				
	4:00 PM	1994				
	5:00 PM	2045				

Figure 4C-5. Criteria for "100%" Volume Level



* Note: 86 pph applies as the lower threshold volume for the 80% volume threshold.

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	St Augustine	Engineer:	Shawn C. Birst
County:	78 – St. Johns	Date:	September 3, 2024
District:	Two		

Major Street:	SR 16	Lanes:	2	Major Approach Speed:	55
Minor Street:	Whisper Ridge Dr	Lanes:	1	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

CONCLUSIONS

Remarks: Warrant 1B, Warrant 2, and Warrant 3 are satisfied.

WARRANTS SATISFIED:

Warrant 1	☐ Not Applicable	☑ Met	☐ Not Met
Warrant 2	☐ Not Applicable	☑ Met	☐ Not Met
Warrant 3	☐ Not Applicable	☑ Met	☐ Not Met
Warrant 4	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 5	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 6	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 7	☐ Not Applicable	☐ Met	☑ Not Met
Warrant 8	☑ Not Applicable	☐ Met	☐ Not Met
Warrant 9	☑ Not Applicable	☐ Met	☐ Not Met

Florida Department of Transportation
Intersection Control Evaluation (ICE) Form
Stage 1: Screening

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms are to be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval. **Selections must be made in the "Intersection Type" and "Project Funding Source" cells below for the appropriate Stage 1 and Stage 2 forms to fully populate.**

Project Name	SR 16 from International Golf Parkway to I-95 PD&E		FDOT Project #	210447-5-32-01	
Submitted By	Shawn Birst	Agency/Company	RS&H	Date	9/5/2024
Email	Shawn.Birst@rsandh.com	FDOT District	District 2	County	St. Johns
Project Locality (*City/Town/Village*)	St. Augustine				
Intersection Type	At-Grade Intersection	FDOT Context Classification	C3C - Suburban Commercial		
Project Funding Source	Non-federal	Project Type	Corridor Improvement Project		
Project Purpose (*What is the catalyst for this project and why is it being undertaken?*)	The purpose of this PD&E Study is to evaluate alternative improvements along SR 16 to provide additional capacity, as well as operational and safety benefits to meet future transportation needs.				
Project Setting Description (*Describe the area surrounding the intersection*)	The area surrounding the intersection consists of residential developments. The intersection provides access to the Whisper Ridge housing development on the south side of the intersection.				
Multimodal Context (*Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns*)	Pedestrian activity is low throughout the project area, and no sidewalks exist along SR 16 at the intersection. There is no planned transit service or other multimodal activity in the vicinity of this intersection.				

Major Street Information					
Route #:	16	Route Name(s)	SR 16	Milepost	14.076
Existing Control Type	Two-way Stop-Control	Existing AADT	20,600	Design Year AADT	37,300
Design Vehicle	Passenger car (P)	Control Vehicle	Single Unit Truck (SU)		
Primary Functional Classification	Urban Principal Arterial - Other			Design Speed (mph)	55
Secondary Functional Classification (if app.)				Target Speed (mph) [if app.]	

Approach #1	Direction	Eastbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	0				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	2	Left	0	Left	0
	Multi-Use Path?	No	Left-Through-Right	0	Through	1,830	Through	1,180
	Scheduled Bus Service?	No	Through-Right	0	Right	40	Right	65
	Bus Stop on Approach?	No	Right-Turn	1	Daily Truck %		4.0%	
Approach #2	Direction	Westbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	1				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	2	Left	15	Left	75
	Multi-Use Path?	No	Left-Through-Right	0	Through	1,340	Through	1,705
	Scheduled Bus Service?	No	Through-Right	0	Right	0	Right	0
	Bus Stop on Approach?	No	Right-Turn	0	Daily Truck %		4.0%	

Minor Street Information							
Route #:		Route Name(s)	Whisper Ridge Drive			Milepost (if app.)	
Existing Control Type	Two-way Stop-Control		Existing AADT	1,700		Design Year AADT	2,200
Design Vehicle	Passenger car (P)		Control Vehicle	Passenger car (P)			
Primary Functional Classification		Urban Local				Design Speed (mph)	25
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]	

Approach #1	Direction	Northbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	One side of the approach	Left-Turn	1				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	0	Left	75	Left	35
	Multi-Use Path?	No	Left-Through-Right	0	Through	0	Through	0
	Scheduled Bus Service?	No	Through-Right	0	Right	65	Right	35
	Bus Stop on Approach?	No	Right-Turn	1	Daily Truck %		4.0%	
Approach #2	Direction		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:		Left-Turn	0				
	Crosswalk on Approach?		Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?		Through	0	Left	0	Left	0
	Multi-Use Path?		Left-Through-Right	0	Through	0	Through	0
	Scheduled Bus Service?		Through-Right	0	Right	0	Right	0
	Bus Stop on Approach?		Right-Turn	0	Daily Truck %		0.0%	
Approach #3	Direction		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:		Left-Turn					
	Crosswalk on Approach?		Left-Through		Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?		Through		Left		Left	
	Multi-Use Path?		Left-Through-Right		Through		Through	
	Scheduled Bus Service?		Through-Right		Right		Right	
	Bus Stop on Approach?		Right-Turn		Daily Truck %			

Crash History (Existing Intersections Only)
Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:
The intersection of SR 16 with Whisper Ridge Drive is a high crash location with an actual crash rate of 0.23 which is 1.15 times higher than the statewide average for similar facilities (0.20). The predominent crash types at this intersection are off-road and rear-end. There were zero fatalities at this intersection during the historical crash analyis period and 62.5% of crashes resulted in no injury.

Control Strategy Evaluation

Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.

Control Strategy	CAP-X Outputs				SPICE Outputs		Strategy to be Advanced?	Justification
	V/C Ratio		Ped Accom.	Bike Accom.	Crash Prediction Rank	SSI Rank		
	Weekday AM Peak	Weekday PM Peak						
Two-Way Stop-Controlled	4.35	1.13	2.68	NA	1	4	No	Existing control strategy does not provide adequate capacity for traffic demand.
All-Way Stop-Controlled	-	-	-	-	-	-	No	Strategy not considered. Existing strategy is TWSC.
Signalized Control	0.60	0.51	4.92	NA	3	2	Yes	Strategy provides good operations and crash prediction rank.
Roundabout (1-lane)	-	-	-	-	-	-	No	Strategy not considered. One lane roundabout is not consistent with widening SR 16.
Roundabout (2-lane)	0.76	0.71	5.04	4.75	4	1	No	Strategy provides worse overall operations than other alternatives.
Median U-Turn	0.59	0.54	2.89	NA	2	NA	No	Strategy provides good overall v/c but requires additional closely-spaced signalized intersections.
RCUT (Signalized)	0.58	0.52	2.84	4.54	5	3	No	Strategy provides good overall v/c but requires additional closely-spaced signalized intersections.
RCUT (Unsignalized)	-	-	-	-	-	-	No	Strategy not considered. Existing stop-control does not provide adequate capacity.
Jughandle					-	-	No	Strategy not considered due to ROW constraints.
Displaced Left-Turn	-	-	-	-	-	-	No	Strategy not carried forward due to ROW requirements.
Continuous Green Tee	-	-	-	-	-	-	No	Strategy not considered for consistency with adjacent study intersections.
Quadrant Roadway	-	-	-	-			No	Strategy not considered due to ROW constraints.
Thru-Cut (Signalized)	-	-	-	-	-	-	No	Strategy not considered for 3-leg intersection.Signalized Control includes raised islands restricting any future cross-street through movements.
Thru-Cut (Unsignalized)	-	-	-	-	-	-	No	Strategy not considered for 3-leg intersection.
Bowtie	-	-	-	-	-	-	No	Strategy not considered due to inconsistency with intersection configuration.
Partial Displaced Left-Turn	-	-	-	-	-	-	No	Strategy not carried forward due to ROW requirements.

Resolution					
To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer					
Project Determination					
Comments					
DTOE Name		Signature		Date	
DDE Name		Signature		Date	

PROFESSIONAL ENGINEER CERTIFICATE

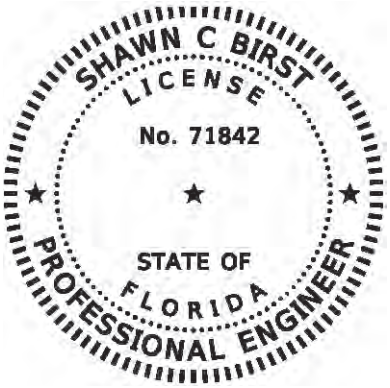
I hereby certify that I am a registered professional engineer in the State of Florida practicing with RS&H, Inc., a Florida corporation authorized to operate as an engineering business, (EB No. EB0005620) by the State of Florida Department of Professional Regulation, Board of Engineers and that I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice hereby reported for:

PROJECT: **SR 16 from International Golf Parkway to I-95 PD&E**
Intersection Control Evaluation (ICE) Stage 1

LOCATION: **SR 16 at Toms Road**
St. Augustine, St. Johns County, FL

FPID NUMBER: **210447-5-32-01**

This report includes a summary of data collection effort, safety analysis, operational analysis, discussion of build alternative, and summary of conclusions. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering and planning as applied through professional judgment and experience.



THIS DOCUMENT HAS BEEN
DIGITALLY SIGNED AND SEALED BY:

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.

RS&H, INC.
10748 DEERWOOD PARK BLVD SOUTH
JACKSONVILLE, FL 32256
CERTIFICATE OF AUTHORIZATION NO. 5620
SHAWN CURTIS BIRST, P.E., NO. 71842

SR 16 from International Golf Parkway to I-95 PD&E Study: SR 16 at Toms Road
ICE Stage 1: Summary and Supporting Information

BACKGROUND

This document summarizes the Intersection Control Evaluation (ICE) Stage 1 analysis completed for the intersection of SR 16 and Toms Road in St. Augustine, FL. The study was initiated based on intersection and roadway improvements identified in the SR 16 PD&E Study (FPID 210447-5-32-01), which includes widening of SR 16 from two lanes to four lanes and providing intersection improvements.

The intersection currently operates under signal control, with Toms Road as the south leg and Factory Outlet Drive as the north leg. Commercial and retail properties surround the intersection, and the intersection serves as the main access point for the St. Augustine Premium Outlet mall (**Figure 1**). The posted speed limit is 45 miles per hour (mph) on SR 16 (east and west of the intersection), there is no posted speed on Toms Road but was assumed to operate at 35 mph.

The current and future context classification of this intersection is C3C (Suburban Commercial). Twelve-hour turning movement counts were conducted in September 2023. Crash data were obtained from Signal Four Analytics and FDOT's SSOGis tool for the most appropriate five-year period (2018 through 2022). These data were used in the CAP-X (Capacity Analysis for Planning of Junctions) and SPICE (Safety Performance for Intersection Control Evaluation) analysis.

CAPACITY ANALYSIS

CAP-X was conducted for the AM and PM peak periods of the 2050 design year. The future conditions volume was developed using the Northeast Regional Planning Model Activity-Based version 2.1.1 (NERPMABv2.1.1), which is the regional travel demand model developed and maintained by FDOT District 2 with a base year of 2015 and forecast year of 2045. The intersection configurations evaluated were Traffic Signal, Signalized Restricted Crossing U-turn, Median U-turn, Partial Median U-turn, Displaced Left Turn, Partial Displaced Left Turn, and Signalized Thru-Cut.

SAFETY ANALYSIS

Crash data from FDOT's State Safety Office was analyzed for the years 2018 to 2022. During that 5-year period, the intersection at Toms Road experienced 54 crashes with 18 resulting in injuries. There was one vehicle-bike crash at the intersection during the analysis period and zero pedestrian crashes. There were zero fatalities at the intersection during the analysis period. Most of the crashes occurring at this intersection were rear-end crashes which account for 52% of all crashes followed by left turn crashes (17%) and sideswipe crashes (9%).

RESULTS

CAP-X results indicated a Signalized Restricted Crossing U-Turn (RCUT), Median U-Turn (MUT), Signalized Thru-Cut, Displaced Left Turn, and Partial Displaced Left Turn Strategies all operate better than the existing signal control, with v/c ratios ranging from 0.67 to 0.81 using the 2050 projected volumes. The Two-Lane Roundabout reported a v/c ratio of 1.41, and the Traffic Signal reported a v/c ratio of 0.86. The multimodal scores ranged from 2.96 to 4.97 with the Partial Displaced Left Turn with the lowest score and the Traffic Signal having the highest score. It should be noted that the MUT had a pedestrian accommodation score of 3.13 and a bicycle accommodation score of 4.71 resulting in an average multimodal score of 3.92.

In terms of the Safe System Intersection (SSI) score from the SPICE analysis, the highest-ranking intersections from highest to lowest include 2-lane Roundabout, MUT, and Signalized Thru-Cut. The SPICE results indicate that a MUT would have 15% fewer total crashes compared to the traffic signal.

While the CAP-X analysis ranked several alternative intersection control strategies higher than a MUT, the SPICE analysis indicates that it is the best overall control strategy in terms of crash prediction rank and second overall in Safe System Intersections (SSI) rank. The other control strategies which outranked the MUT in terms of v/c such as the Displaced Left Turn and Partial Displaced Left Turn have additional right-of-way requirements which would be difficult to accommodate at this location and while the existing Traffic Signal provided the best overall multimodal scores, it ranked fifth overall for crash prediction and SSI. Based on the ICE Stage 1 analysis, a hybrid MUT/Thru-cut is the recommended control strategy for the intersection of SR 16 and Toms Road (**Figure 2**). In addition, a Synchro analysis of Design Year 2050 revealed that the proposed hybrid MUT/Thru-Cut is expected to operate at LOS C or better, while the existing Traffic Signal control would operate at LOS C (E).

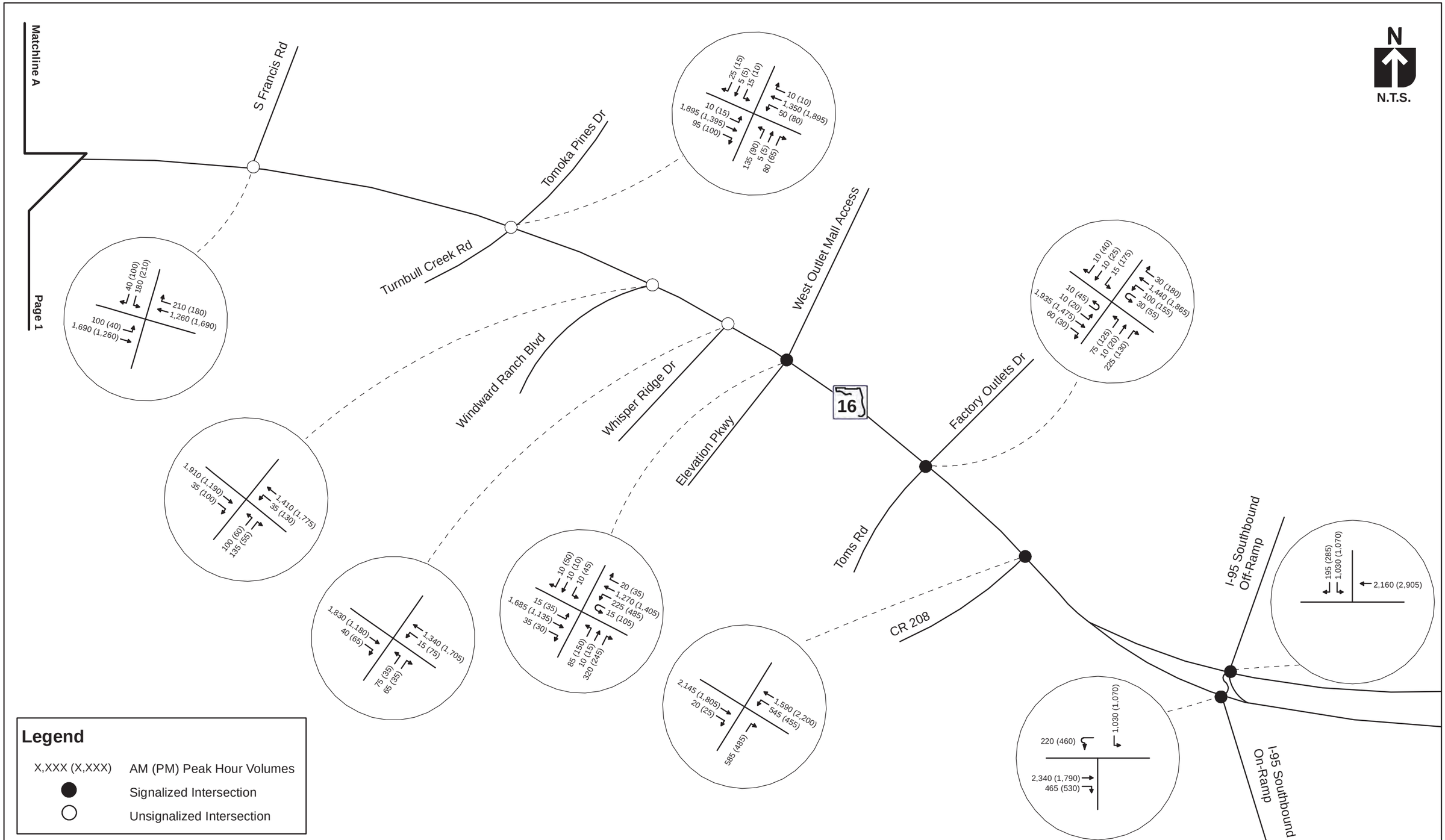
Figure 1. Toms Road Existing Intersection Configuration (Traffic Signal)

Figure 2. Toms Road Proposed Configuration (Partial MUT / Partial Thru-Cut)

<u>Appendices</u>

Appendix A: Traffic Data Pages from the SR 16 PD&E Study (Project Traffic Analysis Report)
Appendix B: Capacity Analysis for Planning of Junctions (CAP-X)
Appendix C: Safety Performance for Intersection Control Evaluation (SPICE)

Appendix A:
Traffic Data Pages from the SR 16 PD&E Study
(Project Traffic Analysis Report)



SR 16 from International Golf Parkway to I-95 PD&E Study	No-Build Design Year 2050 AM (PM) Peak Hour Volumes	Page 2 of 2	Figure 6-2

Appendix B:
Capacity Analysis for Planning of Junctions (CAP-X)

Capacity Analysis for Planning of Junctions

Project Name:	SR 16 from International Golf Parkway to I-95 PD&E
Project Number:	21044753201
Location:	SR 16 at Tom's Road
Date:	2050 AM Peak
Number of Intersection Legs:	4
Major Street Direction	East-West

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	**Left**	**Thru**	**Right**	Heavy Vehicles	Volume Growth
Eastbound	10	10	1935	60	4.00%	0.00%
Westbound	30	100	1440	30	4.00%	0.00%
Southbound	0	15	10	10	0.00%	0.00%
Northbound	0	75	10	225	5.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone	**C3C-Suburban Commercial**		
E-W / Crossing East-West Legs	**Low**	**Low**	**Low**
N-S / Crossing North-South Legs	**Low**	**Low**	**Low**
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Displaced Left Turn	**0.67**	**1**	**3.09**	**4.04**
Partial Displaced Left Turn E-W	**0.70**	**2**	**2.98**	**3.37**
Partial Median U-Turn E-W	**0.77**	**3**	**2.96**	**4.71**
Signalized ThruCut E-W	**0.77**	**3**	**3.80**	**4.71**
Signalized Restricted Crossing U-Turn E-W	**0.78**	**5**	**3.00**	**4.36**
Median U-Turn E-W	**0.79**	**6**	**3.13**	**4.71**
Traffic Signal	**0.81**	**7**	**4.94**	**4.71**
1NS X 2EW	**1.41**	**8**	**4.97**	**4.67**
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Capacity Analysis for Planning of Junctions

Project Name:	SR 16 from International Golf Parkway to I-95 PD&E
Project Number:	21044753201
Location:	SR 16 at Tom's Road
Date:	2050 PM Peak
Number of Intersection Legs:	4
Major Street Direction	East-West

Traffic Volume Demand

	Volume (Veh/hr)				Percent (%)	
	U-Turn	**Left**	**Thru**	**Right**	Heavy Vehicles	Volume Growth
Eastbound	45	20	1475	30	1.00%	0.00%
Westbound	55	155	1865	180	1.00%	0.00%
Southbound	0	175	25	40	0.00%	0.00%
Northbound	0	125	20	130	4.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		

Truck to PCE Factor		**Suggested = 2.00**	2.00
FDOT Context Zone	**C3C-Suburban Commercial**		
E-W / Crossing East-West Legs	**Low**	**Low**	**Low**
N-S / Crossing North-South Legs	**Low**	**Low**	**Low**
Critical Lane Volume Threshold	2-phase signal	**Suggested = 1800**	**1800**
	3-phase signal	**Suggested = 1750**	**1750**
	4-phase signal	**Suggested = 1700**	**1700**

Capacity Analysis for Planning of Junctions

TYPE OF INTERSECTION	Overall v/c Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Displaced Left Turn	**0.68**	**1**	**3.10**	**4.00**
Signalized ThruCut E-W	**0.73**	**2**	**3.82**	**4.67**
Signalized Restricted Crossing U-Turn E-W	**0.77**	**3**	**3.00**	**4.32**
Partial Displaced Left Turn E-W	**0.78**	**4**	**3.00**	**3.33**
Median U-Turn E-W	**0.81**	**5**	**3.13**	**4.67**
Traffic Signal	**0.86**	**6**	**4.94**	**4.67**
Partial Median U-Turn E-W	**0.86**	**6**	**2.96**	**4.67**
1NS X 2EW	**1.23**	**8**	**4.89**	**4.58**
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Appendix C:
Safety Performance for Intersection Control Evaluation (SPICE)

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	SR 16 International Golf Parkway to I-95 PD&E	**Intersection Type**	At-Grade Intersection
Intersection:	Tom's Rd	**Opening Year**	2030
Agency:	FDOT	**Design Year**	2050
Project Reference:		**Facility Type**	On Urban and Suburban Arterial
City:	St. Augustine	**Number of Legs**	4-leg
State:	FL	**1-Way/2-Way**	2-way Intersecting 2-way
Date:	1/31/2024	**# of Major Street Lanes (both directions)**	5 or fewer
Analyst:	RS&H	**Major Street Approach Speed**	Less than 55 mph

Crash Prediction Summary / SSI Score

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?	Source of Prediction	SSI Score: Opening Year	SSI Score: Design Year	SSI Score: Rank
Traffic Signal	Total	10.57	16.83	286.89	5	Yes	Calibrated SPF	72	58	5
	Fatal & Injury	3.72	6.13	102.92						
2-lane Roundabout	Total	14.58	22.52	388.71	2	No	Uncalibrated SPF	82	75	1
	Fatal & Injury	2.69	4.35	73.63						
Displaced Left Turn (DLT)	Total	9.30	14.81	252.46	4	N/A	CMF	34	18	6
	Fatal & Injury	3.28	5.39	90.57						
Median U-Turn (MUT)	Total	8.99	14.31	243.85	1	N/A	CMF	81	72	2
	Fatal & Injury	2.61	4.29	72.05						
Signalized RCUT	Total	15.48	26.20	434.89	3	Yes	Uncalibrated SPF	72	59	4
	Fatal & Injury	3.19	5.48	90.35						
Signalized Thru-Cut	Total	No SPF	No SPF	No SPF	--	N/A	N/A	73	60	3
	Fatal & Injury	No SPF	No SPF	No SPF						
			--	--						
			--	--						

Florida Department of Transportation
Intersection Control Evaluation (ICE) Form
Stage 1: Screening

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms are to be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval. **Selections must be made in the "Intersection Type" and "Project Funding Source" cells below for the appropriate Stage 1 and Stage 2 forms to fully populate.**

Project Name	SR 16 from International Golf Parkway to I-95 PD&E		FDOT Project #	210447-5-32-01	
Submitted By	Shawn Birst	Agency/Company	RS&H	Date	9/5/2024
Email	Shawn.Birst@rsandh.com	FDOT District	District 2	County	St. Johns
Project Locality (*City/Town/Village*)	St. Augustine				
Intersection Type	At-Grade Intersection	FDOT Context Classification	C3C - Suburban Commercial		
Project Funding Source	Non-federal	Project Type	Corridor Improvement Project		
Project Purpose (*What is the catalyst for this project and why is it being undertaken?*)	The purpose of this PD&E Study is to evaluate alternative improvements along SR 16 to provide additional capacity, as well as operational and safety benefits to meet future transportation needs.				
Project Setting Description (*Describe the area surrounding the intersection*)	The area surrounding the intersection consists of commercial and retail developments. The intersection provides access to the St. Augustine Premium Outlet mall on the north side of the intersection and a connection to CR 208 on the south side of the intersection.				
Multimodal Context (*Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns*)	Pedestrian activity is low throughout the project area; however the presence of the outlet mall and adjacent hotels results in higher pedestrian activity at this intersection than elsewhere along SR 16. Sidewalks exist along SR 16 on both the north and south sides of the roadway on the east side of the intersection but terminate at the intersection. There is no planned transit service or other multimodal activity in the vicinity of this intersection.				

Major Street Information

Route #:	16	Route Name(s)	SR 16	Milepost	15.091
Existing Control Type	Signal	Existing AADT	24,700	Design Year AADT	44,700
Design Vehicle	Passenger car (P)	Control Vehicle	Single Unit Truck (SU)		
Primary Functional Classification	Urban Principal Arterial - Other			Design Speed (mph)	45
Secondary Functional Classification (if app.)				Target Speed (mph) [if app.]	

Approach #1	Direction	Eastbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Both sides of the approach	Left-Turn	1				
	Crosswalk on Approach?	Yes	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	1	Left	20	Left	65
	Multi-Use Path?	No	Left-Through-Right	0	Through	1,935	Through	1,475
	Scheduled Bus Service?	No	Through-Right	1	Right	60	Right	30
	Bus Stop on Approach?	No	Right-Turn	0	Daily Truck %		4.0%	
Approach #2	Direction	Westbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	1				
	Crosswalk on Approach?	Yes	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	1	Left	130	Left	210
	Multi-Use Path?	No	Left-Through-Right	0	Through	1,440	Through	1,865
	Scheduled Bus Service?	No	Through-Right	1	Right	30	Right	180
	Bus Stop on Approach?	No	Right-Turn	0	Daily Truck %		4.0%	

Minor Street Information							
Route #:		Route Name(s)	Toms Road			Milepost (if app.)	
Existing Control Type	Signal		Existing AADT	4,500		Design Year AADT	5,800
Design Vehicle	Passenger car (P)		Control Vehicle	Passenger car (P)			
Primary Functional Classification		Urban Local				Design Speed (mph)	25
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]	

Approach #1	Direction	Southbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	1				
	Crosswalk on Approach?	Yes	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	0	Left	15	Left	175
	Multi-Use Path?	No	Left-Through-Right	0	Through	10	Through	25
	Scheduled Bus Service?	No	Through-Right	1	Right	10	Right	40
	Bus Stop on Approach?	No	Right-Turn	0	Daily Truck %		0.0%	
Approach #2	Direction	Northbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	0				
	Crosswalk on Approach?	Yes	Left-Through	1	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	0	Left	75	Left	125
	Multi-Use Path?	No	Left-Through-Right	0	Through	10	Through	20
	Scheduled Bus Service?	No	Through-Right	0	Right	225	Right	130
	Bus Stop on Approach?	No	Right-Turn	1	Daily Truck %		10.0%	
Approach #3	Direction		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:		Left-Turn					
	Crosswalk on Approach?		Left-Through		Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?		Through		Left		Left	
	Multi-Use Path?		Left-Through-Right		Through		Through	
	Scheduled Bus Service?		Through-Right		Right		Right	
	Bus Stop on Approach?		Right-Turn		Daily Truck %			

Crash History (Existing Intersections Only)
Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:
The intersection of SR 16 with Toms Road is a high crash location with an actual crash rate of 1.22 which is 2.31 times higher than the statewide average for similar facilities (0.53). The predominent crash types at this intersection are rear-end and left turn. There were zero fatalities at this intersection during the historical crash analyis period and 66.7% of crashes resulted in no injury.

Control Strategy Evaluation

Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.

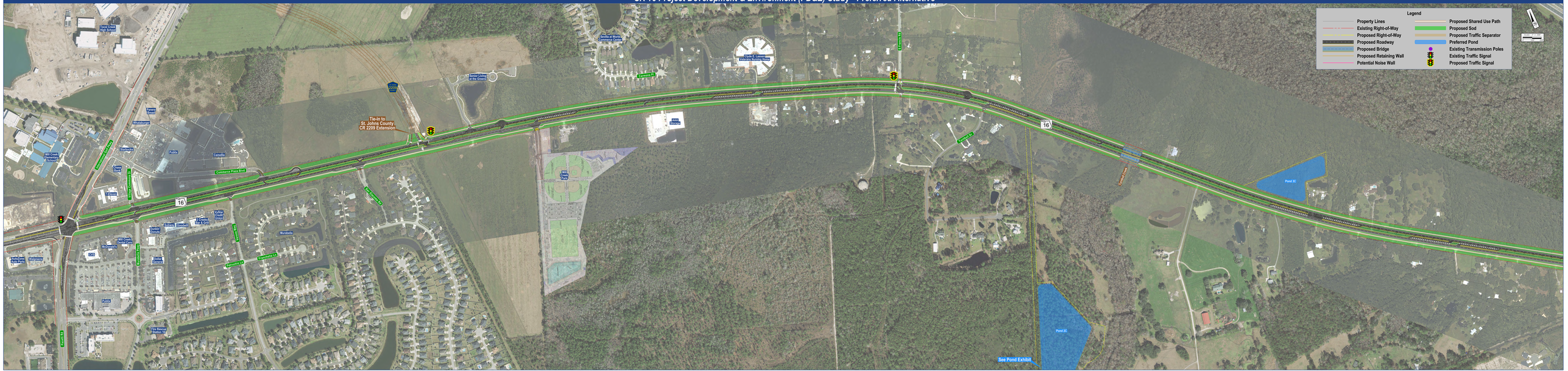
Control Strategy	CAP-X Outputs				SPICE Outputs		Strategy to be Advanced?	Justification
	V/C Ratio		Ped Accom.	Bike Accom.	Crash Prediction Rank	SSI Rank		
	Weekday AM Peak	Weekday PM Peak						
Two-Way Stop-Controlled	-	-	-	-	-	-	No	Existing control strategy is signalized.
All-Way Stop-Controlled	-	-	-	-	-	-	No	Existing control strategy is signalized.
Signalized Control	0.81	0.86	4.94	4.71	5	5	No	Strategy provides worse overall operations and lower Crash prediction rank than MUT.
Roundabout (1-lane)	-	-	-	-	-	-	No	Strategy not considered. One lane roundabout is not consistent with widening SR 16.
Roundabout (2-lane)	1.41	1.23	4.97	4.67	2	1	No	Strategy does not provide acceptable v/c.
Median U-Turn	0.79	0.81	3.13	4.71	1	2	Yes	Strategy provides good overall v/c and does not require additional ROW. Strategy has best overall crash prediction rank.
RCUT (Signalized)	0.78	0.77	3.00	4.36	3	4	No	Strategy provides similar operations based on v/c but worse crash prediction rank than MUT.
RCUT (Unsignalized)	-	-	-	-	-	-	No	Strategy not considered since existing control is signalized.
Jughandle					-	-	No	Strategy not considered due to ROW constraints.
Displaced Left-Turn	0.67	0.68	3.10	4.04	4	6	No	Strategy not carried forward due to ROW requirements.
Continuous Green Tee	-	-	-	-	-	-	No	Strategy not considered for 4-leg intersection.
Quadrant Roadway	-	-	-	-			No	Strategy not considered due to ROW constraints.
Thru-Cut (Signalized)	0.77	0.73	3.82	4.71	-	3	No	Strategy not considered as a standalone improvement. The MUT strategy incorporates a hybrid MUT/Thru-cut.
Thru-Cut (Unsignalized)	-	-	-	-	-	-	No	Strategy not considered since existing control is signalized.
Bowtie	-	-	-	-	-	-	No	Strategy not considered due to inconsistency with intersection configuration.
Partial Displaced Left-Turn	0.70	0.78	3.00	3.37	-	-	No	Strategy not carried forward due to ROW requirements.

Resolution					
To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer					
Project Determination					
Comments					
DTOE Name		Signature		Date	
DDE Name		Signature		Date	

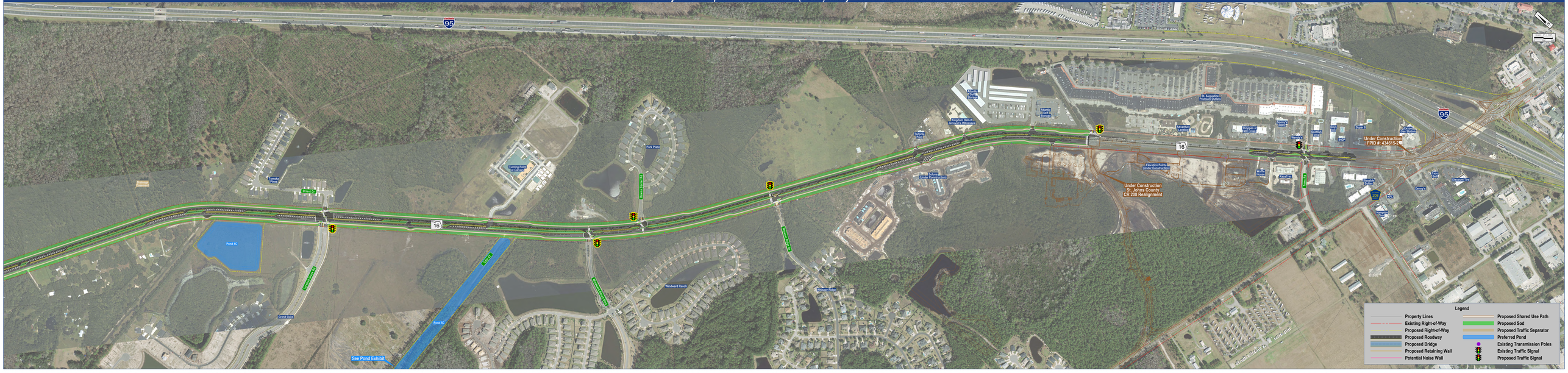
Appendix F

Build Alternative Concept

SR 16 Project Development & Environment (PD&E) Study - Preferred Alternative



SR 16 Project Development & Environment (PD&E) Study - Preferred Alternative



Appendix G

Future Conditions Synchro and HCS Analysis

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	760	130	95	615	45	0	0	305	0	0	45
Future Vol, veh/h	0	760	130	95	615	45	0	0	305	0	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	300	350	-	300	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	4	4	1	1	1	10	10	10
Mvmt Flow	0	784	134	98	634	46	0	0	314	0	0	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	918	0	0	-	-	392	-	-	317
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.18	-	-	-	-	6.92	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.24	-	-	-	-	3.31	-	-	3.4
Pot Cap-1 Maneuver	0	-	-	727	-	-	0	0	610	0	0	656
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	727	-	-	-	-	610	-	-	656
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.3	17	10.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	610	-	-	727	-	-	656
HCM Lane V/C Ratio	0.515	-	-	0.135	-	-	0.071
HCM Control Delay (s)	17	-	-	10.7	-	-	10.9
HCM Lane LOS	C	-	-	B	-	-	B
HCM 95th %tile Q(veh)	3	-	-	0.5	-	-	0.2

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1030	35	0	755	0	140
Future Vol, veh/h	1030	35	0	755	0	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	480	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	1	1
Mvmt Flow	1062	36	0	778	0	144

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	531
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.91
Pot Cap-1 Maneuver	-	-	0	-	0	424
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	424
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	424	-	-	-
HCM Lane V/C Ratio	0.34	-	-	-
HCM Control Delay (s)	17.8	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.5	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱	↰	↱
Traffic Vol, veh/h	0	1170	740	180	25	15
Future Vol, veh/h	0	1170	740	180	25	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	430	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	0	1206	763	186	26	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1366	382
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	603	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	-	141	622
Stage 1	0	-	-	-	426	-
Stage 2	0	-	-	-	515	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	141	622
Mov Cap-2 Maneuver	-	-	-	-	276	-
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	515	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	276	622
HCM Lane V/C Ratio	-	-	-	0.093	0.025
HCM Control Delay (s)	-	-	-	19.4	10.9
HCM Lane LOS	-	-	-	C	B
HCM 95th %tile Q(veh)	-	-	-	0.3	0.1

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	990	30	30	680	65	90
Future Vol, veh/h	990	30	30	680	65	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	400	200	-	0	130
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	1021	31	31	701	67	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1052	0	1434	511
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	413	-
Critical Hdwy	-	-	4.18	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.24	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	646	-	127	513
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	646	-	121	513
Mov Cap-2 Maneuver	-	-	-	-	236	-
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	611	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	236	513	-	-	646	-
HCM Lane V/C Ratio	0.284	0.181	-	-	0.048	-
HCM Control Delay (s)	26.2	13.6	-	-	10.9	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th %tile Q(veh)	1.1	0.7	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	130	0	1310	1130	0	0	0
Future Vol, veh/h	130	0	1310	1130	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	300	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	4	1	1
Mvmt Flow	134	0	1351	1165	0	0	0

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1165	-	0	-	0	-	583
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.48	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.54	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	255	0	-	-	0	0	458
Stage 1	-	0	-	-	0	0	-
Stage 2	-	0	-	-	0	0	-
Platoon blocked, %			-	-			
Mov Cap-1 Maneuver	255	-	-	-	-	-	458
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBU	EBT	WBT	SBLn1
Capacity (veh/h)	255	-	-	-
HCM Lane V/C Ratio	0.526	-	-	-
HCM Control Delay (s)	33.8	-	-	0
HCM Lane LOS	D	-	-	A
HCM 95th %tile Q(veh)	2.8	-	-	-

Intersection	
Int Delay, s/veh	50

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	1085	955	150	90	25
Future Vol, veh/h	75	1085	955	150	90	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	7	7
Mvmt Flow	77	1119	985	155	93	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1140	0	-	0	2336	1063
Stage 1	-	-	-	-	1063	-
Stage 2	-	-	-	-	1273	-
Critical Hdwy	4.14	-	-	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.236	-	-	-	3.563	3.363
Pot Cap-1 Maneuver	606	-	-	-	~ 39	265
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	257	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	606	-	-	-	~ 34	265
Mov Cap-2 Maneuver	-	-	-	-	~ 34	-
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	257	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	$ 1027.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	606	-	-	-	42
HCM Lane V/C Ratio	0.128	-	-	-	2.823
HCM Control Delay (s)	11.8	-	-		$ 1027.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	13

Notes

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

Intersection	
Int Delay, s/veh	53.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1110	65	35	860	5	90	5	55	10	5	20
Future Vol, veh/h	5	1110	65	35	860	5	90	5	55	10	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	420	-	420	500	-	420	0	-	280	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	4	4	3	3	3	0	0	0
Mvmt Flow	5	1144	67	36	887	5	93	5	57	10	5	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	892	0	0	1211	0	0	2129	2118	1144	2178	2180	887
Stage 1	-	-	-	-	-	-	1154	1154	-	959	959	-
Stage 2	-	-	-	-	-	-	975	964	-	1219	1221	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.13	6.53	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.527	4.027	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	752	-	-	569	-	-	~ 36	50	242	34	47	346
Stage 1	-	-	-	-	-	-	239	270	-	311	338	-
Stage 2	-	-	-	-	-	-	301	332	-	223	255	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	752	-	-	569	-	-	~ 29	47	242	23	44	346
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 29	47	-	23	44	-
Stage 1	-	-	-	-	-	-	237	268	-	309	317	-
Stage 2	-	-	-	-	-	-	261	311	-	166	253	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	$ 776.9	138.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	29	47	242	752	-	-	569	-	-	58
HCM Lane V/C Ratio	3.199	0.11	0.234	0.007	-	-	0.063	-	-	0.622
HCM Control Delay (s)	$ 1274.9	90.8	24.4	9.8	-	-	11.8	-	-	138.9
HCM Lane LOS	F	F	C	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	11.1	0.3	0.9	0	-	-	0.2	-	-	2.6

Notes

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

Intersection	
Int Delay, s/veh	19.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	1115	30	30	845	85	115
Future Vol, veh/h	1115	30	30	845	85	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	390	440	-	0	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	1149	31	31	871	88	119

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1180	0	2082	1149
Stage 1	-	-	-	-	1149	-
Stage 2	-	-	-	-	933	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	585	-	~ 58	242
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	383	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	585	-	~ 55	242
Mov Cap-2 Maneuver	-	-	-	-	~ 55	-
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	363	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	214
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	55	242	-	-	585	-
HCM Lane V/C Ratio	1.593	0.49	-	-	0.053	-
HCM Control Delay (s)	$ 458.4	33.4	-	-	11.5	-
HCM Lane LOS	F	D	-	-	B	-
HCM 95th %tile Q(veh)	8.1	2.5	-	-	0.2	-

Notes

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

Intersection	
Int Delay, s/veh	8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	1150	35	10	780	65	55
Future Vol, veh/h	1150	35	10	780	65	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	440	660	-	0	140
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	1186	36	10	804	67	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1222	0	2010	1186
Stage 1	-	-	-	-	1186	-
Stage 2	-	-	-	-	824	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	564	-	~ 65	230
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	431	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	564	-	~ 64	230
Mov Cap-2 Maneuver	-	-	-	-	~ 64	-
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	423	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	139.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	64	230	-	-	564	-
HCM Lane V/C Ratio	1.047	0.247	-	-	0.018	-
HCM Control Delay (s)	235	25.7	-	-	11.5	-
HCM Lane LOS	F	D	-	-	B	-
HCM 95th %tile Q(veh)	5.2	0.9	-	-	0.1	-

Notes

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

Intersection	
Int Delay, s/veh	1.5

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	175	0	1020	745	0	0	0
Future Vol, veh/h	175	0	1020	745	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	180	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1
Mvmt Flow	180	0	1052	768	0	0	0

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	768	-	0	-	0	-	384
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.51	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	471	0	-	-	0	0	617
Stage 1	-	0	-	-	0	0	-
Stage 2	-	0	-	-	0	0	-
Platoon blocked, %			-	-			
Mov Cap-1 Maneuver	471	-	-	-	-	-	617
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBU	EBT	WBT	SBLn1
Capacity (veh/h)	471	-	-	-
HCM Lane V/C Ratio	0.383	-	-	-
HCM Control Delay (s)	17.3	-	-	0
HCM Lane LOS	C	-	-	A
HCM 95th %tile Q(veh)	1.8	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1220	855	5	5	20
Future Vol, veh/h	10	1220	855	5	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	430	0	150
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	10	1258	881	5	5	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	886	0	-	0	2159	881
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	1278	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	756	-	-	-	52	346
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	262	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	756	-	-	-	51	346
Mov Cap-2 Maneuver	-	-	-	-	51	-
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	262	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	29.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	756	-	-	-	51	346
HCM Lane V/C Ratio	0.014	-	-	-	0.101	0.06
HCM Control Delay (s)	9.8	-	-	-	83.4	16.1
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.2

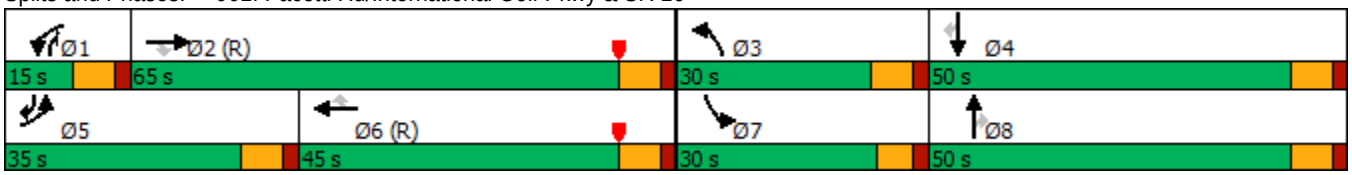
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	410	570	140	90	405	165	275	825	50	270	370	285
Future Volume (vph)	410	570	140	90	405	165	275	825	50	270	370	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	765		260	310		365	270		165	300		750
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	3471	1553	3367	3471	1553	3367	3471	1553	3303	3406	1524
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	3471	1553	3367	3471	1553	3367	3471	1553	3303	3406	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			144			170			119			97
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		1847			762			1711			2535	
Travel Time (s)		28.0			11.5			25.9			49.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	6%	6%	6%
Adj. Flow (vph)	423	588	144	93	418	170	284	851	52	278	381	294
Shared Lane Traffic (%)												
Lane Group Flow (vph)	423	588	144	93	418	170	284	851	52	278	381	294
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	18.0	18.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.8	43.8	43.8	12.8	42.8	42.8	12.8	14.8	12.8	12.1	45.8	12.8
Total Split (s)	35.0	65.0	65.0	15.0	45.0	45.0	30.0	50.0	15.0	30.0	50.0	35.0
Total Split (%)	21.9%	40.6%	40.6%	9.4%	28.1%	28.1%	18.8%	31.3%	9.4%	18.8%	31.3%	21.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.1	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.1	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	25.3	58.8	58.8	9.3	42.8	42.8	19.2	46.2	62.3	19.2	45.5	77.6
Actuated g/C Ratio	0.16	0.37	0.37	0.06	0.27	0.27	0.12	0.29	0.39	0.12	0.28	0.48
v/c Ratio	0.79	0.46	0.22	0.48	0.45	0.31	0.70	0.85	0.08	0.70	0.39	0.37
Control Delay	76.1	41.4	6.3	81.2	53.0	8.6	77.2	62.4	0.2	77.3	46.9	17.2
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	76.1	41.4	6.3	81.2	53.0	8.6	77.2	62.4	0.2	77.3	46.9	17.2
LOS	E	D	A	F	D	A	E	E	A	E	D	B
Approach Delay		49.8			45.8			63.2			46.6	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	220	251	0	48	197	0	149	440	0	146	168	121

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	279	330	53	82	275	68	195	508	0	192	212	179
Internal Link Dist (ft)		1767			682			1631			2455	
Turn Bay Length (ft)	765		260	310		365	270		165	300		750
Base Capacity (vph)	596	1345	690	198	980	560	491	1018	678	493	988	816
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	0.71	0.44	0.21	0.47	0.43	0.30	0.58	0.84	0.08	0.56	0.39	0.36

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 52.3 Intersection LOS: D
Intersection Capacity Utilization 79.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 901: Pacetti Rd/International Golf Pkwy & SR 16



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	10	1095	25	10	190	735	15	70	5	270	5	5
Future Volume (vph)	10	1095	25	10	190	735	15	70	5	270	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		135		290		210	0		260	305	
Storage Lanes	2		1		2		1	0		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950				0.955			0.976
Satd. Flow (prot)	1736	3471	1553	0	3367	3471	1553	0	1728	1538	0	1545
Flt Permitted	0.364				0.950				0.733			0.871
Satd. Flow (perm)	665	3471	1553	0	3367	3471	1553	0	1326	1538	0	1379
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			119				119			255		
Link Speed (mph)		45				45			45			25
Link Distance (ft)		663				2321			1062			831
Travel Time (s)		10.0				35.2			16.1			22.7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	5%	5%	5%	20%	20%
Adj. Flow (vph)	10	1129	26	10	196	758	15	72	5	278	5	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	1129	26	0	206	758	15	0	77	278	0	10
Turn Type	pm+pt	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	5	2		1	1	6			8		7	4
Permitted Phases	2		2				6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	8	8	8	7	4
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	6.0	18.0	18.0	18.0	18.0	18.0	6.0	18.0
Minimum Split (s)	12.8	24.8	24.8	12.8	12.8	24.8	24.8	24.8	24.8	24.8	22.8	24.8
Total Split (s)	15.0	90.0	90.0	20.0	20.0	95.0	95.0	30.0	30.0	30.0	20.0	50.0
Total Split (%)	9.4%	56.3%	56.3%	12.5%	12.5%	59.4%	59.4%	18.8%	18.8%	18.8%	12.5%	31.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8		6.8	6.8	6.8		6.8	6.8		6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	112.4	106.4	106.4		14.7	122.8	122.8		18.5	18.5		18.5
Actuated g/C Ratio	0.70	0.66	0.66		0.09	0.77	0.77		0.12	0.12		0.12
v/c Ratio	0.02	0.49	0.02		0.67	0.28	0.01		0.50	0.69		0.06
Control Delay	4.5	14.6	0.0		80.7	6.4	0.0		78.4	19.5		63.7
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	4.5	14.6	0.0		80.7	6.4	0.0		78.4	19.5		63.7
LOS	A	B	A		F	A	A		E	B		E
Approach Delay		14.2				21.9			32.3			42.5
Approach LOS		B				C			C			D
Queue Length 50th (ft)	2	288	0		109	90	0		77	22		10

Lane Group	SWR
Lane Configurations	↱
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1346
Flt Permitted	
Satd. Flow (perm)	1346
Right Turn on Red	Yes
Satd. Flow (RTOR)	72
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	20%
Adj. Flow (vph)	5
Shared Lane Traffic (%)	
Lane Group Flow (vph)	5
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	50.0
Total Split (%)	31.3%
Yellow Time (s)	4.8
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	18.5
Actuated g/C Ratio	0.12
v/c Ratio	0.02
Control Delay	0.2
Queue Delay	0.0
Total Delay	0.2
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Queue Length 95th (ft)	6	382	0		151	174	0		135	123		30
Internal Link Dist (ft)		583				2241			982			751
Turn Bay Length (ft)	310		135		290		210			260		
Base Capacity (vph)	531	2308	1072		320	2663	1219		192	441		372
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	0.02	0.49	0.02		0.64	0.28	0.01		0.40	0.63		0.03

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 90.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 914: Elevation Parkway/N Outlet Mall Access & SR 16

Lane Group	SWR
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	415
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.01

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	5	1230	45	20	80	790	20	60	5	190	10
Future Volume (vph)	5	5	1230	45	20	80	790	20	60	5	190	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		370		0		360		0	0		110	30
Storage Lanes		1		0		1		0	0		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.995				0.996				0.850	
Flt Protected		0.950				0.950				0.956		0.950
Satd. Flow (prot)	0	1736	3454	0	0	1736	3457	0	0	1730	1538	1805
Flt Permitted		0.338				0.142				0.735		0.478
Satd. Flow (perm)	0	617	3454	0	0	259	3457	0	0	1330	1538	908
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			4				3				196	
Link Speed (mph)			45				45			25		
Link Distance (ft)			2321				1079			887		
Travel Time (s)			35.2				16.3			24.2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	5%	5%	5%	0%
Adj. Flow (vph)	5	5	1268	46	21	82	814	21	62	5	196	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	1314	0	0	103	835	0	0	67	196	10
Turn Type	custom	pm+pt	NA		custom	pm+pt	NA		Perm	NA	Perm	pm+pt
Protected Phases		1	6			5	2			4		3
Permitted Phases	1	6			5	2			4		4	8
Detector Phase	1	1	6		5	5	2		4	4	4	3
Switch Phase												
Minimum Initial (s)	4.0	4.0	18.0		4.0	4.0	18.0		6.0	6.0	6.0	4.0
Minimum Split (s)	24.8	24.8	28.8		24.8	24.8	28.8		46.0	46.0	46.0	13.1
Total Split (s)	15.0	15.0	66.0		28.0	28.0	79.0		21.0	21.0	21.0	15.0
Total Split (%)	11.5%	11.5%	50.8%		21.5%	21.5%	60.8%		16.2%	16.2%	16.2%	11.5%
Yellow Time (s)	4.8	4.8	4.8		4.8	4.8	4.8		3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.3	2.3	2.3	2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8			6.8	6.8			6.0	6.0	5.7
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min		None	None	C-Min		None	None	None	None
Act Effct Green (s)		93.7	88.0			102.7	100.1			11.6	11.6	14.8
Actuated g/C Ratio		0.72	0.68			0.79	0.77			0.09	0.09	0.11
v/c Ratio		0.02	0.56			0.35	0.31			0.57	0.62	0.06
Control Delay		5.5	14.0			7.5	6.7			74.3	16.2	46.4
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0	0.0
Total Delay		5.5	14.0			7.5	6.7			74.3	16.2	46.4
LOS		A	B			A	A			E	B	D
Approach Delay			13.9				6.7			31.0		
Approach LOS			B				A			C		
Queue Length 50th (ft)		1	251			14	74			55	0	8

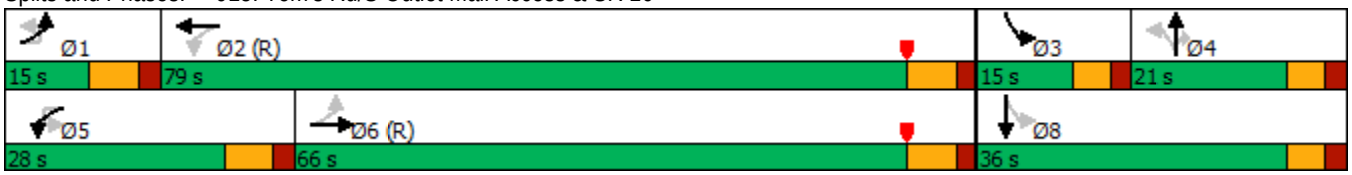
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	5	5
Future Volume (vph)	5	5
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.925	
Flt Protected		
Satd. Flow (prot)	1758	0
Flt Permitted		
Satd. Flow (perm)	1758	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	5	
Link Speed (mph)	25	
Link Distance (ft)	634	
Travel Time (s)	17.3	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	5	5
Shared Lane Traffic (%)		
Lane Group Flow (vph)	10	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	42.0	
Total Split (s)	36.0	
Total Split (%)	27.7%	
Yellow Time (s)	3.7	
All-Red Time (s)	2.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	14.5	
Actuated g/C Ratio	0.11	
v/c Ratio	0.05	
Control Delay	33.5	
Queue Delay	0.0	
Total Delay	33.5	
LOS	C	
Approach Delay	40.0	
Approach LOS	D	
Queue Length 50th (ft)	4	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 95th (ft)		9	521			49	247			103	72	22
Internal Link Dist (ft)			2241				999			807		
Turn Bay Length (ft)		370				360					110	30
Base Capacity (vph)		527	2338			445	2663			154	351	170
Starvation Cap Reductn		0	0			0	0			0	0	0
Spillback Cap Reductn		0	0			0	0			0	0	0
Storage Cap Reductn		0	0			0	0			0	0	0
Reduced v/c Ratio		0.02	0.56			0.23	0.31			0.44	0.56	0.06

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 13.2 Intersection LOS: B
Intersection Capacity Utilization 79.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 915: Tom's Rd/S Outlet Mall Access & SR 16



Lane Group	SBT	SBR
Queue Length 95th (ft)	19	
Internal Link Dist (ft)	554	
Turn Bay Length (ft)		
Base Capacity (vph)	409	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.02	

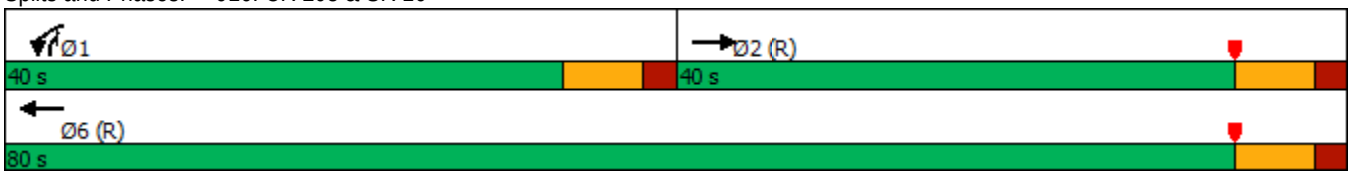
Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1340	15	365	905	0	390
Future Volume (vph)	1340	15	365	905	0	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	380		0	0
Storage Lanes		0	0		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.998					0.865
Flt Protected			0.950			
Satd. Flow (prot)	4978	0	1736	3471	0	1565
Flt Permitted			0.950			
Satd. Flow (perm)	4978	0	1736	3471	0	1565
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					11
Link Speed (mph)	45			45	35	
Link Distance (ft)	1079			138	958	
Travel Time (s)	16.3			2.1	18.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	5%	5%
Adj. Flow (vph)	1381	15	376	933	0	402
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1396	0	376	933	0	402
Turn Type	NA		Prot	NA		Over
Protected Phases	2		1	6		1
Permitted Phases						
Detector Phase	2		1	6		1
Switch Phase						
Minimum Initial (s)	18.0		6.0	18.0		6.0
Minimum Split (s)	24.8		22.8	24.8		22.8
Total Split (s)	40.0		40.0	80.0		40.0
Total Split (%)	50.0%		50.0%	100.0%		50.0%
Yellow Time (s)	4.8		4.8	4.8		4.8
All-Red Time (s)	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8		6.8	6.8		6.8
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?						
Recall Mode	C-Max		None	C-Min		None
Act Effct Green (s)	41.1		25.3	80.0		25.3
Actuated g/C Ratio	0.51		0.32	1.00		0.32
v/c Ratio	0.55		0.69	0.27		0.80
Control Delay	15.3		25.9	0.2		36.2
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	15.3		25.9	0.2		36.2
LOS	B		C	A		D
Approach Delay	15.3			7.6	36.2	
Approach LOS	B			A	D	
Queue Length 50th (ft)	163		205	0		177

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	250		255	0		243
Internal Link Dist (ft)	999			58	878	
Turn Bay Length (ft)			380			
Base Capacity (vph)	2559		720	3471		655
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.55		0.52	0.27		0.61

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 76 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 14.7	Intersection LOS: B
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 916: CR 208 & SR 16

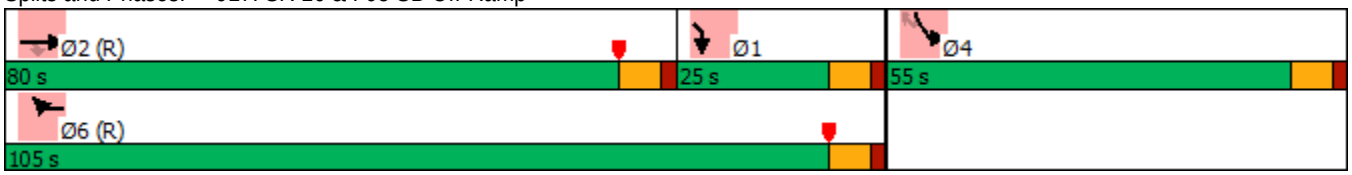


Lane Group	EBT	EBR	WBR	SBL	SBR2	SER
Lane Configurations						
Traffic Volume (vph)	1460	345	1290	760	145	165
Future Volume (vph)	1460	345	1290	760	145	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		75	0	750		180
Storage Lanes		1	4	2		1
Taper Length (ft)				25		
Lane Util. Factor	0.91	1.00	0.64	0.97	1.00	0.88
Frt		0.850			0.850	0.850
Flt Protected				0.950		
Satd. Flow (prot)	5136	1599	4677	3367	1553	2814
Flt Permitted				0.950		
Satd. Flow (perm)	5136	1599	4677	3367	1553	2814
Right Turn on Red		Yes			Yes	
Satd. Flow (RTOR)		107			72	
Link Speed (mph)	45					
Link Distance (ft)	215					
Travel Time (s)	3.3					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	4%	4%	4%	1%
Adj. Flow (vph)	1505	356	1330	784	149	170
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1505	356	1330	784	149	170
Turn Type	NA	Perm	Prot	Prot	Perm	Prot
Protected Phases	2		6	4		1
Permitted Phases		2			4	
Detector Phase	2	2	6	4	4	1
Switch Phase						
Minimum Initial (s)	18.0	18.0	18.0	18.0	18.0	18.0
Minimum Split (s)	24.8	24.8	24.8	24.8	24.8	24.8
Total Split (s)	80.0	80.0	105.0	55.0	55.0	25.0
Total Split (%)	50.0%	50.0%	65.6%	34.4%	34.4%	15.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lead				Lag
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None
Act Effct Green (s)	79.0	79.0	103.9	42.5	42.5	18.2
Actuated g/C Ratio	0.49	0.49	0.65	0.27	0.27	0.11
v/c Ratio	0.59	0.42	0.44	0.88	0.32	0.53
Control Delay	24.2	14.0	14.8	67.8	24.5	62.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	14.0	14.8	67.8	24.5	62.6
LOS	C	B	B	E	C	E
Approach Delay	22.2					
Approach LOS	C					
Queue Length 50th (ft)	380	155	255	406	63	97

Lane Group	EBT	EBR	WBR	SBL	SBR2	SER
Queue Length 95th (ft)	408	216	329	458	121	144
Internal Link Dist (ft)	135					
Turn Bay Length (ft)		75		750	750	180
Base Capacity (vph)	2550	847	3048	1022	521	322
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	0.59	0.42	0.44	0.77	0.29	0.53

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 4 (3%), Referenced to phase 2:EBT and 6:WBR, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 29.9	Intersection LOS: C
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 917: SR 16 & I-95 SB Off-Ramp

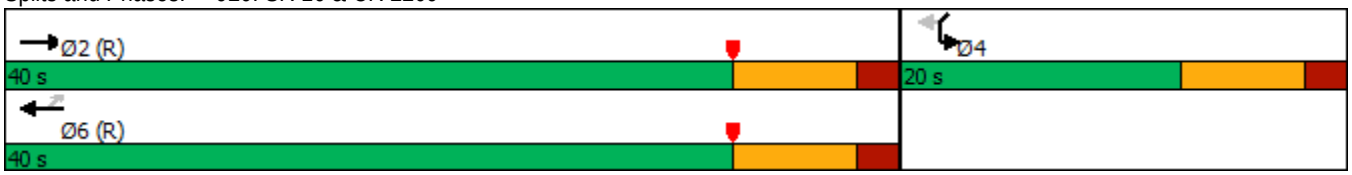


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	1080	620	640	360	90
Future Volume (vph)	0	1080	620	640	360	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3471	3471	1553	3367	1553
Flt Permitted					0.950	
Satd. Flow (perm)	0	3471	3471	1553	3367	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				660		93
Link Speed (mph)		45	45		45	
Link Distance (ft)		752	906		1204	
Travel Time (s)		11.4	13.7		18.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	1113	639	660	371	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1113	639	660	371	93
Turn Type		NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases				6		4
Detector Phase		2	6	6	4	4
Switch Phase						
Minimum Initial (s)		18.0	18.0	18.0	8.0	8.0
Minimum Split (s)		25.5	25.5	25.5	15.5	15.5
Total Split (s)		40.0	40.0	40.0	20.0	20.0
Total Split (%)		66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)		5.5	5.5	5.5	5.5	5.5
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.5	7.5	7.5	7.5	7.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min	C-Min	None	None
Act Effct Green (s)		34.1	34.1	34.1	10.9	10.9
Actuated g/C Ratio		0.57	0.57	0.57	0.18	0.18
v/c Ratio		0.56	0.32	0.57	0.60	0.26
Control Delay		10.0	8.0	3.2	26.7	7.4
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		10.0	8.0	3.2	26.7	7.4
LOS		B	A	A	C	A
Approach Delay		10.0	5.6		22.8	
Approach LOS		B	A		C	
Queue Length 50th (ft)		122	58	0	63	0

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Queue Length 95th (ft)		183	95	48	97	31
Internal Link Dist (ft)		672	826		1124	
Turn Bay Length (ft)					300	
Base Capacity (vph)		1975	1975	1167	706	399
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.56	0.32	0.57	0.53	0.23

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 52.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 920: SR 16 & CR 2209



Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	645	275	235	640	40	0	0	165	0	0	50
Future Vol, veh/h	0	645	275	235	640	40	0	0	165	0	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	300	350	-	300	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	0	0	0
Mvmt Flow	0	665	284	242	660	41	0	0	170	0	0	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	949	0	0	-	-	333	-	-	330
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.12	-	-	-	-	6.94	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.21	-	-	-	-	3.32	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	725	-	-	0	0	663	0	0	672
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	725	-	-	-	-	663	-	-	672
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.2	12.3	10.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	663	-	-	725	-	-	672
HCM Lane V/C Ratio	0.257	-	-	0.334	-	-	0.077
HCM Control Delay (s)	12.3	-	-	12.4	-	-	10.8
HCM Lane LOS	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	1	-	-	1.5	-	-	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑		↱
Traffic Vol, veh/h	745	65	0	915	0	85
Future Vol, veh/h	745	65	0	915	0	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	480	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	768	67	0	943	0	88

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	384
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	0	529
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	529
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	529	-	-	-
HCM Lane V/C Ratio	0.166	-	-	-
HCM Control Delay (s)	13.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	830	875	120	40	40
Future Vol, veh/h	0	830	875	120	40	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	430	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	856	902	124	41	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1330	451
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	428	-
Critical Hdwy	-	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	0	-	-	-	147	558
Stage 1	0	-	-	-	359	-
Stage 2	0	-	-	-	628	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	147	558
Mov Cap-2 Maneuver	-	-	-	-	268	-
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	628	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	268	558
HCM Lane V/C Ratio	-	-	-	0.154	0.074
HCM Control Delay (s)	-	-	-	20.9	12
HCM Lane LOS	-	-	-	C	B
HCM 95th %tile Q(veh)	-	-	-	0.5	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	755	55	75	905	30	35
Future Vol, veh/h	755	55	75	905	30	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	400	200	-	0	130
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	778	57	77	933	31	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	835	0	1399	389
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	621	-
Critical Hdwy	-	-	4.12	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.21	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	801	-	134	615
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	801	-	121	615
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	456	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	254	615	-	-	801	-
HCM Lane V/C Ratio	0.122	0.059	-	-	0.097	-
HCM Control Delay (s)	21.1	11.2	-	-	10	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	90	0	1210	1210	0	0	0
Future Vol, veh/h	90	0	1210	1210	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	300	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1
Mvmt Flow	93	0	1247	1247	0	0	0

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1247	-	0	-	0	-	624
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.51	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	232	0	-	-	0	0	431
Stage 1	-	0	-	-	0	0	-
Stage 2	-	0	-	-	0	0	-
Platoon blocked, %			-	-			
Mov Cap-1 Maneuver	232	-	-	-	-	-	431
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBU	EBT	WBT	SBLn1
Capacity (veh/h)	232	-	-	-
HCM Lane V/C Ratio	0.4	-	-	-
HCM Control Delay (s)	30.5	-	-	0
HCM Lane LOS	D	-	-	A
HCM 95th %tile Q(veh)	1.8	-	-	-

Intersection	
Int Delay, s/veh	100.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1035	1055	125	140	40
Future Vol, veh/h	30	1035	1055	125	140	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	31	1067	1088	129	144	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1217	0	-	0	2282	1153
Stage 1	-	-	-	-	1153	-
Stage 2	-	-	-	-	1129	-
Critical Hdwy	4.11	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	577	-	-	-	~ 44	243
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	312	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	577	-	-	-	~ 42	243
Mov Cap-2 Maneuver	-	-	-	-	~ 42	-
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	312	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	$ 1353.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	577	-	-	-	51
HCM Lane V/C Ratio	0.054	-	-	-	3.639
HCM Control Delay (s)	11.6	-	-		$ 1353.4
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	20.3

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

Intersection	
Int Delay, s/veh	34.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	930	65	55	1160	5	60	5	45	5	5	10
Future Vol, veh/h	10	930	65	55	1160	5	60	5	45	5	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	420	-	420	500	-	420	0	-	280	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	0	0	0
Mvmt Flow	10	959	67	57	1196	5	62	5	46	5	5	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1201	0	0	1026	0	0	2299	2294	959	2348	2356	1196
Stage 1	-	-	-	-	-	-	979	979	-	1310	1310	-
Stage 2	-	-	-	-	-	-	1320	1315	-	1038	1046	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	585	-	-	681	-	-	~ 27	39	312	25	36	229
Stage 1	-	-	-	-	-	-	301	328	-	198	231	-
Stage 2	-	-	-	-	-	-	193	228	-	281	308	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	585	-	-	681	-	-	~ 21	35	312	17	32	229
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 21	35	-	17	32	-
Stage 1	-	-	-	-	-	-	296	322	-	195	212	-
Stage 2	-	-	-	-	-	-	165	209	-	231	303	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	$ 701.2	167
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	21	35	312	585	-	-	681	-	-	40
HCM Lane V/C Ratio	2.946	0.147	0.149	0.018	-	-	0.083	-	-	0.515
HCM Control Delay (s)	$ 1261.3	124.9	18.5	11.3	-	-	10.8	-	-	167
HCM Lane LOS	F	F	C	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	8	0.5	0.5	0.1	-	-	0.3	-	-	1.8

Notes

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

Intersection	
Int Delay, s/veh	9.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	830	85	110	1100	50	45
Future Vol, veh/h	830	85	110	1100	50	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	390	440	-	0	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	856	88	113	1134	52	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	944	0	2216	856
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	1360	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	731	-	~ 48	359
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	240	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	731	-	~ 41	359
Mov Cap-2 Maneuver	-	-	-	-	~ 41	-
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	203	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	208.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	41	359	-	-	731	-
HCM Lane V/C Ratio	1.257	0.129	-	-	0.155	-
HCM Control Delay (s)	$ 381	16.5	-	-	10.8	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	5.1	0.4	-	-	0.5	-

Notes

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

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	795	55	60	1135	30	30
Future Vol, veh/h	795	55	60	1135	30	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	440	660	-	0	140
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	820	57	62	1170	31	31

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	877	0	2114	820
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	1294	-
Critical Hdwy	-	-	4.11	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.209	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	774	-	56	375
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	257	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	774	-	52	375
Mov Cap-2 Maneuver	-	-	-	-	52	-
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	236	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	81.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	52	375	-	-	774	-
HCM Lane V/C Ratio	0.595	0.082	-	-	0.08	-
HCM Control Delay (s)	146.9	15.5	-	-	10.1	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	2.3	0.3	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	60	0	810	935	0	0	0
Future Vol, veh/h	60	0	810	935	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	180	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1
Mvmt Flow	62	0	835	964	0	0	0

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	964	-	0	-	0	-	482
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.51	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	353	0	-	-	0	0	533
Stage 1	-	0	-	-	0	0	-
Stage 2	-	0	-	-	0	0	-
Platoon blocked, %			-	-			
Mov Cap-1 Maneuver	353	-	-	-	-	-	533
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBU	EBT	WBT	SBLn1
Capacity (veh/h)	353	-	-	-
HCM Lane V/C Ratio	0.175	-	-	-
HCM Control Delay (s)	17.4	-	-	0
HCM Lane LOS	C	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	865	1200	10	10	10
Future Vol, veh/h	10	865	1200	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	430	0	150
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	10	892	1237	10	10	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1247	0	-	0	2149	1237
Stage 1	-	-	-	-	1237	-
Stage 2	-	-	-	-	912	-
Critical Hdwy	4.11	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.209	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	562	-	-	-	53	215
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	392	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	562	-	-	-	52	215
Mov Cap-2 Maneuver	-	-	-	-	52	-
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	392	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	56.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	562	-	-	-	52	215
HCM Lane V/C Ratio	0.018	-	-	-	0.198	0.048
HCM Control Delay (s)	11.5	-	-	-	90.6	22.6
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	0.1

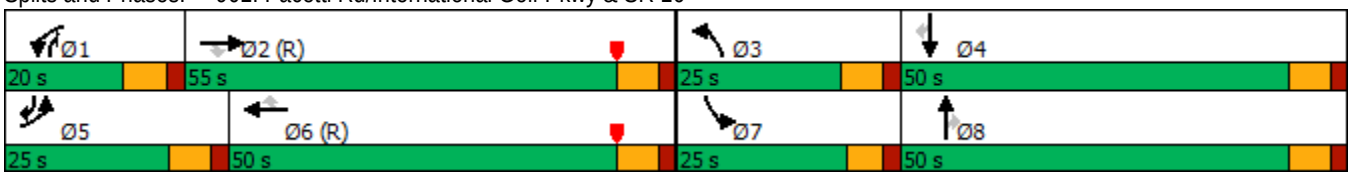
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	500	310	125	530	35	355	655	85	335	835	630
Future Volume (vph)	345	500	310	125	530	35	355	655	85	335	835	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	765		260	310		365	270		165	300		750
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3574	1599	3467	3574	1599	3433	3539	1583	3467	3574	1524
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	3574	1599	3467	3574	1599	3433	3539	1583	3467	3574	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			305			127			78			77
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		1847			762			1711			2535	
Travel Time (s)		28.0			11.5			25.9			49.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	6%
Adj. Flow (vph)	356	515	320	129	546	36	366	675	88	345	861	649
Shared Lane Traffic (%)												
Lane Group Flow (vph)	356	515	320	129	546	36	366	675	88	345	861	649
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	18.0	18.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.8	43.8	43.8	12.8	42.8	42.8	12.8	14.8	12.8	12.1	45.8	12.8
Total Split (s)	25.0	55.0	55.0	20.0	50.0	50.0	25.0	50.0	20.0	25.0	50.0	25.0
Total Split (%)	16.7%	36.7%	36.7%	13.3%	33.3%	33.3%	16.7%	33.3%	13.3%	16.7%	33.3%	16.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.1	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.1	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	19.3	47.3	47.3	11.2	39.1	39.1	22.3	44.3	62.3	20.7	42.1	68.2
Actuated g/C Ratio	0.13	0.32	0.32	0.07	0.26	0.26	0.15	0.30	0.42	0.14	0.28	0.45
v/c Ratio	0.80	0.46	0.45	0.50	0.59	0.07	0.72	0.65	0.13	0.72	0.86	0.88
Control Delay	76.9	44.3	7.6	73.3	52.9	0.3	69.0	49.0	6.6	70.6	60.5	47.1
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	76.9	44.3	7.6	73.3	52.9	0.3	69.0	49.0	6.6	70.6	60.5	47.1
LOS	E	D	A	E	D	A	E	D	A	E	E	D
Approach Delay		44.2			53.9			52.2			57.7	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	172	217	10	63	258	0	178	298	6	169	416	487

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#257	290	94	98	323	0	227	371	40	217	502	#772
Internal Link Dist (ft)		1767			682			1631			2455	
Turn Bay Length (ft)	765		260	310		365	270		165	300		750
Base Capacity (vph)	456	1223	747	305	1077	570	512	1069	723	492	1048	739
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	0.78	0.42	0.43	0.42	0.51	0.06	0.71	0.63	0.12	0.70	0.82	0.88

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 52.6 Intersection LOS: D
Intersection Capacity Utilization 81.1% 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: 901: Pacetti Rd/International Golf Pkwy & SR 16



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	30	770	25	70	410	1000	30	125	10	205	40	5
Future Volume (vph)	30	770	25	70	410	1000	30	125	10	205	40	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		135		290		210	0		260	305	
Storage Lanes	2		1		2		1	0		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950				0.956			0.957
Satd. Flow (prot)	1787	3574	1599	0	3467	3574	1599	0	1747	1553	0	1818
Flt Permitted	0.278				0.950				0.708			0.520
Satd. Flow (perm)	523	3574	1599	0	3467	3574	1599	0	1293	1553	0	988
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			165				119			211		
Link Speed (mph)		45				45			45			25
Link Distance (ft)		663				2321			1062			831
Travel Time (s)		10.0				35.2			16.1			22.7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	4%	4%	0%	0%
Adj. Flow (vph)	31	794	26	72	423	1031	31	129	10	211	41	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	794	26	0	495	1031	31	0	139	211	0	46
Turn Type	pm+pt	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	5	2		1	1	6			8		7	4
Permitted Phases	2		2				6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	8	8	8	7	4
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	6.0	18.0	18.0	18.0	18.0	18.0	6.0	18.0
Minimum Split (s)	12.8	24.8	24.8	12.8	12.8	24.8	24.8	24.8	24.8	24.8	22.8	24.8
Total Split (s)	15.0	65.0	65.0	40.0	40.0	90.0	90.0	35.0	35.0	35.0	20.0	55.0
Total Split (%)	9.4%	40.6%	40.6%	25.0%	25.0%	56.3%	56.3%	21.9%	21.9%	21.9%	12.5%	34.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8		6.8	6.8	6.8		6.8	6.8		6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	95.2	89.1	89.1		27.6	113.1	113.1		22.9	22.9		22.9
Actuated g/C Ratio	0.60	0.56	0.56		0.17	0.71	0.71		0.14	0.14		0.14
v/c Ratio	0.09	0.40	0.03		0.83	0.41	0.03		0.75	0.52		0.33
Control Delay	9.0	22.2	0.0		76.1	11.2	0.0		89.6	11.5		66.3
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	9.0	22.2	0.0		76.1	11.2	0.0		89.6	11.5		66.3
LOS	A	C	A		E	B	A		F	B		E
Approach Delay		21.0				31.6			42.5			35.4
Approach LOS		C				C			D			D
Queue Length 50th (ft)	7	238	0		261	224	0		143	0		44

Lane Group	SWR
Lane Configurations	↱
Traffic Volume (vph)	40
Future Volume (vph)	40
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	119
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Adj. Flow (vph)	41
Shared Lane Traffic (%)	
Lane Group Flow (vph)	41
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	55.0
Total Split (%)	34.4%
Yellow Time (s)	4.8
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	22.9
Actuated g/C Ratio	0.14
v/c Ratio	0.12
Control Delay	0.8
Queue Delay	0.0
Total Delay	0.8
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Queue Length 95th (ft)	18	352	0		313	321	0		213	75		84
Internal Link Dist (ft)		583				2241			982			751
Turn Bay Length (ft)	310		135		290		210			260		
Base Capacity (vph)	382	1990	963		721	2527	1165		231	451		297
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	0.08	0.40	0.03		0.69	0.41	0.03		0.60	0.47		0.15

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 29.9 Intersection LOS: C
Intersection Capacity Utilization 87.6% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 914: Elevation Parkway/N Outlet Mall Access & SR 16

Lane Group	SWR
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	569
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.07

Intersection Summary

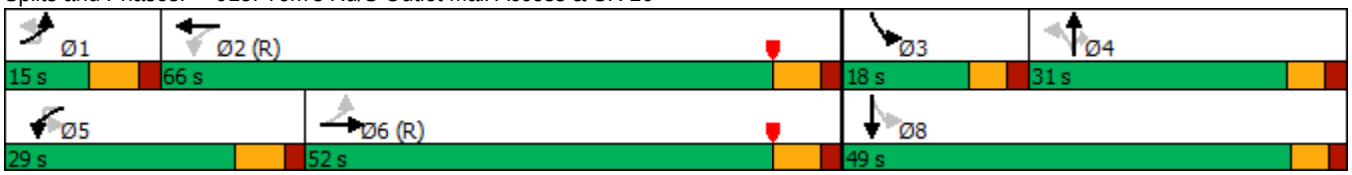
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	30	15	915	20	35	125	1210	145	105	15	110	145
Future Volume (vph)	30	15	915	20	35	125	1210	145	105	15	110	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		370		0		360		0	0		110	30
Storage Lanes		1		0		1		0	0		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.997				0.984				0.850	
Flt Protected		0.950				0.950				0.958		0.950
Satd. Flow (prot)	0	1752	3564	0	0	1776	3517	0	0	1750	1553	1805
Flt Permitted		0.101				0.189				0.712		0.450
Satd. Flow (perm)	0	186	3564	0	0	353	3517	0	0	1301	1553	855
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			2				13				194	
Link Speed (mph)			45				45			25		
Link Distance (ft)			2321				1079			887		
Travel Time (s)			35.2				16.3			24.2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	1%	1%	1%	4%	1%	1%	1%	4%	4%	4%	0%
Adj. Flow (vph)	31	15	943	21	36	129	1247	149	108	15	113	149
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	964	0	0	165	1396	0	0	123	113	149
Turn Type	custom	pm+pt	NA		custom	pm+pt	NA		Perm	NA	Perm	pm+pt
Protected Phases		1	6			5	2			4		3
Permitted Phases	1	6			5	2			4		4	8
Detector Phase	1	1	6		5	5	2		4	4	4	3
Switch Phase												
Minimum Initial (s)	4.0	4.0	18.0		4.0	4.0	18.0		6.0	6.0	6.0	4.0
Minimum Split (s)	24.8	24.8	28.8		24.8	24.8	28.8		46.0	46.0	46.0	13.1
Total Split (s)	15.0	15.0	52.0		29.0	29.0	66.0		31.0	31.0	31.0	18.0
Total Split (%)	11.5%	11.5%	40.0%		22.3%	22.3%	50.8%		23.8%	23.8%	23.8%	13.8%
Yellow Time (s)	4.8	4.8	4.8		4.8	4.8	4.8		3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.3	2.3	2.3	2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8			6.8	6.8			6.0	6.0	5.7
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min		None	None	C-Min		None	None	None	None
Act Effct Green (s)		70.1	63.2			79.7	70.1			17.5	17.5	36.2
Actuated g/C Ratio		0.54	0.49			0.61	0.54			0.13	0.13	0.28
v/c Ratio		0.25	0.56			0.49	0.73			0.70	0.30	0.45
Control Delay		15.4	26.6			16.1	27.6			73.6	2.0	40.2
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0	0.0
Total Delay		15.4	26.6			16.1	27.6			73.6	2.0	40.2
LOS		B	C			B	C			E	A	D
Approach Delay			26.1				26.4			39.4		
Approach LOS			C				C			D		
Queue Length 50th (ft)		15	301			57	490			101	0	97

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	20	35
Future Volume (vph)	20	35
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.905	
Flt Protected		
Satd. Flow (prot)	1720	0
Flt Permitted		
Satd. Flow (perm)	1720	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	36	
Link Speed (mph)	25	
Link Distance (ft)	634	
Travel Time (s)	17.3	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	21	36
Shared Lane Traffic (%)		
Lane Group Flow (vph)	57	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	41.7	
Total Split (s)	49.0	
Total Split (%)	37.7%	
Yellow Time (s)	3.7	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.7	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	36.2	
Actuated g/C Ratio	0.28	
v/c Ratio	0.11	
Control Delay	15.3	
Queue Delay	0.0	
Total Delay	15.3	
LOS	B	
Approach Delay	33.3	
Approach LOS	C	
Queue Length 50th (ft)	13	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 95th (ft)		35	431			99	648			160	0	148
Internal Link Dist (ft)			2241				999			807		
Turn Bay Length (ft)		370				360					110	30
Base Capacity (vph)		201	1734			463	1903			250	455	332
Starvation Cap Reductn		0	0			0	0			0	0	0
Spillback Cap Reductn		0	0			0	0			0	0	0
Storage Cap Reductn		0	0			0	0			0	0	0
Reduced v/c Ratio		0.23	0.56			0.36	0.73			0.49	0.25	0.45

Intersection Summary	
Area Type: Other	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 27.8	Intersection LOS: C
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 915: Tom's Rd/S Outlet Mall Access & SR 16



Lane Group	SBT	SBR
Queue Length 95th (ft)	43	
Internal Link Dist (ft)	554	
Turn Bay Length (ft)		
Base Capacity (vph)	596	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.10	

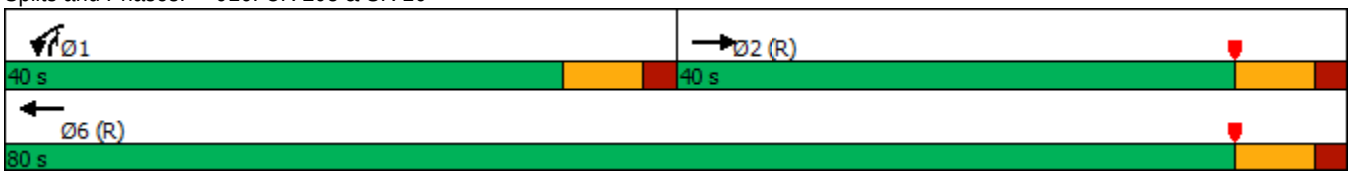
Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1190	20	305	1410	0	325
Future Volume (vph)	1190	20	305	1410	0	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	380		0	0
Storage Lanes		0	0		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.997					0.865
Flt Protected			0.950			
Satd. Flow (prot)	5120	0	1787	3574	0	1580
Flt Permitted			0.950			
Satd. Flow (perm)	5120	0	1787	3574	0	1580
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4					19
Link Speed (mph)	45			45	35	
Link Distance (ft)	1079			138	958	
Travel Time (s)	16.3			2.1	18.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	4%	4%
Adj. Flow (vph)	1227	21	314	1454	0	335
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1248	0	314	1454	0	335
Turn Type	NA		Prot	NA		Over
Protected Phases	2		1	6		1
Permitted Phases						
Detector Phase	2		1	6		1
Switch Phase						
Minimum Initial (s)	18.0		6.0	18.0		6.0
Minimum Split (s)	24.8		22.8	24.8		22.8
Total Split (s)	40.0		40.0	80.0		40.0
Total Split (%)	50.0%		50.0%	100.0%		50.0%
Yellow Time (s)	4.8		4.8	4.8		4.8
All-Red Time (s)	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8		6.8	6.8		6.8
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?						
Recall Mode	C-Max		None	C-Min		None
Act Effct Green (s)	44.9		21.5	80.0		21.5
Actuated g/C Ratio	0.56		0.27	1.00		0.27
v/c Ratio	0.43		0.66	0.41		0.77
Control Delay	11.7		30.6	0.3		36.5
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	11.7		30.6	0.3		36.5
LOS	B		C	A		D
Approach Delay	11.7			5.7	36.5	
Approach LOS	B			A	D	
Queue Length 50th (ft)	121		168	0		146

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	197		333	0		204
Internal Link Dist (ft)	999			58	878	
Turn Bay Length (ft)			380			
Base Capacity (vph)	2877		741	3574		666
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.43		0.42	0.41		0.50

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 68 (85%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 11.0	Intersection LOS: B
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 916: CR 208 & SR 16

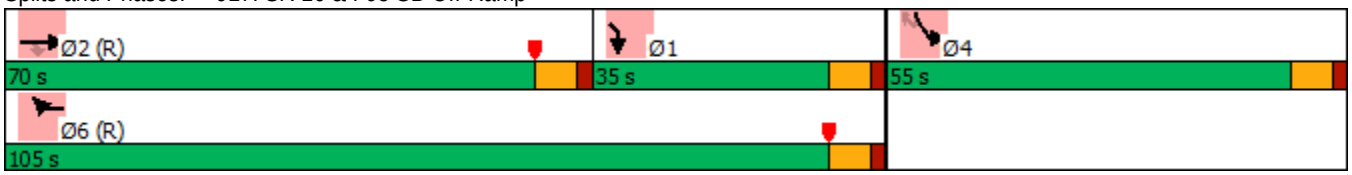


Lane Group	EBT	EBR	WBR	SBL	SBR2	SER
Lane Configurations						
Traffic Volume (vph)	1150	395	1920	790	210	340
Future Volume (vph)	1150	395	1920	790	210	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		75	0	750		180
Storage Lanes		1	4	2		1
Taper Length (ft)				25		
Lane Util. Factor	0.91	1.00	0.64	0.97	1.00	0.88
Frt		0.850			0.850	0.850
Flt Protected				0.950		
Satd. Flow (prot)	5136	1599	4816	3400	1568	2814
Flt Permitted				0.950		
Satd. Flow (perm)	5136	1599	4816	3400	1568	2814
Right Turn on Red		Yes			Yes	
Satd. Flow (RTOR)		140			72	
Link Speed (mph)	45					
Link Distance (ft)	215					
Travel Time (s)	3.3					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	3%	3%	1%
Adj. Flow (vph)	1186	407	1979	814	216	351
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1186	407	1979	814	216	351
Turn Type	NA	Perm	Prot	Prot	Perm	Prot
Protected Phases	2		6	4		1
Permitted Phases		2			4	
Detector Phase	2	2	6	4	4	1
Switch Phase						
Minimum Initial (s)	18.0	18.0	18.0	18.0	18.0	18.0
Minimum Split (s)	24.8	24.8	24.8	24.8	24.8	24.8
Total Split (s)	70.0	70.0	105.0	55.0	55.0	35.0
Total Split (%)	43.8%	43.8%	65.6%	34.4%	34.4%	21.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lead				Lag
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None
Act Effct Green (s)	71.3	71.3	102.7	43.7	43.7	24.6
Actuated g/C Ratio	0.45	0.45	0.64	0.27	0.27	0.15
v/c Ratio	0.52	0.52	0.64	0.88	0.45	0.81
Control Delay	28.7	18.8	19.3	66.6	33.6	63.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	18.8	19.3	66.6	33.6	63.8
LOS	C	B	B	E	C	E
Approach Delay	26.2					
Approach LOS	C					
Queue Length 50th (ft)	301	184	469	421	124	206

Lane Group	EBT	EBR	WBR	SBL	SBR2	SER
Queue Length 95th (ft)	344	242	593	472	195	260
Internal Link Dist (ft)	135					
Turn Bay Length (ft)		75		750	750	180
Base Capacity (vph)	2326	800	3111	1038	528	505
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	0.51	0.51	0.64	0.78	0.41	0.70

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 76 (48%), Referenced to phase 2:EBT and 6:WBR, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 33.1	Intersection LOS: C
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 917: SR 16 & I-95 SB Off-Ramp

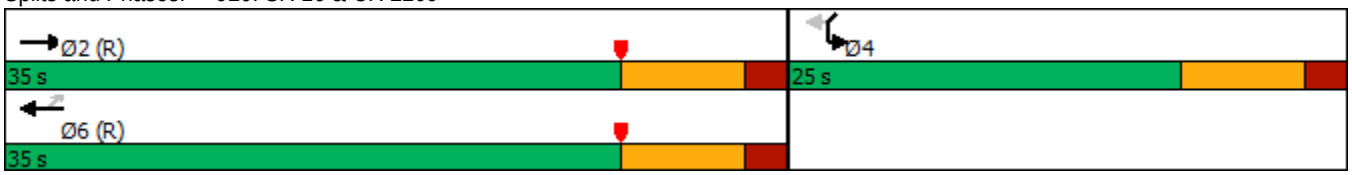


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	790	850	450	510	130
Future Volume (vph)	0	790	850	450	510	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3574	3574	1599	3467	1599
Flt Permitted					0.950	
Satd. Flow (perm)	0	3574	3574	1599	3467	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				464		86
Link Speed (mph)		45	45		45	
Link Distance (ft)		752	906		1204	
Travel Time (s)		11.4	13.7		18.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	814	876	464	526	134
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	814	876	464	526	134
Turn Type		NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases				6		4
Detector Phase		2	6	6	4	4
Switch Phase						
Minimum Initial (s)		18.0	18.0	18.0	8.0	8.0
Minimum Split (s)		25.5	25.5	25.5	15.5	15.5
Total Split (s)		35.0	35.0	35.0	25.0	25.0
Total Split (%)		58.3%	58.3%	58.3%	41.7%	41.7%
Yellow Time (s)		5.5	5.5	5.5	5.5	5.5
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.5	7.5	7.5	7.5	7.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Max	C-Max	C-Max	None	None
Act Effct Green (s)		31.2	31.2	31.2	13.8	13.8
Actuated g/C Ratio		0.52	0.52	0.52	0.23	0.23
v/c Ratio		0.44	0.47	0.44	0.66	0.31
Control Delay		10.4	10.9	2.8	24.9	9.8
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		10.4	10.9	2.8	24.9	9.8
LOS		B	B	A	C	A
Approach Delay		10.4	8.1		21.9	
Approach LOS		B	A		C	
Queue Length 50th (ft)		87	95	0	89	14
Queue Length 95th (ft)		146	162	44	122	48

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Internal Link Dist (ft)		672	826		1124	
Turn Bay Length (ft)					300	
Base Capacity (vph)		1860	1860	1055	1011	527
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.44	0.47	0.44	0.52	0.25

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 12.0	Intersection LOS: B
Intersection Capacity Utilization 50.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 920: SR 16 & CR 2209



Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1170	155	115	995	55	0	0	365	0	0	55
Future Vol, veh/h	0	1170	155	115	995	55	0	0	365	0	0	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	120	-	130	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	4	4	1	1	1	10	10	10
Mvmt Flow	0	1206	160	119	1026	57	0	0	376	0	0	57

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1366	0	0	-	-	603	-	-	513
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.18	-	-	-	-	6.92	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.24	-	-	-	-	3.31	-	-	3.4
Pot Cap-1 Maneuver	0	-	-	488	-	-	0	0	445	0	0	486
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	488	-	-	-	-	445	-	-	486
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.5	43.8	13.4
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	445	-	-	488	-	-	486
HCM Lane V/C Ratio	0.846	-	-	0.243	-	-	0.117
HCM Control Delay (s)	43.8	-	-	14.7	-	-	13.4
HCM Lane LOS	E	-	-	B	-	-	B
HCM 95th %tile Q(veh)	8.3	-	-	0.9	-	-	0.4

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1495	40	0	1165	0	165
Future Vol, veh/h	1495	40	0	1165	0	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	1	1
Mvmt Flow	1541	41	0	1201	0	170

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	771
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	345
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	345
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	25.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	345	-	-	-
HCM Lane V/C Ratio	0.493	-	-	-
HCM Control Delay (s)	25.2	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	2.6	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱	↰	↱
Traffic Vol, veh/h	0	1660	1145	220	30	20
Future Vol, veh/h	0	1660	1145	220	30	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	430	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	0	1711	1180	227	31	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	2036	590
Stage 1	-	-	-	-	1180	-
Stage 2	-	-	-	-	856	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	-	50	456
Stage 1	0	-	-	-	258	-
Stage 2	0	-	-	-	382	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	50	456
Mov Cap-2 Maneuver	-	-	-	-	162	-
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	382	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	24.8
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	162	456
HCM Lane V/C Ratio	-	-	-	0.191	0.045
HCM Control Delay (s)	-	-	-	32.4	13.3
HCM Lane LOS	-	-	-	D	B
HCM 95th %tile Q(veh)	-	-	-	0.7	0.1

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1445	35	35	1075	80	105
Future Vol, veh/h	1445	35	35	1075	80	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	220	190	-	0	130
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	1490	36	36	1108	82	108

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1526	0	2116	745
Stage 1	-	-	-	-	1490	-
Stage 2	-	-	-	-	626	-
Critical Hdwy	-	-	4.18	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.24	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	423	-	~ 45	361
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	501	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	423	-	~ 41	361
Mov Cap-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	458	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	41.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	131	361	-	-	423	-
HCM Lane V/C Ratio	0.63	0.3	-	-	0.085	-
HCM Control Delay (s)	70.5	19.2	-	-	14.3	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	3.3	1.2	-	-	0.3	-

Notes

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

Intersection	
Int Delay, s/veh	1475.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	1815	1660	210	180	40
Future Vol, veh/h	100	1815	1660	210	180	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	7	7
Mvmt Flow	103	1871	1711	216	186	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1927	0	-	0	3896	1819
Stage 1	-	-	-	-	1819	-
Stage 2	-	-	-	-	2077	-
Critical Hdwy	4.14	-	-	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.236	-	-	-	3.563	3.363
Pot Cap-1 Maneuver	301	-	-	-	~ 4	94
Stage 1	-	-	-	-	~ 137	-
Stage 2	-	-	-	-	~ 101	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	301	-	-	-	~ 3	94
Mov Cap-2 Maneuver	-	-	-	-	~ 3	-
Stage 1	-	-	-	-	~ 90	-
Stage 2	-	-	-	-	~ 101	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	$ 26855.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	301	-	-	-	4
HCM Lane V/C Ratio	0.343	-	-	-	56.701
HCM Control Delay (s)	23.1	-	-		$ 26855.4
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	1.5	-	-	-	30.6

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1895	95	50	1500	10	135	5	80	15	5	25
Future Vol, veh/h	10	1895	95	50	1500	10	135	5	80	15	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	420	-	420	500	-	420	0	-	280	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	4	4	3	3	3	0	0	0
Mvmt Flow	10	1954	98	52	1546	10	139	5	82	15	5	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1556	0	0	2052	0	0	3645	3634	1954	3717	3722	1546
Stage 1	-	-	-	-	-	-	1974	1974	-	1650	1650	-
Stage 2	-	-	-	-	-	-	1671	1660	-	2067	2072	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.13	6.53	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.527	4.027	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	420	-	-	269	-	-	~ 3	~ 5	~ 79	~ 3	~ 5	142
Stage 1	-	-	-	-	-	-	~ 80	107	-	126	158	-
Stage 2	-	-	-	-	-	-	~ 121	154	-	72	97	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	420	-	-	269	-	-	-	~ 4	~ 79	-	~ 4	142
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 4	-	-	~ 4	-
Stage 1	-	-	-	-	-	-	~ 78	104	-	123	128	-
Stage 2	-	-	-	-	-	-	~ 77	124	-	-	95	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	4	79	420	-	-	269	-	-	-
HCM Lane V/C Ratio	-	1.289	1.044	0.025	-	-	0.192	-	-	-
HCM Control Delay (s)	$	1695.3	207.1	13.8	-	-	21.5	-	-	-
HCM Lane LOS	-	F	F	B	-	-	C	-	-	-
HCM 95th %tile Q(veh)	-	1.5	5.8	0.1	-	-	0.7	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	252.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	1910	35	35	1410	100	135
Future Vol, veh/h	1910	35	35	1410	100	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	390	440	-	0	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	1969	36	36	1454	103	139

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2005	0	3495	1969
Stage 1	-	-	-	-	1969	-
Stage 2	-	-	-	-	1526	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	281	-	~ 7	~ 78
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	198	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	281	-	~ 6	~ 78
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	173	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	$ 3887.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	6	78	-	-	281	-
HCM Lane V/C Ratio	17.182	1.784	-	-	0.128	-
HCM Control Delay (s)	$ 8476.3	$ 488.8	-	-	19.7	-
HCM Lane LOS	F	F	-	-	C	-
HCM 95th %tile Q(veh)	14.8	12	-	-	0.4	-

Notes

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

Intersection	
Int Delay, s/veh	86.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	1830	40	15	1340	75	65
Future Vol, veh/h	1830	40	15	1340	75	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	440	660	-	0	140
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	1887	41	15	1381	77	67

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1928	0	3298	1887
Stage 1	-	-	-	-	1887	-
Stage 2	-	-	-	-	1411	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	301	-	~ 10	88
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	225	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	301	-	~ 10	88
Mov Cap-2 Maneuver	-	-	-	-	~ 10	-
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	214	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	$ 2072.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	10	88	-	-	301	-
HCM Lane V/C Ratio	7.732	0.761	-	-	0.051	-
HCM Control Delay (s)	$ 3763	122.2	-	-	17.6	-
HCM Lane LOS	F	F	-	-	C	-
HCM 95th %tile Q(veh)	11	3.9	-	-	0.2	-

Notes

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

Intersection	
Int Delay, s/veh	5

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	210	0	1480	1155	0	0	0
Future Vol, veh/h	210	0	1480	1155	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	180	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1
Mvmt Flow	216	0	1526	1191	0	0	0

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1191	-	0	-	0	-	596
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.51	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	252	0	-	-	0	0	449
Stage 1	-	0	-	-	0	0	-
Stage 2	-	0	-	-	0	0	-
Platoon blocked, %			-	-			
Mov Cap-1 Maneuver	252	-	-	-	-	-	449
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBU	EBT	WBT	SBLn1
Capacity (veh/h)	252	-	-	-
HCM Lane V/C Ratio	0.859	-	-	-
HCM Control Delay (s)	68.4	-	-	0
HCM Lane LOS	F	-	-	A
HCM 95th %tile Q(veh)	7.1	-	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	2025	1420	10	10	25
Future Vol, veh/h	15	2025	1420	10	10	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	430	0	150
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	15	2088	1464	10	10	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1474	0	-	0	3582	1464
Stage 1	-	-	-	-	1464	-
Stage 2	-	-	-	-	2118	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	451	-	-	-	~ 6	158
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	100	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	451	-	-	-	~ 6	158
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	100	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	$ 442
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	451	-	-	-	6	158
HCM Lane V/C Ratio	0.034	-	-	-	1.718	0.163
HCM Control Delay (s)	13.3	-	-	$	1466.6	32.2
HCM Lane LOS	B	-	-	-	F	D
HCM 95th %tile Q(veh)	0.1	-	-	-	2.3	0.6

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	610	845	210	130	675	245	410	1230	75	405	555	430
Future Volume (vph)	610	845	210	130	675	245	410	1230	75	405	555	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	765		260	310		210	270		165	300		750
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	3471	1553	3367	3471	1553	3367	3471	1553	3303	3406	1524
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	3471	1553	3367	3471	1553	3367	3471	1553	3303	3406	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			190			192			119			72
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		1847			762			1711			2535	
Travel Time (s)		28.0			11.5			25.9			49.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	6%	6%	6%
Adj. Flow (vph)	629	871	216	134	696	253	423	1268	77	418	572	443
Shared Lane Traffic (%)												
Lane Group Flow (vph)	629	871	216	134	696	253	423	1268	77	418	572	443
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	18.0	18.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.8	43.8	43.8	12.8	42.8	42.8	12.8	14.8	12.8	12.1	45.8	12.8
Total Split (s)	35.0	65.0	65.0	15.0	45.0	45.0	30.0	50.0	15.0	30.0	50.0	35.0
Total Split (%)	21.9%	40.6%	40.6%	9.4%	28.1%	28.1%	18.8%	31.3%	9.4%	18.8%	31.3%	21.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.1	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.1	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	28.2	56.0	56.0	8.2	36.0	36.0	22.8	46.0	61.0	23.2	45.7	80.7
Actuated g/C Ratio	0.18	0.35	0.35	0.05	0.22	0.22	0.14	0.29	0.38	0.14	0.29	0.50
v/c Ratio	1.06	0.72	0.32	0.78	0.89	0.51	0.88	1.27	0.12	0.87	0.59	0.55
Control Delay	115.1	48.7	7.8	103.0	74.4	17.4	87.0	174.5	1.3	85.9	52.6	26.0
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	115.1	48.7	7.8	103.0	74.4	17.4	87.0	174.5	1.3	85.9	52.6	26.0
LOS	F	D	A	F	E	B	F	F	A	F	D	C
Approach Delay		67.9			64.6			146.0			54.1	
Approach LOS		E			E			F			D	
Queue Length 50th (ft)	~371	407	18	72	368	51	226	~912	0	222	278	271

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#498	485	79	#129	448	141	#313	#1052	8	#305	345	384
Internal Link Dist (ft)		1767			682			1631			2455	
Turn Bay Length (ft)	765		260	310		210	270		165	300		750
Base Capacity (vph)	593	1262	685	172	828	516	491	998	666	493	973	804
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	1.06	0.69	0.32	0.78	0.84	0.49	0.86	1.27	0.12	0.85	0.59	0.55

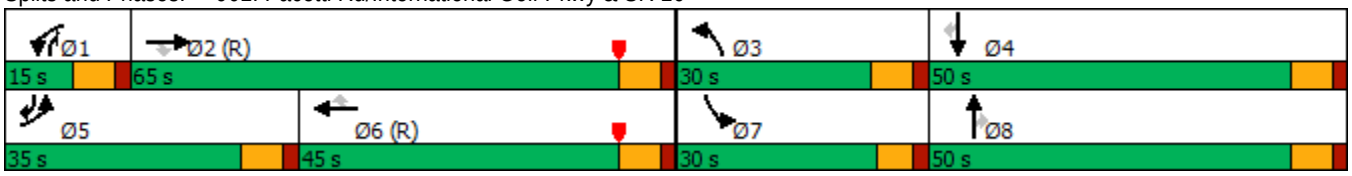
Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 87.0 Intersection LOS: F
Intersection Capacity Utilization 103.7% 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: 901: Pacetti Rd/International Golf Pkwy & SR 16



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	205	0	1915	1785	0	0	0
Future Volume (vph)	205	0	1915	1785	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300			300	0	0
Storage Lanes		1			0	0	0
Taper Length (ft)		25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt							
Flt Protected	0.950						
Satd. Flow (prot)	1736	0	3471	3471	0	0	0
Flt Permitted	0.950						
Satd. Flow (perm)	1736	0	3471	3471	0	0	0
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)							
Link Speed (mph)			45	45		45	
Link Distance (ft)			906	591		663	
Travel Time (s)			13.7	9.0		10.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	1%	1%
Adj. Flow (vph)	211	0	1974	1840	0	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	211	0	1974	1840	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	5		2	6			
Permitted Phases							
Detector Phase	5		2	6			
Switch Phase							
Minimum Initial (s)	6.0		18.0	18.0			
Minimum Split (s)	12.8		24.8	24.8			
Total Split (s)	20.0		60.0	40.0			
Total Split (%)	33.3%		100.0%	66.7%			
Yellow Time (s)	4.8		4.8	4.8			
All-Red Time (s)	2.0		2.0	2.0			
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.8		6.8	6.8			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?							
Recall Mode	None		C-Min	C-Min			
Act Effct Green (s)	11.6		60.0	34.8			
Actuated g/C Ratio	0.19		1.00	0.58			
v/c Ratio	0.63		0.57	0.92			
Control Delay	28.0		0.4	21.7			
Queue Delay	0.0		0.0	0.0			
Total Delay	28.0		0.4	21.7			
LOS	C		A	C			
Approach Delay			3.0	21.7			
Approach LOS			A	C			
Queue Length 50th (ft)	81		0	292			

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	m92		0	#486			
Internal Link Dist (ft)			826	511		583	
Turn Bay Length (ft)	300						
Base Capacity (vph)	381		3471	2010			
Starvation Cap Reductn	0		0	0			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.55		0.57	0.92			

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 11.6 Intersection LOS: B
Intersection Capacity Utilization 72.0% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 906: SR 16 & EB U-turn E of CR 2209

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	15	1685	35	15	225	1270	20	85	10	320	10	10
Future Volume (vph)	15	1685	35	15	225	1270	20	85	10	320	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		135		290		210	0		260	305	
Storage Lanes	2		1		2		1	0		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950				0.957			0.976
Satd. Flow (prot)	1736	3471	1553	0	3367	3471	1553	0	1732	1538	0	1545
Flt Permitted	0.196				0.950				0.733			0.854
Satd. Flow (perm)	358	3471	1553	0	3367	3471	1553	0	1326	1538	0	1352
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			119				119			207		
Link Speed (mph)		45				45			45			25
Link Distance (ft)		663				2321			1062			831
Travel Time (s)		10.0				35.2			16.1			22.7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	5%	5%	5%	20%	20%
Adj. Flow (vph)	15	1737	36	15	232	1309	21	88	10	330	10	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	1737	36	0	247	1309	21	0	98	330	0	20
Turn Type	pm+pt	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	5	2		1	1	6			8		7	4
Permitted Phases	2		2				6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	8	8	8	7	4
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	6.0	18.0	18.0	18.0	18.0	18.0	6.0	18.0
Minimum Split (s)	12.8	24.8	24.8	12.8	12.8	24.8	24.8	24.8	24.8	24.8	22.8	24.8
Total Split (s)	15.0	90.0	90.0	20.0	20.0	95.0	95.0	30.0	30.0	30.0	20.0	50.0
Total Split (%)	9.4%	56.3%	56.3%	12.5%	12.5%	59.4%	59.4%	18.8%	18.8%	18.8%	12.5%	31.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8		6.8	6.8	6.8		6.8	6.8		6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	105.3	99.3	99.3		17.4	118.4	118.4		22.9	22.9		22.9
Actuated g/C Ratio	0.66	0.62	0.62		0.11	0.74	0.74		0.14	0.14		0.14
v/c Ratio	0.05	0.81	0.04		0.68	0.51	0.02		0.52	0.83		0.10
Control Delay	7.1	28.1	0.1		78.0	11.1	0.1		72.1	42.0		57.9
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	7.1	28.1	0.1		78.0	11.1	0.1		72.1	42.0		57.9
LOS	A	C	A		E	B	A		E	D		E
Approach Delay		27.4				21.4			48.9			38.7
Approach LOS		C				C			D			D
Queue Length 50th (ft)	3	670	0		129	216	0		98	134		19

Lane Group	SWR
Lane Configurations	↱
Traffic Volume (vph)	10
Future Volume (vph)	10
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1346
Flt Permitted	
Satd. Flow (perm)	1346
Right Turn on Red	Yes
Satd. Flow (RTOR)	72
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	20%
Adj. Flow (vph)	10
Shared Lane Traffic (%)	
Lane Group Flow (vph)	10
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	50.0
Total Split (%)	31.3%
Yellow Time (s)	4.8
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	22.9
Actuated g/C Ratio	0.14
v/c Ratio	0.04
Control Delay	0.3
Queue Delay	0.0
Total Delay	0.3
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Queue Length 95th (ft)	12	981	0		175	467	0		152	243		44
Internal Link Dist (ft)		583				2241			982			751
Turn Bay Length (ft)	310		135		290		210			260		
Base Capacity (vph)	311	2155	1009		365	2568	1179		211	418		365
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	0.05	0.81	0.04		0.68	0.51	0.02		0.46	0.79		0.05

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 27.4	Intersection LOS: C
Intersection Capacity Utilization 110.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 914: Elevation Parkway/N Outlet Mall Access & SR 16

Lane Group	SWR
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	415
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.02

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	10	10	1935	60	30	100	1440	30	75	10	225	15
Future Volume (vph)	10	10	1935	60	30	100	1440	30	75	10	225	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		370		0		360		0	0		110	30
Storage Lanes		1		0		1		0	0		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.995				0.997				0.850	
Flt Protected		0.950				0.950				0.958		0.950
Satd. Flow (prot)	0	1736	3454	0	0	1736	3461	0	0	1734	1538	1805
Flt Permitted		0.121				0.047				0.736		0.484
Satd. Flow (perm)	0	221	3454	0	0	86	3461	0	0	1332	1538	920
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			3				3				232	
Link Speed (mph)			45				45			25		
Link Distance (ft)			2321				1079			887		
Travel Time (s)			35.2				16.3			24.2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	5%	5%	5%	0%
Adj. Flow (vph)	10	10	1995	62	31	103	1485	31	77	10	232	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	2057	0	0	134	1516	0	0	87	232	15
Turn Type	custom	pm+pt	NA		custom	pm+pt	NA		Perm	NA	Perm	pm+pt
Protected Phases		1	6			5	2			4		3
Permitted Phases	1	6			5	2			4		4	8
Detector Phase	1	1	6		5	5	2		4	4	4	3
Switch Phase												
Minimum Initial (s)	4.0	4.0	18.0		4.0	4.0	18.0		6.0	6.0	6.0	4.0
Minimum Split (s)	24.8	24.8	28.8		24.8	24.8	28.8		46.0	46.0	46.0	13.1
Total Split (s)	15.0	15.0	66.0		28.0	28.0	79.0		21.0	21.0	21.0	15.0
Total Split (%)	11.5%	11.5%	50.8%		21.5%	21.5%	60.8%		16.2%	16.2%	16.2%	11.5%
Yellow Time (s)	4.8	4.8	4.8		4.8	4.8	4.8		3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.3	2.3	2.3	2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8			6.8	6.8			6.0	6.0	5.7
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min		None	None	C-Min		None	None	None	None
Act Effct Green (s)		87.5	81.5			98.0	90.8			12.7	12.7	18.9
Actuated g/C Ratio		0.67	0.63			0.75	0.70			0.10	0.10	0.15
v/c Ratio		0.09	0.95			0.69	0.63			0.67	0.65	0.08
Control Delay		7.8	35.0			44.0	15.2			80.5	15.4	42.8
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0	0.0
Total Delay		7.8	35.0			44.0	15.2			80.5	15.4	42.8
LOS		A	C			D	B			F	B	D
Approach Delay			34.7				17.5			33.2		
Approach LOS			C				B			C		
Queue Length 50th (ft)		3	684			57	326			71	0	12

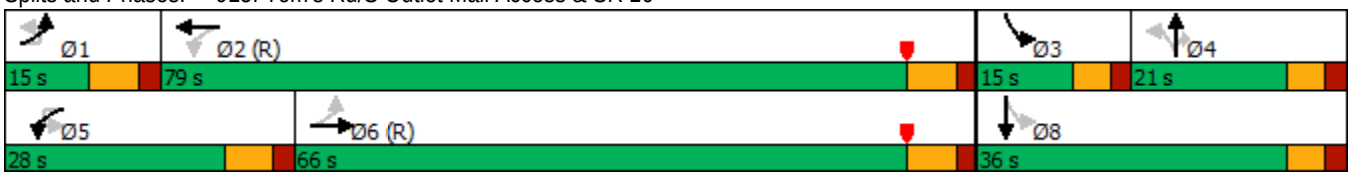
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	10	10
Future Volume (vph)	10	10
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.925	
Flt Protected		
Satd. Flow (prot)	1758	0
Flt Permitted		
Satd. Flow (perm)	1758	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	10	
Link Speed (mph)	25	
Link Distance (ft)	634	
Travel Time (s)	17.3	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	10	10
Shared Lane Traffic (%)		
Lane Group Flow (vph)	20	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	42.0	
Total Split (s)	36.0	
Total Split (%)	27.7%	
Yellow Time (s)	3.7	
All-Red Time (s)	2.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	18.6	
Actuated g/C Ratio	0.14	
v/c Ratio	0.08	
Control Delay	27.4	
Queue Delay	0.0	
Total Delay	27.4	
LOS	C	
Approach Delay	34.0	
Approach LOS	C	
Queue Length 50th (ft)	8	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 95th (ft)		14	#1253			132	591			129	80	29
Internal Link Dist (ft)			2241				999			807		
Turn Bay Length (ft)		370				360					110	30
Base Capacity (vph)		248	2166			334	2418			155	384	198
Starvation Cap Reductn		0	0			0	0			0	0	0
Spillback Cap Reductn		0	0			0	0			0	0	0
Storage Cap Reductn		0	0			0	0			0	0	0
Reduced v/c Ratio		0.08	0.95			0.40	0.63			0.56	0.60	0.08

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 27.6 Intersection LOS: C
Intersection Capacity Utilization 102.9% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 915: Tom's Rd/S Outlet Mall Access & SR 16



Lane Group	SBT	SBR
Queue Length 95th (ft)	29	
Internal Link Dist (ft)	554	
Turn Bay Length (ft)		
Base Capacity (vph)	413	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.05	

Intersection Summary

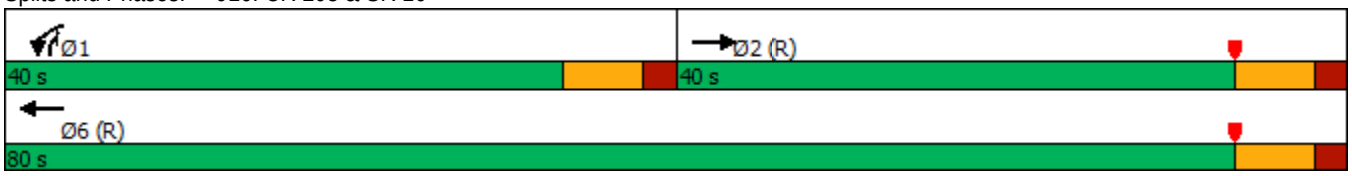
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2145	20	545	1590	0	585
Future Volume (vph)	2145	20	545	1590	0	585
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	380		0	0
Storage Lanes		0	0		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.999					0.865
Flt Protected			0.950			
Satd. Flow (prot)	4983	0	1736	3471	0	1565
Flt Permitted			0.950			
Satd. Flow (perm)	4983	0	1736	3471	0	1565
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					1
Link Speed (mph)	45			45	35	
Link Distance (ft)	1079			138	958	
Travel Time (s)	16.3			2.1	18.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	5%	5%
Adj. Flow (vph)	2211	21	562	1639	0	603
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2232	0	562	1639	0	603
Turn Type	NA		Prot	NA		Over
Protected Phases	2		1	6		1
Permitted Phases						
Detector Phase	2		1	6		1
Switch Phase						
Minimum Initial (s)	18.0		6.0	18.0		6.0
Minimum Split (s)	24.8		22.8	24.8		22.8
Total Split (s)	40.0		40.0	80.0		40.0
Total Split (%)	50.0%		50.0%	100.0%		50.0%
Yellow Time (s)	4.8		4.8	4.8		4.8
All-Red Time (s)	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8		6.8	6.8		6.8
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?						
Recall Mode	C-Max		None	C-Min		None
Act Effct Green (s)	34.1		32.3	80.0		32.3
Actuated g/C Ratio	0.43		0.40	1.00		0.40
v/c Ratio	1.05		0.80	0.47		0.95
Control Delay	59.4		38.1	0.3		50.7
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	59.4		38.1	0.3		50.7
LOS	E		D	A		D
Approach Delay	59.4			9.9	50.7	
Approach LOS	E			A	D	
Queue Length 50th (ft)	~464		439	0		278

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	#562		554	0		#491
Internal Link Dist (ft)	999			58	878	
Turn Bay Length (ft)			380			
Base Capacity (vph)	2122		720	3471		650
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	1.05		0.78	0.47		0.93

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 76 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 36.8	Intersection LOS: D
Intersection Capacity Utilization 89.4%	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: 916: CR 208 & SR 16



Lane Group	EBT	EBR	WBR	SBL	SBR2	SER
Lane Configurations						
Traffic Volume (vph)	2340	465	2160	1030	195	220
Future Volume (vph)	2340	465	2160	1030	195	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		75	0	750		180
Storage Lanes		1	4	2		1
Taper Length (ft)				25		
Lane Util. Factor	0.91	1.00	0.64	0.97	1.00	0.88
Frt		0.850			0.850	0.850
Flt Protected				0.950		
Satd. Flow (prot)	5136	1599	4677	3367	1553	2814
Flt Permitted				0.950		
Satd. Flow (perm)	5136	1599	4677	3367	1553	2814
Right Turn on Red		Yes			Yes	
Satd. Flow (RTOR)		90			72	
Link Speed (mph)	45					
Link Distance (ft)	215					
Travel Time (s)	3.3					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	4%	4%	4%	1%
Adj. Flow (vph)	2412	479	2227	1062	201	227
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2412	479	2227	1062	201	227
Turn Type	NA	Perm	Prot	Prot	Perm	Prot
Protected Phases	2		6	4		1
Permitted Phases		2			4	
Detector Phase	2	2	6	4	4	1
Switch Phase						
Minimum Initial (s)	18.0	18.0	18.0	18.0	18.0	18.0
Minimum Split (s)	24.8	24.8	24.8	24.8	24.8	24.8
Total Split (s)	80.0	80.0	105.0	55.0	55.0	25.0
Total Split (%)	50.0%	50.0%	65.6%	34.4%	34.4%	15.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lead				Lag
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None
Act Effct Green (s)	73.2	73.2	98.1	48.3	48.3	18.1
Actuated g/C Ratio	0.46	0.46	0.61	0.30	0.30	0.11
v/c Ratio	1.03	0.61	0.78	1.05	0.39	0.71
Control Delay	47.0	18.8	25.3	93.7	30.2	58.9
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	47.0	18.8	25.6	93.7	30.2	58.9
LOS	D	B	C	F	C	E
Approach Delay	42.3					
Approach LOS	D					
Queue Length 50th (ft)	~963	237	646	~617	105	132

Lane Group	EBT	EBR	WBR	SBL	SBR2	SER
Queue Length 95th (ft)	m584	m231	707	#756	184	m176
Internal Link Dist (ft)	135					
Turn Bay Length (ft)		75		750	750	180
Base Capacity (vph)	2349	780	2870	1016	519	320
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	191	0	2	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.61	0.83	1.05	0.39	0.71

Intersection Summary

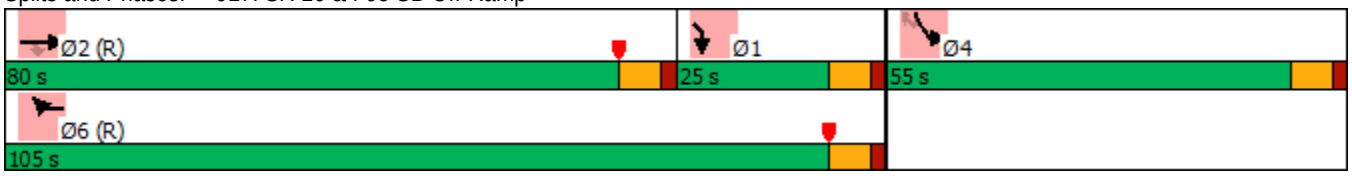
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 4 (3%), Referenced to phase 2:EBT and 6:WBR, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 45.2 Intersection LOS: D
Intersection Capacity Utilization 83.6% 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: 917: SR 16 & I-95 SB Off-Ramp



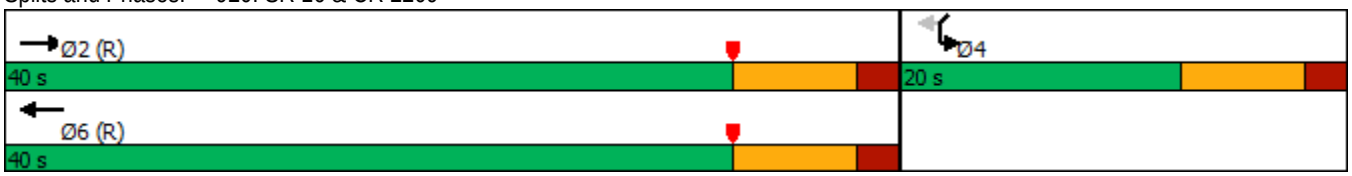
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	1550	970	1020	570	140
Future Volume (vph)	0	1550	970	1020	570	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3471	3471	1553	3367	1553
Flt Permitted					0.950	
Satd. Flow (perm)	0	3471	3471	1553	3367	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				1052		94
Link Speed (mph)		45	45		45	
Link Distance (ft)		752	906		1204	
Travel Time (s)		11.4	13.7		18.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	0	1598	1000	1052	588	144
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1598	1000	1052	588	144
Turn Type		NA	NA	Free	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases				Free		4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		18.0	18.0		8.0	8.0
Minimum Split (s)		25.5	25.5		15.5	15.5
Total Split (s)		40.0	40.0		20.0	20.0
Total Split (%)		66.7%	66.7%		33.3%	33.3%
Yellow Time (s)		5.5	5.5		5.5	5.5
All-Red Time (s)		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.5	7.5		7.5	7.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	None
Act Effct Green (s)		32.7	32.7	60.0	12.3	12.3
Actuated g/C Ratio		0.54	0.54	1.00	0.20	0.20
v/c Ratio		0.85	0.53	0.68	0.85	0.37
Control Delay		17.4	9.1	4.3	37.0	11.8
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		17.4	9.1	4.3	37.0	11.8
LOS		B	A	A	D	B
Approach Delay		17.4	6.6		32.0	
Approach LOS		B	A		C	
Queue Length 50th (ft)		232	96	22	105	15

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Queue Length 95th (ft)		#335	m110	m253	#182	56
Internal Link Dist (ft)		672	826		1124	
Turn Bay Length (ft)					300	
Base Capacity (vph)		1890	1890	1553	702	398
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.85	0.53	0.68	0.84	0.36

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 14.8 Intersection LOS: B
Intersection Capacity Utilization 71.6% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 920: SR 16 & CR 2209



Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	940	325	280	1150	45	0	0	195	0	0	60
Future Vol, veh/h	0	940	325	280	1150	45	0	0	195	0	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	120	-	130	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	0	0	0
Mvmt Flow	0	969	335	289	1186	46	0	0	201	0	0	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1304	0	0	-	-	485	-	-	593
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.12	-	-	-	-	6.94	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.21	-	-	-	-	3.32	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	532	-	-	0	0	528	0	0	454
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	532	-	-	-	-	528	-	-	454
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.7	15.9	14.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	528	-	-	532	-	-	454
HCM Lane V/C Ratio	0.381	-	-	0.543	-	-	0.136
HCM Control Delay (s)	15.9	-	-	19.5	-	-	14.2
HCM Lane LOS	C	-	-	C	-	-	B
HCM 95th %tile Q(veh)	1.8	-	-	3.2	-	-	0.5

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1060	75	0	1475	0	100
Future Vol, veh/h	1060	75	0	1475	0	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	1093	77	0	1521	0	103

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	547
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	486
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	486
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	486	-	-	-
HCM Lane V/C Ratio	0.212	-	-	-
HCM Control Delay (s)	14.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱	↰	↱
Traffic Vol, veh/h	0	1160	1425	140	45	50
Future Vol, veh/h	0	1160	1425	140	45	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	430	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	1196	1469	144	46	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	2067	735
Stage 1	-	-	-	-	1469	-
Stage 2	-	-	-	-	598	-
Critical Hdwy	-	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	0	-	-	-	48	364
Stage 1	0	-	-	-	180	-
Stage 2	0	-	-	-	515	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	48	364
Mov Cap-2 Maneuver	-	-	-	-	138	-
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	515	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	29.4
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	138	364
HCM Lane V/C Ratio	-	-	-	0.336	0.142
HCM Control Delay (s)	-	-	-	43.8	16.5
HCM Lane LOS	-	-	-	E	C
HCM 95th %tile Q(veh)	-	-	-	1.4	0.5

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1070	65	90	1460	35	40
Future Vol, veh/h	1070	65	90	1460	35	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	220	190	-	0	130
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	1103	67	93	1505	36	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1170	0	2042	552
Stage 1	-	-	-	-	1103	-
Stage 2	-	-	-	-	939	-
Critical Hdwy	-	-	4.12	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.21	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	598	-	50	483
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	346	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	598	-	42	483
Mov Cap-2 Maneuver	-	-	-	-	151	-
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	292	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	23.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	151	483	-	-	598	-
HCM Lane V/C Ratio	0.239	0.085	-	-	0.155	-
HCM Control Delay (s)	36.2	13.1	-	-	12.1	-
HCM Lane LOS	E	B	-	-	B	-
HCM 95th %tile Q(veh)	0.9	0.3	-	-	0.5	-

Intersection	
Int Delay, s/veh	1913.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	1660	1815	180	210	100
Future Vol, veh/h	40	1660	1815	180	210	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	41	1711	1871	186	216	103

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2057	0	-	0	3757	1964
Stage 1	-	-	-	-	1964	-
Stage 2	-	-	-	-	1793	-
Critical Hdwy	4.11	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	274	-	-	-	~ 5	~ 80
Stage 1	-	-	-	-	~ 121	-
Stage 2	-	-	-	-	~ 148	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	274	-	-	-	~ 4	~ 80
Mov Cap-2 Maneuver	-	-	-	-	~ 4	-
Stage 1	-	-	-	-	~ 103	-
Stage 2	-	-	-	-	~ 148	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	$ 24720.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	274	-	-	-	6
HCM Lane V/C Ratio	0.151	-	-	-	53.265
HCM Control Delay (s)	20.5	-	-		$ 24720.4
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	42

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	1545	100	80	1895	10	90	5	65	10	5	15
Future Vol, veh/h	15	1545	100	80	1895	10	90	5	65	10	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	420	-	420	500	-	420	0	-	280	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	0	0	0
Mvmt Flow	15	1593	103	82	1954	10	93	5	67	10	5	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1964	0	0	1696	0	0	3756	3751	1593	3829	3844	1954
Stage 1	-	-	-	-	-	-	1623	1623	-	2118	2118	-
Stage 2	-	-	-	-	-	-	2133	2128	-	1711	1726	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	298	-	-	378	-	-	~ 2	~ 4	132	~ 2	~ 4	81
Stage 1	-	-	-	-	-	-	129	161	-	67	92	-
Stage 2	-	-	-	-	-	-	~ 65	90	-	116	145	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	298	-	-	378	-	-	-	~ 3	132	-	~ 3	81
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 3	-	-	~ 3	-
Stage 1	-	-	-	-	-	-	123	153	-	64	72	-
Stage 2	-	-	-	-	-	-	~ 38	70	-	52	138	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	3	132	298	-	-	378	-	-	-
HCM Lane V/C Ratio	-	1.718	0.508	0.052	-	-	0.218	-	-	-
HCM Control Delay (s)	$	2343.3	57.5	17.7	-	-	17.2	-	-	-
HCM Lane LOS	-	F	F	C	-	-	C	-	-	-
HCM 95th %tile Q(veh)	-	1.5	2.4	0.2	-	-	0.8	-	-	-

Notes

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

Intersection	
Int Delay, s/veh	95.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	1310	100	130	1775	60	55
Future Vol, veh/h	1310	100	130	1775	60	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	390	440	-	0	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1351	103	134	1830	62	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1454	0	3449	1351
Stage 1	-	-	-	-	1351	-
Stage 2	-	-	-	-	2098	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	468	-	~ 8	185
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	103	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	468	-	~ 6	185
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	74	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	$ 2821.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	6	185	-	-	468	-
HCM Lane V/C Ratio	10.309	0.306	-	-	0.286	-
HCM Control Delay (s)	$ 5377.4	32.8	-	-	15.8	-
HCM Lane LOS	F	D	-	-	C	-
HCM 95th %tile Q(veh)	9.4	1.2	-	-	1.2	-

Notes

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

Intersection	
Int Delay, s/veh	22.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	1180	65	75	1705	35	35
Future Vol, veh/h	1180	65	75	1705	35	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	440	660	-	0	140
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	1216	67	77	1758	36	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1283	0	3128	1216
Stage 1	-	-	-	-	1216	-
Stage 2	-	-	-	-	1912	-
Critical Hdwy	-	-	4.11	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.209	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	544	-	~ 12	221
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	127	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	544	-	~ 10	221
Mov Cap-2 Maneuver	-	-	-	-	~ 10	-
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	109	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	$ 970.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	10	221	-	-	544	-
HCM Lane V/C Ratio	3.608	0.163	-	-	0.142	-
HCM Control Delay (s)	$ 1915.7	24.4	-	-	12.7	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	5.7	0.6	-	-	0.5	-

Notes

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	70	0	1135	1495	0	0	0
Future Vol, veh/h	70	0	1135	1495	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	180	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1
Mvmt Flow	72	0	1170	1541	0	0	0

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1541	-	0	-	0	-	771
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.51	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	150	0	-	-	0	0	345
Stage 1	-	0	-	-	0	0	-
Stage 2	-	0	-	-	0	0	-
Platoon blocked, %			-	-			
Mov Cap-1 Maneuver	150	-	-	-	-	-	345
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBU	EBT	WBT	SBLn1
Capacity (veh/h)	150	-	-	-
HCM Lane V/C Ratio	0.481	-	-	-
HCM Control Delay (s)	49.5	-	-	0
HCM Lane LOS	E	-	-	A
HCM 95th %tile Q(veh)	2.3	-	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	1350	1890	15	15	15
Future Vol, veh/h	15	1350	1890	15	15	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	430	0	150
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	15	1392	1948	15	15	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1963	0	-	0	3370	1948
Stage 1	-	-	-	-	1948	-
Stage 2	-	-	-	-	1422	-
Critical Hdwy	4.11	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.209	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	298	-	-	-	~ 9	81
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	223	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	298	-	-	-	~ 9	81
Mov Cap-2 Maneuver	-	-	-	-	~ 9	-
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	223	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	$ 602.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	298	-	-	-	9	81
HCM Lane V/C Ratio	0.052	-	-	-	1.718	0.191
HCM Control Delay (s)	17.7	-	-	$ 1145.7		59.6
HCM Lane LOS	C	-	-	-	F	F
HCM 95th %tile Q(veh)	0.2	-	-	-	2.8	0.7

Notes

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

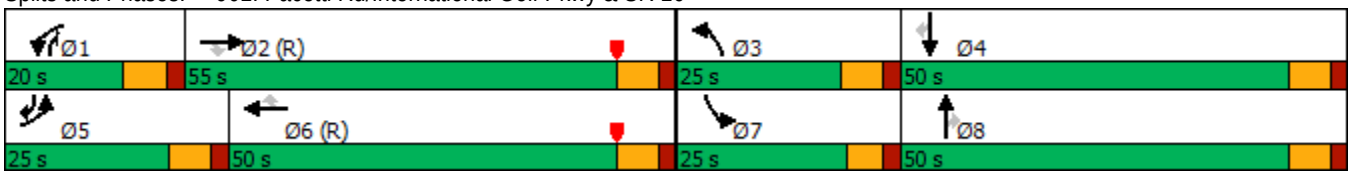
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	515	640	465	190	970	50	530	980	125	500	1250	940
Future Volume (vph)	515	640	465	190	970	50	530	980	125	500	1250	940
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	765		260	310		210	270		165	300		750
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3574	1599	3467	3574	1599	3433	3539	1583	3467	3574	1524
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	3574	1599	3467	3574	1599	3433	3539	1583	3467	3574	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			277			127			77			77
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		1847			762			1711			2535	
Travel Time (s)		28.0			11.5			25.9			49.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	6%
Adj. Flow (vph)	531	660	479	196	1000	52	546	1010	129	515	1289	969
Shared Lane Traffic (%)												
Lane Group Flow (vph)	531	660	479	196	1000	52	546	1010	129	515	1289	969
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	18.0	18.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.8	43.8	43.8	12.8	42.8	42.8	12.8	14.8	12.8	12.1	45.8	12.8
Total Split (s)	25.0	55.0	55.0	20.0	50.0	50.0	25.0	50.0	20.0	25.0	50.0	25.0
Total Split (%)	16.7%	36.7%	36.7%	13.3%	33.3%	33.3%	16.7%	33.3%	13.3%	16.7%	33.3%	16.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.1	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.1	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	18.2	48.8	48.8	12.6	43.1	43.1	18.3	43.2	62.6	19.0	43.2	68.2
Actuated g/C Ratio	0.12	0.33	0.33	0.08	0.29	0.29	0.12	0.29	0.42	0.13	0.29	0.45
v/c Ratio	1.26	0.57	0.68	0.68	0.97	0.09	1.31	0.99	0.18	1.18	1.25	1.32
Control Delay	187.7	44.3	23.1	78.8	74.8	0.3	204.2	78.8	12.1	156.0	165.5	185.6
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	187.7	44.3	23.1	78.8	74.8	0.3	204.2	78.8	12.1	156.0	165.5	185.6
LOS	F	D	C	E	E	A	F	E	B	F	F	F
Approach Delay		83.8			72.3			114.3			170.7	
Approach LOS		F			E			F			F	
Queue Length 50th (ft)	~335	283	176	97	511	0	~353	520	30	~310	~826	~1183

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#454	349	312	141	#656	0	#473	#672	75	#428	#966	#1448
Internal Link Dist (ft)		1767			682			1631			2455	
Turn Bay Length (ft)	765		260	310		210	270		165	300		750
Base Capacity (vph)	420	1162	706	305	1029	550	417	1019	711	437	1029	734
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	1.26	0.57	0.68	0.64	0.97	0.09	1.31	0.99	0.18	1.18	1.25	1.32

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.32
Intersection Signal Delay: 121.5 Intersection LOS: F
Intersection Capacity Utilization 117.1% 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: 901: Pacetti Rd/International Golf Pkwy & SR 16



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	140	0	1785	1915	0	0	0
Future Volume (vph)	140	0	1785	1915	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300			300	0	0
Storage Lanes		1			0	0	0
Taper Length (ft)		25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt							
Flt Protected	0.950						
Satd. Flow (prot)	1787	0	3574	3574	0	0	0
Flt Permitted	0.950						
Satd. Flow (perm)	1787	0	3574	3574	0	0	0
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)							
Link Speed (mph)			45	45		45	
Link Distance (ft)			906	591		663	
Travel Time (s)			13.7	9.0		10.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	144	0	1840	1974	0	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	144	0	1840	1974	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	5		2	6			
Permitted Phases							
Detector Phase	5		2	6			
Switch Phase							
Minimum Initial (s)	6.0		18.0	18.0			
Minimum Split (s)	12.8		24.8	24.8			
Total Split (s)	15.0		60.0	45.0			
Total Split (%)	25.0%		100.0%	75.0%			
Yellow Time (s)	4.8		4.8	4.8			
All-Red Time (s)	2.0		2.0	2.0			
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.8		6.8	6.8			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?							
Recall Mode	None		C-Min	C-Min			
Act Effct Green (s)	7.9		60.0	42.6			
Actuated g/C Ratio	0.13		1.00	0.71			
v/c Ratio	0.61		0.51	0.78			
Control Delay	31.3		0.4	11.2			
Queue Delay	0.0		0.0	0.0			
Total Delay	31.3		0.4	11.2			
LOS	C		A	B			
Approach Delay			2.6	11.2			
Approach LOS			A	B			
Queue Length 50th (ft)	54		0	255			
Queue Length 95th (ft)	m70		0	#372			

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Internal Link Dist (ft)			826	511		583	
Turn Bay Length (ft)	300						
Base Capacity (vph)	244		3574	2535			
Starvation Cap Reductn	0		0	0			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.59		0.51	0.78			

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 58.5 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 6.9	Intersection LOS: A
Intersection Capacity Utilization 72.0%	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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 906: SR 16 & EB U-turn E of CR 2209

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	35	1135	30	105	485	1405	35	150	15	245	45	10
Future Volume (vph)	35	1135	30	105	485	1405	35	150	15	245	45	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		135		290		210	0		260	305	
Storage Lanes	2		1		2		1	0		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950				0.956			0.961
Satd. Flow (prot)	1787	3574	1599	0	3467	3574	1599	0	1747	1553	0	1826
Flt Permitted	0.175				0.950				0.704			0.481
Satd. Flow (perm)	329	3574	1599	0	3467	3574	1599	0	1286	1553	0	914
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			165				119			253		
Link Speed (mph)		45				45			45			25
Link Distance (ft)		663				2321			1062			831
Travel Time (s)		10.0				35.2			16.1			22.7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	4%	4%	0%	0%
Adj. Flow (vph)	36	1170	31	108	500	1448	36	155	15	253	46	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	1170	31	0	608	1448	36	0	170	253	0	56
Turn Type	pm+pt	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	5	2		1	1	6			8		7	4
Permitted Phases	2		2				6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	8	8	8	7	4
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	6.0	18.0	18.0	18.0	18.0	18.0	6.0	18.0
Minimum Split (s)	12.8	24.8	24.8	12.8	12.8	24.8	24.8	24.8	24.8	24.8	22.8	24.8
Total Split (s)	15.0	65.0	65.0	40.0	40.0	90.0	90.0	35.0	35.0	35.0	20.0	55.0
Total Split (%)	9.4%	40.6%	40.6%	25.0%	25.0%	56.3%	56.3%	21.9%	21.9%	21.9%	12.5%	34.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8		6.8	6.8	6.8		6.8	6.8		6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	86.5	80.2	80.2		32.9	109.4	109.4		26.5	26.5		26.5
Actuated g/C Ratio	0.54	0.50	0.50		0.21	0.68	0.68		0.17	0.17		0.17
v/c Ratio	0.15	0.65	0.04		0.85	0.59	0.03		0.80	0.54		0.37
Control Delay	12.7	33.6	0.1		73.3	16.2	0.1		89.6	10.2		64.5
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	12.7	33.6	0.1		73.3	16.2	0.1		89.6	10.2		64.5
LOS	B	C	A		E	B	A		F	B		E
Approach Delay		32.2				32.5			42.1			33.8
Approach LOS		C				C			D			C
Queue Length 50th (ft)	9	470	0		319	417	0		174	0		53

Lane Group	SWR
Lane Configurations	↱
Traffic Volume (vph)	50
Future Volume (vph)	50
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	119
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Adj. Flow (vph)	52
Shared Lane Traffic (%)	
Lane Group Flow (vph)	52
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	55.0
Total Split (%)	34.4%
Yellow Time (s)	4.8
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	26.5
Actuated g/C Ratio	0.17
v/c Ratio	0.14
Control Delay	0.8
Queue Delay	0.0
Total Delay	0.8
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Queue Length 95th (ft)	23	653	0		374	578	0		250	78		96
Internal Link Dist (ft)		583				2241			982			751
Turn Bay Length (ft)	310		135		290		210			260		
Base Capacity (vph)	256	1792	883		754	2444	1130		240	496		275
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	0.14	0.65	0.04		0.81	0.59	0.03		0.71	0.51		0.20

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 33.5	Intersection LOS: C
Intersection Capacity Utilization 101.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 914: Elevation Parkway/N Outlet Mall Access & SR 16

Lane Group	SWR
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	569
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.09

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	45	20	1475	30	55	155	1865	180	125	20	130	175
Future Volume (vph)	45	20	1475	30	55	155	1865	180	125	20	130	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		370		0		360		0	0		110	30
Storage Lanes		1		0		1		0	0		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.997				0.987				0.850	
Flt Protected		0.950				0.950				0.959		0.950
Satd. Flow (prot)	0	1751	3564	0	0	1773	3528	0	0	1752	1553	1805
Flt Permitted		0.070				0.062				0.709		0.410
Satd. Flow (perm)	0	129	3564	0	0	116	3528	0	0	1295	1553	779
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			2				10				194	
Link Speed (mph)			45				45			25		
Link Distance (ft)			2321				1079			887		
Travel Time (s)			35.2				16.3			24.2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	1%	1%	1%	4%	1%	1%	1%	4%	4%	4%	0%
Adj. Flow (vph)	46	21	1521	31	57	160	1923	186	129	21	134	180
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	1552	0	0	217	2109	0	0	150	134	180
Turn Type	custom	pm+pt	NA		custom	pm+pt	NA		Perm	NA	Perm	pm+pt
Protected Phases		1	6			5	2			4		3
Permitted Phases	1	6			5	2			4		4	8
Detector Phase	1	1	6		5	5	2		4	4	4	3
Switch Phase												
Minimum Initial (s)	4.0	4.0	18.0		4.0	4.0	18.0		6.0	6.0	6.0	4.0
Minimum Split (s)	24.8	24.8	28.8		24.8	24.8	28.8		46.0	46.0	46.0	13.1
Total Split (s)	15.0	15.0	52.0		29.0	29.0	66.0		31.0	31.0	31.0	18.0
Total Split (%)	11.5%	11.5%	40.0%		22.3%	22.3%	50.8%		23.8%	23.8%	23.8%	13.8%
Yellow Time (s)	4.8	4.8	4.8		4.8	4.8	4.8		3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.3	2.3	2.3	2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8			6.8	6.8			6.0	6.0	5.7
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	C-Min		None	None	C-Min		None	None	None	None
Act Effct Green (s)		64.5	57.2			79.5	68.1			19.6	19.6	37.8
Actuated g/C Ratio		0.50	0.44			0.61	0.52			0.15	0.15	0.29
v/c Ratio		0.43	0.99			0.80	1.14			0.77	0.34	0.56
Control Delay		27.8	56.9			53.6	100.1			77.4	3.4	42.4
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0	0.0
Total Delay		27.8	56.9			53.6	100.1			77.4	3.4	42.4
LOS		C	E			D	F			E	A	D
Approach Delay			55.7				95.8			42.5		
Approach LOS			E				F			D		
Queue Length 50th (ft)		22	~686			128	~1135			122	0	119

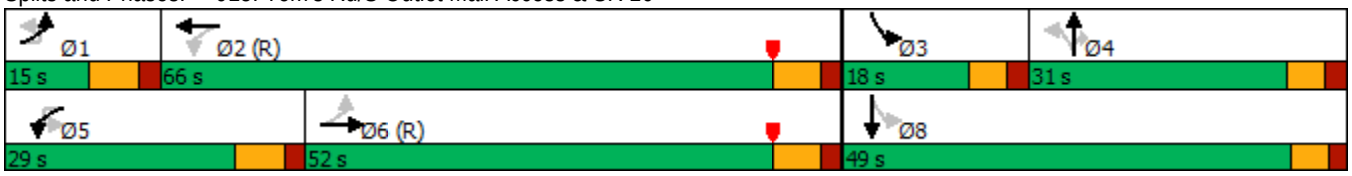
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	25	40
Future Volume (vph)	25	40
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.908	
Flt Protected		
Satd. Flow (prot)	1725	0
Flt Permitted		
Satd. Flow (perm)	1725	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	41	
Link Speed (mph)	25	
Link Distance (ft)	634	
Travel Time (s)	17.3	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	26	41
Shared Lane Traffic (%)		
Lane Group Flow (vph)	67	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	41.7	
Total Split (s)	49.0	
Total Split (%)	37.7%	
Yellow Time (s)	3.7	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.7	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	37.8	
Actuated g/C Ratio	0.29	
v/c Ratio	0.13	
Control Delay	15.2	
Queue Delay	0.0	
Total Delay	15.2	
LOS	B	
Approach Delay	35.0	
Approach LOS	D	
Queue Length 50th (ft)	16	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Queue Length 95th (ft)		62	#1004			216	#1342			192	12	175
Internal Link Dist (ft)			2241				999			807		
Turn Bay Length (ft)		370				360					110	30
Base Capacity (vph)		167	1569			354	1851			249	455	323
Starvation Cap Reductn		0	0			0	0			0	0	0
Spillback Cap Reductn		0	0			0	0			0	0	0
Storage Cap Reductn		0	0			0	0			0	0	0
Reduced v/c Ratio		0.40	0.99			0.61	1.14			0.60	0.29	0.56

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 74.5 Intersection LOS: E
Intersection Capacity Utilization 93.3% 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: 915: Tom's Rd/S Outlet Mall Access & SR 16



Lane Group	SBT	SBR
Queue Length 95th (ft)	49	
Internal Link Dist (ft)	554	
Turn Bay Length (ft)		
Base Capacity (vph)	601	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.11	

Intersection Summary

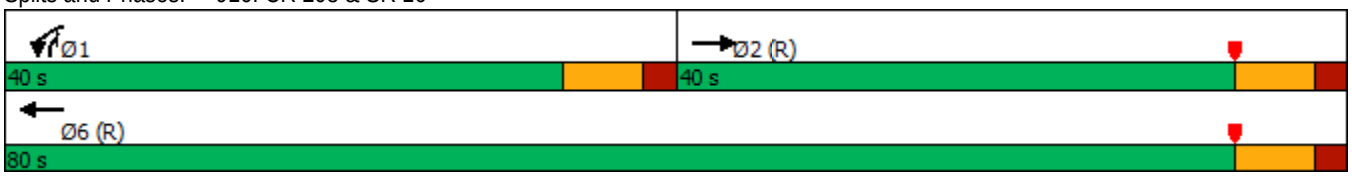
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1805	25	455	2200	0	485
Future Volume (vph)	1805	25	455	2200	0	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	380		0	0
Storage Lanes		0	0		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.998					0.865
Flt Protected			0.950			
Satd. Flow (prot)	5125	0	1787	3574	0	1580
Flt Permitted			0.950			
Satd. Flow (perm)	5125	0	1787	3574	0	1580
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3					2
Link Speed (mph)	45			45	35	
Link Distance (ft)	1079			138	958	
Travel Time (s)	16.3			2.1	18.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	4%	4%
Adj. Flow (vph)	1861	26	469	2268	0	500
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1887	0	469	2268	0	500
Turn Type	NA		Prot	NA		Over
Protected Phases	2		1	6		1
Permitted Phases						
Detector Phase	2		1	6		1
Switch Phase						
Minimum Initial (s)	18.0		6.0	18.0		6.0
Minimum Split (s)	24.8		22.8	24.8		22.8
Total Split (s)	40.0		40.0	80.0		40.0
Total Split (%)	50.0%		50.0%	100.0%		50.0%
Yellow Time (s)	4.8		4.8	4.8		4.8
All-Red Time (s)	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8		6.8	6.8		6.8
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?						
Recall Mode	C-Max		None	C-Min		None
Act Effct Green (s)	37.3		29.1	80.0		29.1
Actuated g/C Ratio	0.47		0.36	1.00		0.36
v/c Ratio	0.79		0.72	0.63		0.87
Control Delay	22.3		33.0	1.0		39.8
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	22.3		33.0	1.0		39.8
LOS	C		C	A		D
Approach Delay	22.3			6.5	39.8	
Approach LOS	C			A	D	
Queue Length 50th (ft)	293		348	0		217

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	#378		m333	m0		#345
Internal Link Dist (ft)	999			58	878	
Turn Bay Length (ft)			380			
Base Capacity (vph)	2389		741	3574		656
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.79		0.63	0.63		0.76

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 68 (85%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 15.6 Intersection LOS: B
Intersection Capacity Utilization 76.8% 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: 916: CR 208 & SR 16



Lane Group	EBT	EBR	WBR	SBL	SBR2	SER
Lane Configurations						
Traffic Volume (vph)	1790	530	2905	1070	285	460
Future Volume (vph)	1790	530	2905	1070	285	460
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		75	0	750		180
Storage Lanes		1	4	2		1
Taper Length (ft)				25		
Lane Util. Factor	0.91	1.00	0.64	0.97	1.00	0.88
Frt		0.850			0.850	0.850
Flt Protected				0.950		
Satd. Flow (prot)	5136	1599	4816	3400	1568	2814
Flt Permitted				0.950		
Satd. Flow (perm)	5136	1599	4816	3400	1568	2814
Right Turn on Red		Yes			Yes	
Satd. Flow (RTOR)		120			72	
Link Speed (mph)	45					
Link Distance (ft)	215					
Travel Time (s)	3.3					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	3%	3%	1%
Adj. Flow (vph)	1845	546	2995	1103	294	474
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1845	546	2995	1103	294	474
Turn Type	NA	Perm	Prot	Prot	Perm	Prot
Protected Phases	2		6	4		1
Permitted Phases		2			4	
Detector Phase	2	2	6	4	4	1
Switch Phase						
Minimum Initial (s)	18.0	18.0	18.0	18.0	18.0	18.0
Minimum Split (s)	24.8	24.8	24.8	24.8	24.8	24.8
Total Split (s)	70.0	70.0	105.0	55.0	55.0	35.0
Total Split (%)	43.8%	43.8%	65.6%	34.4%	34.4%	21.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lead				Lag
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None
Act Effct Green (s)	63.0	63.0	98.2	48.2	48.2	28.4
Actuated g/C Ratio	0.39	0.39	0.61	0.30	0.30	0.18
v/c Ratio	0.91	0.78	1.01	1.08	0.56	0.95
Control Delay	40.7	29.2	50.6	103.1	39.7	56.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	29.2	50.6	103.1	39.7	56.9
LOS	D	C	D	F	D	E
Approach Delay	38.1					
Approach LOS	D					
Queue Length 50th (ft)	505	273	~1284	~660	197	272

Lane Group	EBT	EBR	WBR	SBL	SBR2	SER
Queue Length 95th (ft)	528	346	#1356	#797	301	m275
Internal Link Dist (ft)	135					
Turn Bay Length (ft)		75		750	750	180
Base Capacity (vph)	2028	704	2955	1024	522	499
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	0.91	0.78	1.01	1.08	0.56	0.95

Intersection Summary

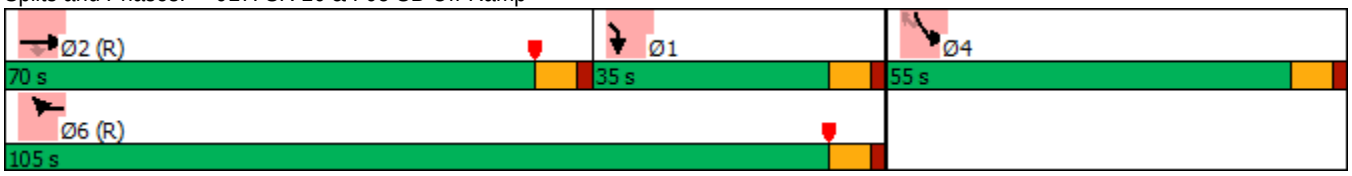
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 76 (48%), Referenced to phase 2:EBT and 6:WBR, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 54.4 Intersection LOS: D
Intersection Capacity Utilization 79.8% 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.

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

Splits and Phases: 917: SR 16 & I-95 SB Off-Ramp



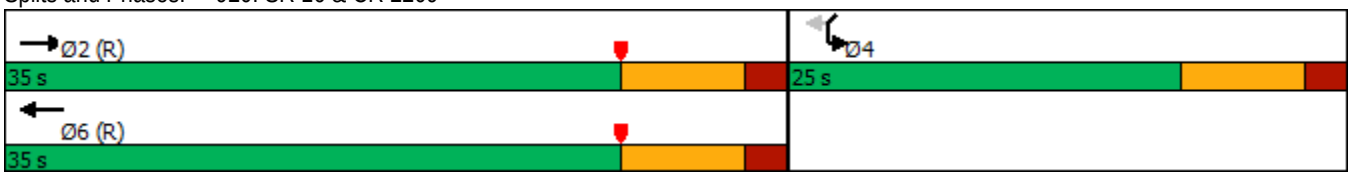
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	1110	1345	710	815	205
Future Volume (vph)	0	1110	1345	710	815	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3574	3574	1599	3467	1599
Flt Permitted					0.950	
Satd. Flow (perm)	0	3574	3574	1599	3467	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				662		18
Link Speed (mph)		45	45		45	
Link Distance (ft)		752	906		1204	
Travel Time (s)		11.4	13.7		18.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1144	1387	732	840	211
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1144	1387	732	840	211
Turn Type		NA	NA	Free	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases				Free		4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		18.0	18.0		8.0	8.0
Minimum Split (s)		25.5	25.5		15.5	15.5
Total Split (s)		35.0	35.0		25.0	25.0
Total Split (%)		58.3%	58.3%		41.7%	41.7%
Yellow Time (s)		5.5	5.5		5.5	5.5
All-Red Time (s)		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.5	7.5		7.5	7.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Max	C-Max		None	None
Act Effct Green (s)		28.1	28.1	60.0	16.9	16.9
Actuated g/C Ratio		0.47	0.47	1.00	0.28	0.28
v/c Ratio		0.68	0.83	0.46	0.86	0.45
Control Delay		15.3	14.3	0.6	31.1	19.6
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		15.3	14.3	0.6	31.1	19.6
LOS		B	B	A	C	B
Approach Delay		15.3	9.6		28.8	
Approach LOS		B	A		C	
Queue Length 50th (ft)		163	81	0	144	56
Queue Length 95th (ft)		227	#242	m0	#233	109

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Internal Link Dist (ft)		672	826		1124	
Turn Bay Length (ft)					300	
Base Capacity (vph)		1671	1671	1599	1011	479
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.68	0.83	0.46	0.83	0.44

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 15.8 Intersection LOS: B
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 920: SR 16 & CR 2209



Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	760	130	95	615	45	0	0	305	0	0	45
Future Vol, veh/h	0	760	130	95	615	45	0	0	305	0	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	120	-	130	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	4	4	1	1	1	10	10	10
Mvmt Flow	0	784	134	98	634	46	0	0	314	0	0	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	918	0	0	-	-	392	-	-	317
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.18	-	-	-	-	6.92	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.24	-	-	-	-	3.31	-	-	3.4
Pot Cap-1 Maneuver	0	-	-	727	-	-	0	0	610	0	0	656
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	727	-	-	-	-	610	-	-	656
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.3	17	10.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	610	-	-	727	-	-	656
HCM Lane V/C Ratio	0.515	-	-	0.135	-	-	0.071
HCM Control Delay (s)	17	-	-	10.7	-	-	10.9
HCM Lane LOS	C	-	-	B	-	-	B
HCM 95th %tile Q(veh)	3	-	-	0.5	-	-	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1030	35	0	755	0	140
Future Vol, veh/h	1030	35	0	755	0	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	1	1
Mvmt Flow	1062	36	0	778	0	144

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	531
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	495
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	495
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	495	-	-	-
HCM Lane V/C Ratio	0.292	-	-	-
HCM Control Delay (s)	15.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.2	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱	↰	↱
Traffic Vol, veh/h	0	1170	740	180	25	15
Future Vol, veh/h	0	1170	740	180	25	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	430	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	0	1206	763	186	26	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1366	382
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	603	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	-	141	622
Stage 1	0	-	-	-	426	-
Stage 2	0	-	-	-	515	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	141	622
Mov Cap-2 Maneuver	-	-	-	-	276	-
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	515	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	276	622
HCM Lane V/C Ratio	-	-	-	0.093	0.025
HCM Control Delay (s)	-	-	-	19.4	10.9
HCM Lane LOS	-	-	-	C	B
HCM 95th %tile Q(veh)	-	-	-	0.3	0.1

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	990	30	30	680	65	90
Future Vol, veh/h	990	30	30	680	65	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	220	190	-	0	130
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	1021	31	31	701	67	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1052	0	1434	511
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	413	-
Critical Hdwy	-	-	4.18	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.24	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	646	-	127	513
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	646	-	121	513
Mov Cap-2 Maneuver	-	-	-	-	236	-
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	611	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	236	513	-	-	646	-
HCM Lane V/C Ratio	0.284	0.181	-	-	0.048	-
HCM Control Delay (s)	26.2	13.6	-	-	10.9	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th %tile Q(veh)	1.1	0.7	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	130	0	1310	1130	0	0	0
Future Vol, veh/h	130	0	1310	1130	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	300	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	4	1	1
Mvmt Flow	134	0	1351	1165	0	0	0

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1165	-	0	-	0	-	583
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.48	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.54	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	255	0	-	-	0	0	458
Stage 1	-	0	-	-	0	0	-
Stage 2	-	0	-	-	0	0	-
Platoon blocked, %			-	-			
Mov Cap-1 Maneuver	255	-	-	-	-	-	458
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBU	EBT	WBT	SBLn1
Capacity (veh/h)	255	-	-	-
HCM Lane V/C Ratio	0.526	-	-	-
HCM Control Delay (s)	33.8	-	-	0
HCM Lane LOS	D	-	-	A
HCM 95th %tile Q(veh)	2.8	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBU	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations							
Traffic Vol, veh/h	75	0	1175	1105	0	0	0
Future Vol, veh/h	75	0	1175	1105	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	310	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	4	1	1
Mvmt Flow	77	0	1211	1139	0	0	0

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1139	-	0	-	0	-	570
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.48	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.54	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	265	0	-	-	0	0	467
Stage 1	-	0	-	-	0	0	-
Stage 2	-	0	-	-	0	0	-
Platoon blocked, %			-	-			
Mov Cap-1 Maneuver	265	-	-	-	-	-	467
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SW
HCM Control Delay, s	1.4	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBU	EBT	WBT	SWLn1
Capacity (veh/h)	265	-	-	-
HCM Lane V/C Ratio	0.292	-	-	-
HCM Control Delay (s)	24.1	-	-	0
HCM Lane LOS	C	-	-	A
HCM 95th %tile Q(veh)	1.2	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	175	0	1020	745	0	0	0
Future Vol, veh/h	175	0	1020	745	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	180	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1
Mvmt Flow	180	0	1052	768	0	0	0

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	768	768	0	-	0	-	384
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.42	4.12	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.51	2.21	-	-	-	-	3.31
Pot Cap-1 Maneuver	471	848	-	-	0	0	617
Stage 1	-	-	-	-	0	0	-
Stage 2	-	-	-	-	0	0	-
Platoon blocked, %			-	-			
Mov Cap-1 Maneuver	471	471	-	-	-	-	617
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	471	-	-	-
HCM Lane V/C Ratio	0.383	-	-	-
HCM Control Delay (s)	17.3	-	-	0
HCM Lane LOS	C	-	-	A
HCM 95th %tile Q(veh)	1.8	-	-	-

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	10	1220	855	5	5	20
Future Volume (vph)	10	1220	855	5	5	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380			340	0	150
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	3471	3471	1553	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	3471	3471	1553	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				5		21
Link Speed (mph)		55	55		25	
Link Distance (ft)		595	1474		576	
Travel Time (s)		7.4	18.3		15.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	10	1258	881	5	5	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	1258	881	5	5	21
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	6.0	18.0	18.0	18.0	8.0	8.0
Minimum Split (s)	13.5	25.5	25.5	25.5	13.4	13.4
Total Split (s)	15.0	75.0	60.0	60.0	15.0	15.0
Total Split (%)	16.7%	83.3%	66.7%	66.7%	16.7%	16.7%
Yellow Time (s)	5.5	5.5	5.5	5.5	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	5.4	5.4
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	6.6	81.6	78.6	78.6	8.0	8.0
Actuated g/C Ratio	0.07	0.91	0.87	0.87	0.09	0.09
v/c Ratio	0.08	0.40	0.29	0.00	0.03	0.13
Control Delay	62.9	0.6	3.7	3.0	38.0	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.9	0.6	3.7	3.0	38.0	18.1
LOS	E	A	A	A	D	B
Approach Delay		1.1	3.7		21.9	
Approach LOS		A	A		C	
Queue Length 50th (ft)	6	7	0	0	3	0

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Queue Length 95th (ft)	m13	6	206	m3	13	22
Internal Link Dist (ft)		515	1394		496	
Turn Bay Length (ft)	380			340		150
Base Capacity (vph)	145	3148	3031	1357	188	187
Starvation Cap Reductn	0	145	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	0.07	0.42	0.29	0.00	0.03	0.11

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 89.3 (99%), Referenced to phase 2:SET and 6:NWT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 2.4	Intersection LOS: A
Intersection Capacity Utilization 51.1%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 36: SR 16 & Downs Corner Rd

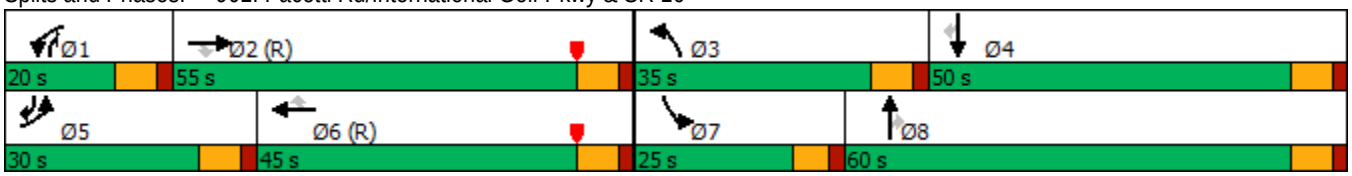
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	410	570	140	90	405	165	275	825	50	270	370	285
Future Volume (vph)	410	570	140	90	405	165	275	825	50	270	370	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	765		260	310		210	270		165	300		750
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	3471	1553	3367	3471	1553	3367	3471	1553	3303	3406	1524
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	3471	1553	3367	3471	1553	3367	3471	1553	3303	3406	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			207			114			116
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		1847			762			1711			2535	
Travel Time (s)		28.0			11.5			25.9			49.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	6%	6%	6%
Adj. Flow (vph)	423	588	144	93	418	170	284	851	52	278	381	294
Shared Lane Traffic (%)												
Lane Group Flow (vph)	423	588	144	93	418	170	284	851	52	278	381	294
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	18.0	18.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.8	43.8	43.8	12.8	42.8	42.8	12.8	14.8	12.8	12.1	45.8	12.8
Total Split (s)	30.0	55.0	55.0	20.0	45.0	45.0	35.0	60.0	20.0	25.0	50.0	30.0
Total Split (%)	18.8%	34.4%	34.4%	12.5%	28.1%	28.1%	21.9%	37.5%	12.5%	15.6%	31.3%	18.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.1	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.1	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	25.1	57.2	57.2	10.3	42.4	42.4	19.2	46.9	64.0	19.1	46.1	78.0
Actuated g/C Ratio	0.16	0.36	0.36	0.06	0.26	0.26	0.12	0.29	0.40	0.12	0.29	0.49
v/c Ratio	0.80	0.47	0.22	0.43	0.45	0.30	0.70	0.84	0.08	0.71	0.39	0.37
Control Delay	77.0	43.5	5.1	77.8	53.4	4.0	77.0	60.6	0.2	77.5	46.1	15.2
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	77.0	43.5	5.1	77.8	53.4	4.0	77.0	60.6	0.2	77.5	46.1	15.2
LOS	E	D	A	E	D	A	E	E	A	E	D	B
Approach Delay		50.9			44.4			61.9			45.7	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	219	251	0	48	197	0	149	440	0	146	168	107

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#302	358	44	79	275	33	195	488	0	192	204	166
Internal Link Dist (ft)		1767			682			1631			2455	
Turn Bay Length (ft)	765		260	310		210	270		165	300		750
Base Capacity (vph)	538	1267	668	277	976	585	593	1161	716	420	1005	806
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	0.79	0.46	0.22	0.34	0.43	0.29	0.48	0.73	0.07	0.66	0.38	0.36

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 51.9 Intersection LOS: D
Intersection Capacity Utilization 79.3% 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: 901: Pacetti Rd/International Golf Pkwy & SR 16



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1160	955	225	90	25
Future Volume (vph)	0	1160	955	225	90	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270			340	0	300
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850	0.971	
Flt Protected					0.962	
Satd. Flow (prot)	0	3471	3471	1553	1659	0
Flt Permitted					0.962	
Satd. Flow (perm)	0	3471	3471	1553	1659	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				232	14	
Link Speed (mph)		55	55		35	
Link Distance (ft)		3679	733		1903	
Travel Time (s)		45.6	9.1		37.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	7%	7%
Adj. Flow (vph)	0	1196	985	232	93	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1196	985	232	119	0
Turn Type		NA	NA	Perm	Prot	
Protected Phases		2	6		7	
Permitted Phases				6		
Detector Phase		2	6	6	7	
Switch Phase						
Minimum Initial (s)		18.0	18.0	18.0	6.0	
Minimum Split (s)		52.0	25.5	25.5	22.8	
Total Split (s)		65.0	65.0	65.0	25.0	
Total Split (%)		72.2%	72.2%	72.2%	27.8%	
Yellow Time (s)		5.5	5.5	5.5	4.8	
All-Red Time (s)		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.5	7.5	7.5	6.8	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min	C-Min	Min	
Act Effct Green (s)		65.1	65.1	65.1	10.6	
Actuated g/C Ratio		0.72	0.72	0.72	0.12	
v/c Ratio		0.48	0.39	0.20	0.57	
Control Delay		6.4	6.1	2.1	43.3	
Queue Delay		0.0	0.0	0.0	0.0	
Total Delay		6.4	6.1	2.1	43.3	
LOS		A	A	A	D	
Approach Delay		6.4	5.4		43.3	
Approach LOS		A	A		D	
Queue Length 50th (ft)		126	70	0	57	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)		202	207	34	106	
Internal Link Dist (ft)		3599	653		1823	
Turn Bay Length (ft)				340		
Base Capacity (vph)		2510	2510	1187	346	
Starvation Cap Reductn		0	0	0	0	
Spillback Cap Reductn		0	0	0	0	
Storage Cap Reductn		0	0	0	0	
Reduced v/c Ratio		0.48	0.39	0.20	0.34	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 89.3 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 7.7	Intersection LOS: A
Intersection Capacity Utilization 50.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 908: SR 16 & Francis Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1110	70	35	860	10	90	0	60	10	0	25
Future Volume (vph)	5	1110	70	35	860	10	90	0	60	10	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		420	300		640	0		280	0		100
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	3400	0	1568	1805	0	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1736	3471	1553	1736	3471	1553	3400	0	1568	1805	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120			120			145			145
Link Speed (mph)		55			55			35			25	
Link Distance (ft)		4902			2863			1291			317	
Travel Time (s)		60.8			35.5			25.1			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	0%	0%	0%
Adj. Flow (vph)	5	1144	72	36	887	10	93	0	62	10	0	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	1144	72	36	887	10	93	0	62	10	0	26
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		8			4		
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	8		8	4		4
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	18.0	18.0	8.0		8.0	8.0		8.0
Minimum Split (s)	13.5	25.5	25.5	13.5	25.5	25.5	13.4		13.4	13.4		13.4
Total Split (s)	15.0	60.0	60.0	15.0	60.0	60.0	15.0		15.0	15.0		15.0
Total Split (%)	16.7%	66.7%	66.7%	16.7%	66.7%	66.7%	16.7%		16.7%	16.7%		16.7%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	3.4		3.4	3.4		3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5	5.4		5.4	5.4		5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None		None	None		None
Act Effct Green (s)	6.4	62.7	62.7	7.9	69.6	69.6	8.7		8.7	8.7		8.7
Actuated g/C Ratio	0.07	0.70	0.70	0.09	0.77	0.77	0.10		0.10	0.10		0.10
v/c Ratio	0.04	0.47	0.06	0.24	0.33	0.01	0.28		0.22	0.06		0.09
Control Delay	45.4	6.4	0.2	39.0	2.7	0.0	39.7		1.8	37.0		0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	45.4	6.4	0.2	39.0	2.7	0.0	39.7		1.8	37.0		0.6
LOS	D	A	A	D	A	A	D		A	D		A
Approach Delay		6.2			4.1			24.6			10.7	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)	3	101	0	17	27	0	25		0	5		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	m6	108	1	46	122	m0	48		0	20		0
Internal Link Dist (ft)		4822			2783			1211			237	
Turn Bay Length (ft)	300		420	300		640			280			100
Base Capacity (vph)	144	2450	1131	160	2687	1229	367		298	195		303
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.03	0.47	0.06	0.23	0.33	0.01	0.25		0.21	0.05		0.09

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 89.3 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 54.8% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 911: Turnbull Creek Rd & SR 16

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1115	30	30	845	85	115
Future Volume (vph)	1115	30	30	845	85	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		320	340		0	250
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3471	1553	1736	3471	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3471	1553	1736	3471	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		31				119
Link Speed (mph)	55			55	25	
Link Distance (ft)	2863			595	1201	
Travel Time (s)	35.5			7.4	32.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	1149	31	31	871	88	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1149	31	31	871	88	119
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	18.0	18.0	6.0	18.0	8.0	8.0
Minimum Split (s)	25.5	25.5	13.5	25.5	13.4	13.4
Total Split (s)	55.0	55.0	15.0	70.0	20.0	20.0
Total Split (%)	61.1%	61.1%	16.7%	77.8%	22.2%	22.2%
Yellow Time (s)	5.5	5.5	5.5	5.5	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	5.4	5.4
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	None	C-Min	None	None
Act Effct Green (s)	57.6	57.6	7.3	66.9	10.2	10.2
Actuated g/C Ratio	0.64	0.64	0.08	0.74	0.11	0.11
v/c Ratio	0.52	0.03	0.22	0.34	0.44	0.42
Control Delay	14.5	5.4	44.4	3.7	43.7	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.5	5.4	44.4	3.7	43.7	11.7
LOS	B	A	D	A	D	B
Approach Delay	14.3			5.1	25.3	
Approach LOS	B			A	C	
Queue Length 50th (ft)	316	6	18	52	48	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	439	m17	50	85	90	47
Internal Link Dist (ft)	2783			515	1121	
Turn Bay Length (ft)		320	340			250
Base Capacity (vph)	2225	1007	153	2580	287	356
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	0.52	0.03	0.20	0.34	0.31	0.33

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 47.5 (53%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 48.7%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 912: Windward Ranch Blvd & SR 16

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1150	35	10	780	65	55
Future Volume (vph)	1150	35	10	780	65	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		520	340		0	140
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3471	1553	1736	3471	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3471	1553	1736	3471	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		36				57
Link Speed (mph)	55			55	25	
Link Distance (ft)	1474			3552	1171	
Travel Time (s)	18.3			44.0	31.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	1186	36	10	804	67	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1186	36	10	804	67	57
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	18.0	18.0	6.0	18.0	8.0	8.0
Minimum Split (s)	25.5	25.5	13.5	25.5	13.4	13.4
Total Split (s)	60.0	60.0	15.0	75.0	15.0	15.0
Total Split (%)	66.7%	66.7%	16.7%	83.3%	16.7%	16.7%
Yellow Time (s)	5.5	5.5	5.5	5.5	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	5.4	5.4
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	None	C-Min	None	None
Act Effct Green (s)	68.6	68.6	6.6	71.7	9.6	9.6
Actuated g/C Ratio	0.76	0.76	0.07	0.80	0.11	0.11
v/c Ratio	0.45	0.03	0.08	0.29	0.35	0.26
Control Delay	9.7	7.0	39.8	3.7	42.1	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	7.0	39.8	3.7	42.1	13.3
LOS	A	A	D	A	D	B
Approach Delay	9.6			4.2	28.9	
Approach LOS	A			A	C	
Queue Length 50th (ft)	144	2	5	61	36	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	225	14	21	97	74	34
Internal Link Dist (ft)	1394			3472	1091	
Turn Bay Length (ft)		520	340			140
Base Capacity (vph)	2669	1202	145	2792	203	232
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	0.44	0.03	0.07	0.29	0.33	0.25

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 52.5 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 8.7	Intersection LOS: A
Intersection Capacity Utilization 49.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 913: Whisper Ridge Dr & SR 16

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	10	1095	25	10	190	735	15	70	5	270	5	5
Future Volume (vph)	10	1095	25	10	190	735	15	70	5	270	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340		360		360	0		260	305	
Storage Lanes	1		1		2		1	0		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950				0.955			0.976
Satd. Flow (prot)	1736	3471	1553	0	3367	3471	1553	0	1728	1538	0	1545
Flt Permitted	0.364				0.950				0.733			0.887
Satd. Flow (perm)	665	3471	1553	0	3367	3471	1553	0	1326	1538	0	1404
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			100				100			278		
Link Speed (mph)		45				45			45			25
Link Distance (ft)		3552				1976			1062			831
Travel Time (s)		53.8				29.9			16.1			22.7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	5%	5%	5%	20%	20%
Adj. Flow (vph)	10	1129	26	10	196	758	15	72	5	278	5	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	1129	26	0	206	758	15	0	77	278	0	10
Turn Type	pm+pt	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	5	2		1	1	6			8		7	4
Permitted Phases	2		2				6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	8	8	8	7	4
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	6.0	18.0	18.0	18.0	18.0	18.0	6.0	18.0
Minimum Split (s)	12.8	24.8	24.8	12.8	12.8	24.8	24.8	24.8	24.8	24.8	22.8	24.8
Total Split (s)	15.0	90.0	90.0	20.0	20.0	95.0	95.0	25.0	25.0	25.0	25.0	50.0
Total Split (%)	9.4%	56.3%	56.3%	12.5%	12.5%	59.4%	59.4%	15.6%	15.6%	15.6%	15.6%	31.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8		6.8	6.8	6.8		5.4	5.4		5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	112.7	106.5	106.5		15.7	123.7	123.7		18.8	18.8		18.8
Actuated g/C Ratio	0.70	0.67	0.67		0.10	0.77	0.77		0.12	0.12		0.12
v/c Ratio	0.02	0.49	0.02		0.63	0.28	0.01		0.49	0.65		0.06
Control Delay	4.5	14.6	0.0		74.4	9.3	0.0		77.3	14.3		62.9
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	4.5	14.6	0.0		74.4	9.3	0.0		77.3	14.3		62.9
LOS	A	B	A		E	A	A		E	B		E
Approach Delay		14.2				22.9			27.9			42.0
Approach LOS		B				C			C			D
Queue Length 50th (ft)	2	285	0		109	132	0		77	0		10

Lane Group	SWR
Lane Configurations	↱
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1346
Flt Permitted	
Satd. Flow (perm)	1346
Right Turn on Red	Yes
Satd. Flow (RTOR)	72
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	20%
Adj. Flow (vph)	5
Shared Lane Traffic (%)	
Lane Group Flow (vph)	5
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	50.0
Total Split (%)	31.3%
Yellow Time (s)	3.4
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.4
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	18.8
Actuated g/C Ratio	0.12
v/c Ratio	0.02
Control Delay	0.2
Queue Delay	0.0
Total Delay	0.2
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Queue Length 95th (ft)	6	392	0		161	235	1		133	92		30
Internal Link Dist (ft)		3472				1896			982			751
Turn Bay Length (ft)	310		340		360		360			260		
Base Capacity (vph)	531	2310	1066		335	2682	1222		166	436		391
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	0.02	0.49	0.02		0.61	0.28	0.01		0.46	0.64		0.03

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 88.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 914: Elevation Parkway/N Outlet Mall Access & SR 16

Lane Group	SWR
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	427
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.01

Intersection Summary

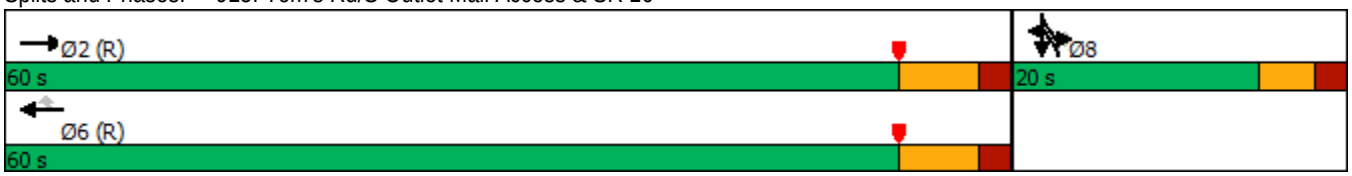
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1260	130	0	895	30	60	0	195	10	0	10
Future Volume (vph)	0	1260	130	0	895	30	60	0	195	10	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	370		0	360		400	0		110	30		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986				0.850			0.850		0.932	
Flt Protected							0.950				0.976	
Satd. Flow (prot)	0	3423	0	0	3471	1553	1719	0	1538	0	1728	0
Flt Permitted							0.950				0.976	
Satd. Flow (perm)	0	3423	0	0	3471	1553	1719	0	1538	0	1728	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				33			81		52	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		329			493			887			634	
Travel Time (s)		5.0			7.5			24.2			17.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	5%	5%	5%	0%	0%	0%
Adj. Flow (vph)	0	1299	134	0	923	31	62	0	201	10	0	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1433	0	0	923	31	62	0	201	0	20	0
Turn Type		NA			NA	Perm	Prot		Perm	Split	NA	
Protected Phases		2			6		8!			8	8!	
Permitted Phases						6			8			
Detector Phase		2			6	6	8		8	8	8	
Switch Phase												
Minimum Initial (s)		18.0			18.0	18.0	6.0		6.0	6.0	6.0	
Minimum Split (s)		24.8			24.8	24.8	13.1		13.1	13.1	13.1	
Total Split (s)		60.0			60.0	60.0	20.0		20.0	20.0	20.0	
Total Split (%)		75.0%			75.0%	75.0%	25.0%		25.0%	25.0%	25.0%	
Yellow Time (s)		4.8			4.8	4.8	3.4		3.4	3.4	3.4	
All-Red Time (s)		2.0			2.0	2.0	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		6.8			6.8	6.8	5.4		5.4		5.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min			C-Min	C-Min	None		None	None	None	
Act Effct Green (s)		56.1			56.1	56.1	11.7		11.7		11.7	
Actuated g/C Ratio		0.70			0.70	0.70	0.15		0.15		0.15	
v/c Ratio		0.60			0.38	0.03	0.25		0.68		0.07	
Control Delay		6.7			6.1	3.1	30.5		30.4		1.6	
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	
Total Delay		6.7			6.1	3.1	30.5		30.4		1.6	
LOS		A			A	A	C		C		A	
Approach Delay		6.7			6.0			30.4			1.6	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)		113			80	0	28		57		0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		131			337	25	56		113		4	
Internal Link Dist (ft)		249			413			807			554	
Turn Bay Length (ft)						400			110			
Base Capacity (vph)		2441			2467	1113	330		360		373	
Starvation Cap Reductn		12			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		0.59			0.37	0.03	0.19		0.56		0.05	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 76 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 8.8 Intersection LOS: A
Intersection Capacity Utilization 70.7% ICU Level of Service C
Analysis Period (min) 15
! Phase conflict between lane groups.

Splits and Phases: 915: Tom's Rd/S Outlet Mall Access & SR 16

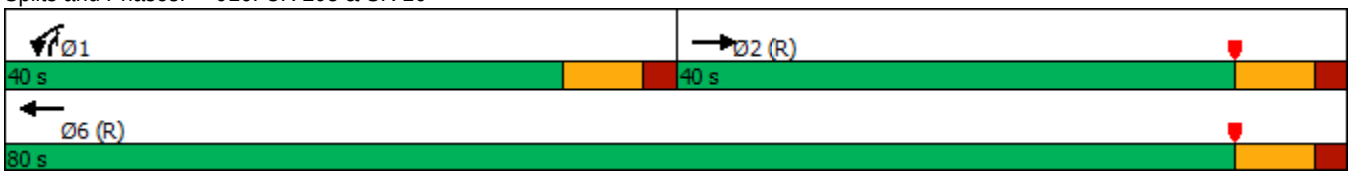


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1340	15	365	905	0	390
Future Volume (vph)	1340	15	365	905	0	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	380		0	0
Storage Lanes		0	0		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.998					0.865
Flt Protected			0.950			
Satd. Flow (prot)	4978	0	1736	3471	0	1565
Flt Permitted			0.950			
Satd. Flow (perm)	4978	0	1736	3471	0	1565
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					11
Link Speed (mph)	45			45	35	
Link Distance (ft)	585			138	958	
Travel Time (s)	8.9			2.1	18.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	5%	5%
Adj. Flow (vph)	1381	15	376	933	0	402
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1396	0	376	933	0	402
Turn Type	NA		Prot	NA		Over
Protected Phases	2		1	6		1
Permitted Phases						
Detector Phase	2		1	6		1
Switch Phase						
Minimum Initial (s)	18.0		6.0	18.0		6.0
Minimum Split (s)	24.8		22.8	24.8		22.8
Total Split (s)	40.0		40.0	80.0		40.0
Total Split (%)	50.0%		50.0%	100.0%		50.0%
Yellow Time (s)	4.8		4.8	4.8		4.8
All-Red Time (s)	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8		6.8	6.8		6.8
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?						
Recall Mode	C-Max		None	C-Min		None
Act Effct Green (s)	41.1		25.3	80.0		25.3
Actuated g/C Ratio	0.51		0.32	1.00		0.32
v/c Ratio	0.55		0.69	0.27		0.80
Control Delay	15.2		25.9	0.2		36.2
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	15.2		25.9	0.2		36.2
LOS	B		C	A		D
Approach Delay	15.2			7.6	36.2	
Approach LOS	B			A	D	
Queue Length 50th (ft)	294		205	0		177

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	218		255	0		243
Internal Link Dist (ft)	505			58	878	
Turn Bay Length (ft)			380			
Base Capacity (vph)	2559		720	3471		655
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.55		0.52	0.27		0.61

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 76 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 14.7	Intersection LOS: B
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 916: CR 208 & SR 16

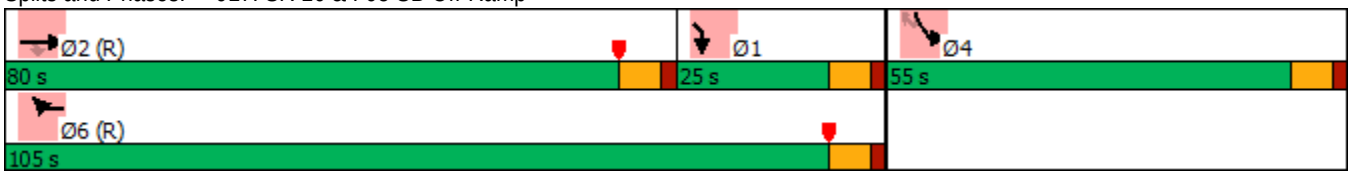


Lane Group	EBT	EBR	WBR	SBL	SBR2	SER
Lane Configurations						
Traffic Volume (vph)	1460	345	1290	760	145	165
Future Volume (vph)	1460	345	1290	760	145	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		75	0	750		180
Storage Lanes		1	4	2		1
Taper Length (ft)				25		
Lane Util. Factor	0.91	1.00	0.64	0.97	1.00	0.88
Frt		0.850			0.850	0.850
Flt Protected				0.950		
Satd. Flow (prot)	5136	1599	4677	3367	1553	2814
Flt Permitted				0.950		
Satd. Flow (perm)	5136	1599	4677	3367	1553	2814
Right Turn on Red		Yes			Yes	
Satd. Flow (RTOR)		107			72	
Link Speed (mph)	45					
Link Distance (ft)	215					
Travel Time (s)	3.3					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	4%	4%	4%	1%
Adj. Flow (vph)	1505	356	1330	784	149	170
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1505	356	1330	784	149	170
Turn Type	NA	Perm	Prot	Prot	Perm	Prot
Protected Phases	2		6	4		1
Permitted Phases		2			4	
Detector Phase	2	2	6	4	4	1
Switch Phase						
Minimum Initial (s)	18.0	18.0	18.0	18.0	18.0	18.0
Minimum Split (s)	24.8	24.8	24.8	24.8	24.8	24.8
Total Split (s)	80.0	80.0	105.0	55.0	55.0	25.0
Total Split (%)	50.0%	50.0%	65.6%	34.4%	34.4%	15.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lead				Lag
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None
Act Effct Green (s)	79.0	79.0	103.9	42.5	42.5	18.2
Actuated g/C Ratio	0.49	0.49	0.65	0.27	0.27	0.11
v/c Ratio	0.59	0.42	0.44	0.88	0.32	0.53
Control Delay	23.9	13.7	14.8	67.8	24.5	62.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	13.7	14.8	67.8	24.5	62.6
LOS	C	B	B	E	C	E
Approach Delay	21.9					
Approach LOS	C					
Queue Length 50th (ft)	368	164	255	406	63	97

Lane Group	EBT	EBR	WBR	SBL	SBR2	SER
Queue Length 95th (ft)	411	218	329	458	121	144
Internal Link Dist (ft)	135					
Turn Bay Length (ft)		75		750	750	180
Base Capacity (vph)	2550	847	3048	1022	521	322
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	0.59	0.42	0.44	0.77	0.29	0.53

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 4 (3%), Referenced to phase 2:EBT and 6:WBR, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 29.8	Intersection LOS: C
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 917: SR 16 & I-95 SB Off-Ramp



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1080	620	640	360	90
Future Volume (vph)	0	1080	620	640	360	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3471	3471	1553	3367	1538
Flt Permitted					0.950	
Satd. Flow (perm)	0	3471	3471	1553	3367	1538
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				660		93
Link Speed (mph)		45	45		45	
Link Distance (ft)		739	863		1212	
Travel Time (s)		11.2	13.1		18.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	5%
Adj. Flow (vph)	0	1113	639	660	371	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1113	639	660	371	93
Turn Type		NA	NA	Free	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases				Free		4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		18.0	18.0		8.0	8.0
Minimum Split (s)		25.5	25.5		15.5	15.5
Total Split (s)		40.0	40.0		20.0	20.0
Total Split (%)		66.7%	66.7%		33.3%	33.3%
Yellow Time (s)		4.8	4.8		4.8	4.8
All-Red Time (s)		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.8	6.8		6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	None
Act Effct Green (s)		35.1	35.1	60.0	11.3	11.3
Actuated g/C Ratio		0.58	0.58	1.00	0.19	0.19
v/c Ratio		0.55	0.31	0.42	0.59	0.26
Control Delay		9.3	7.4	0.9	25.8	7.1
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		9.3	7.4	0.9	25.8	7.1
LOS		A	A	A	C	A
Approach Delay		9.3	4.1		22.1	
Approach LOS		A	A		C	
Queue Length 50th (ft)		113	53	0	63	0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)		185	95	0	93	30
Internal Link Dist (ft)		659	783		1132	
Turn Bay Length (ft)					300	
Base Capacity (vph)		2046	2046	1553	754	416
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.54	0.31	0.42	0.49	0.22

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0.7 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 9.0	Intersection LOS: A
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 920: SR 16 & CR 2209

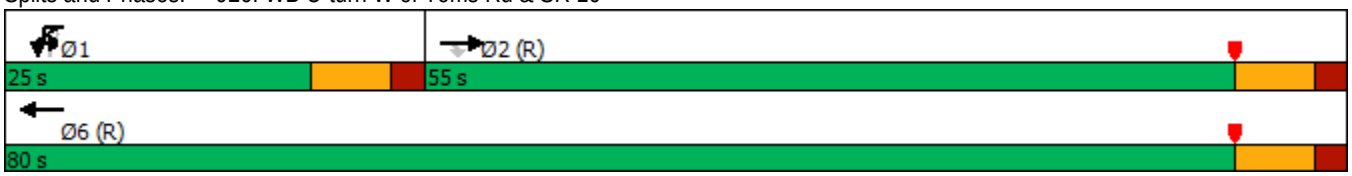
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1275	10	105	0	860	0	10
Future Volume (vph)	1275	10	105	0	860	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		145		160		0	0
Storage Lanes		1		1		0	1
Taper Length (ft)				25		25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Frt		0.850					0.865
Flt Protected				0.950			
Satd. Flow (prot)	3471	1553	0	1736	3471	0	1627
Flt Permitted				0.950			
Satd. Flow (perm)	3471	1553	0	1736	3471	0	1627
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		10					59
Link Speed (mph)	45				45	45	
Link Distance (ft)	1976				329	398	
Travel Time (s)	29.9				5.0	6.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	1%	1%
Adj. Flow (vph)	1314	10	108	0	887	0	10
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1314	10	0	108	887	0	10
Turn Type	NA	Perm	Prot	Prot	NA		Perm
Protected Phases	2		1	1	6		
Permitted Phases		2					1
Detector Phase	2	2	1	1	6		1
Switch Phase							
Minimum Initial (s)	18.0	18.0	6.0	6.0	18.0		6.0
Minimum Split (s)	24.8	24.8	12.8	12.8	24.8		12.8
Total Split (s)	55.0	55.0	25.0	25.0	80.0		25.0
Total Split (%)	68.8%	68.8%	31.3%	31.3%	100.0%		31.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.8
Lead/Lag	Lag	Lag	Lead	Lead			Lead
Lead-Lag Optimize?							
Recall Mode	C-Min	C-Min	None	None	C-Min		None
Act Effct Green (s)	60.5	60.5		9.8	80.0		9.8
Actuated g/C Ratio	0.76	0.76		0.12	1.00		0.12
v/c Ratio	0.50	0.01		0.51	0.26		0.04
Control Delay	9.0	4.2		44.4	0.2		0.3
Queue Delay	0.0	0.0		0.0	0.0		0.0
Total Delay	9.0	4.2		44.4	0.2		0.3
LOS	A	A		D	A		A
Approach Delay	9.0				5.0	0.3	
Approach LOS	A				A	A	
Queue Length 50th (ft)	228	1		68	0		0

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	502	m5		109	0		0
Internal Link Dist (ft)	1896				249	318	
Turn Bay Length (ft)		145		160			
Base Capacity (vph)	2624	1176		394	3471		415
Starvation Cap Reductn	0	0		0	0		0
Spillback Cap Reductn	43	0		0	0		0
Storage Cap Reductn	0	0		0	0		0
Reduced v/c Ratio	0.51	0.01		0.27	0.26		0.02

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 76 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 7.2	Intersection LOS: A
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 926: WB U-turn W of Toms Rd & SR 16



Lane Group	EBU	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations							
Traffic Volume (vph)	15	0	1450	910	0	0	0
Future Volume (vph)	15	0	1450	910	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250			0	0	0
Storage Lanes		1			0	0	1
Taper Length (ft)		25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt							
Flt Protected	0.950						
Satd. Flow (prot)	1736	0	3471	3471	0	0	1881
Flt Permitted	0.950						
Satd. Flow (perm)	1736	0	3471	3471	0	0	1881
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)							
Link Speed (mph)			45	45		45	
Link Distance (ft)			493	585		334	
Travel Time (s)			7.5	8.9		5.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	1%	1%
Adj. Flow (vph)	15	0	1495	938	0	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	15	0	1495	938	0	0	0
Turn Type	Prot		NA	NA			Perm
Protected Phases	5		2	6			
Permitted Phases							2
Detector Phase	5		2	6			2
Switch Phase							
Minimum Initial (s)	6.0		18.0	18.0			18.0
Minimum Split (s)	12.8		24.8	24.8			24.8
Total Split (s)	15.0		80.0	65.0			80.0
Total Split (%)	18.8%		100.0%	81.3%			100.0%
Yellow Time (s)	4.8		4.8	4.8			4.8
All-Red Time (s)	2.0		2.0	2.0			2.0
Lost Time Adjust (s)	0.0		0.0	0.0			0.0
Total Lost Time (s)	6.8		6.8	6.8			6.8
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?							
Recall Mode	None		C-Min	C-Min			C-Min
Act Effct Green (s)	6.3		80.0	75.9			
Actuated g/C Ratio	0.08		1.00	0.95			
v/c Ratio	0.11		0.43	0.29			
Control Delay	32.9		0.3	1.9			
Queue Delay	0.0		0.0	0.0			
Total Delay	32.9		0.3	1.9			
LOS	C		A	A			
Approach Delay			0.7	1.9			
Approach LOS			A	A			
Queue Length 50th (ft)	10		0	0			

Lane Group	EBU	EBL	EBT	WBT	WBR	SWL	SWR
Queue Length 95th (ft)	m13		0	208			
Internal Link Dist (ft)			413	505		254	
Turn Bay Length (ft)	250						
Base Capacity (vph)	177		3471	3291			
Starvation Cap Reductn	0		0	0			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.08		0.43	0.29			

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 1.1	Intersection LOS: A
Intersection Capacity Utilization 45.7%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 927: SR 16 & EB U-turn E of Toms Rd

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	645	275	235	640	40	0	0	165	0	0	50
Future Vol, veh/h	0	645	275	235	640	40	0	0	165	0	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	120	-	130	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	0	0	0
Mvmt Flow	0	665	284	242	660	41	0	0	170	0	0	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	949	0	0	-	-	333	-	-	330
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.12	-	-	-	-	6.94	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.21	-	-	-	-	3.32	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	725	-	-	0	0	663	0	0	672
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	725	-	-	-	-	663	-	-	672
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.2	12.3	10.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	663	-	-	725	-	-	672
HCM Lane V/C Ratio	0.257	-	-	0.334	-	-	0.077
HCM Control Delay (s)	12.3	-	-	12.4	-	-	10.8
HCM Lane LOS	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	1	-	-	1.5	-	-	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	745	65	0	915	0	85
Future Vol, veh/h	745	65	0	915	0	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	768	67	0	943	0	88

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	384
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	620
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	620
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	620	-	-	-
HCM Lane V/C Ratio	0.141	-	-	-
HCM Control Delay (s)	11.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱	↰	↱
Traffic Vol, veh/h	0	830	875	120	40	40
Future Vol, veh/h	0	830	875	120	40	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	430	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	856	902	124	41	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1330	451
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	428	-
Critical Hdwy	-	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	0	-	-	-	147	558
Stage 1	0	-	-	-	359	-
Stage 2	0	-	-	-	628	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	147	558
Mov Cap-2 Maneuver	-	-	-	-	268	-
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	628	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	268	558
HCM Lane V/C Ratio	-	-	-	0.154	0.074
HCM Control Delay (s)	-	-	-	20.9	12
HCM Lane LOS	-	-	-	C	B
HCM 95th %tile Q(veh)	-	-	-	0.5	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	755	55	75	905	30	35
Future Vol, veh/h	755	55	75	905	30	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	220	190	-	0	130
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	778	57	77	933	31	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	835	0	1399	389
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	621	-
Critical Hdwy	-	-	4.12	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.21	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	801	-	134	615
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	801	-	121	615
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	456	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	254	615	-	-	801	-
HCM Lane V/C Ratio	0.122	0.059	-	-	0.097	-
HCM Control Delay (s)	21.1	11.2	-	-	10	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	90	0	1210	1210	0	0	0
Future Vol, veh/h	90	0	1210	1210	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	300	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1
Mvmt Flow	93	0	1247	1247	0	0	0

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1247	-	0	-	0	-	624
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.51	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	232	0	-	-	0	0	431
Stage 1	-	0	-	-	0	0	-
Stage 2	-	0	-	-	0	0	-
Platoon blocked, %			-	-			
Mov Cap-1 Maneuver	232	-	-	-	-	-	431
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBU	EBT	WBT	SBLn1
Capacity (veh/h)	232	-	-	-
HCM Lane V/C Ratio	0.4	-	-	-
HCM Control Delay (s)	30.5	-	-	0
HCM Lane LOS	D	-	-	A
HCM 95th %tile Q(veh)	1.8	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBU	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations							
Traffic Vol, veh/h	30	0	1175	1180	0	0	0
Future Vol, veh/h	30	0	1175	1180	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	310	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1
Mvmt Flow	31	0	1211	1216	0	0	0

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1216	-	0	-	0	-	608
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.42	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.51	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	243	0	-	-	0	0	441
Stage 1	-	0	-	-	0	0	-
Stage 2	-	0	-	-	0	0	-
Platoon blocked, %			-	-			
Mov Cap-1 Maneuver	243	-	-	-	-	-	441
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SW
HCM Control Delay, s	0.5	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBU	EBT	WBT	SWLn1
Capacity (veh/h)	243	-	-	-
HCM Lane V/C Ratio	0.127	-	-	-
HCM Control Delay (s)	22	-	-	0
HCM Lane LOS	C	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	60	0	810	935	0	0	0
Future Vol, veh/h	60	0	810	935	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	180	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1
Mvmt Flow	62	0	835	964	0	0	0

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	964	964	0	-	0	-	482
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.42	4.12	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.51	2.21	-	-	-	-	3.31
Pot Cap-1 Maneuver	353	716	-	-	0	0	533
Stage 1	-	-	-	-	0	0	-
Stage 2	-	-	-	-	0	0	-
Platoon blocked, %			-	-			
Mov Cap-1 Maneuver	353	353	-	-	-	-	533
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	353	-	-	-
HCM Lane V/C Ratio	0.175	-	-	-
HCM Control Delay (s)	17.4	-	-	0
HCM Lane LOS	C	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	-

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	10	865	1200	10	10	10
Future Volume (vph)	10	865	1200	10	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380			340	0	150
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	3574	3574	1599	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1787	3574	3574	1599	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				10		10
Link Speed (mph)		55	55		25	
Link Distance (ft)		595	1474		576	
Travel Time (s)		7.4	18.3		15.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Adj. Flow (vph)	10	892	1237	10	10	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	892	1237	10	10	10
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	6.0	18.0	18.0	18.0	8.0	8.0
Minimum Split (s)	13.5	25.5	25.5	25.5	13.4	13.4
Total Split (s)	15.0	75.0	60.0	60.0	15.0	15.0
Total Split (%)	16.7%	83.3%	66.7%	66.7%	16.7%	16.7%
Yellow Time (s)	5.5	5.5	5.5	5.5	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	5.4	5.4
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	6.6	81.6	78.6	78.6	8.0	8.0
Actuated g/C Ratio	0.07	0.91	0.87	0.87	0.09	0.09
v/c Ratio	0.08	0.28	0.40	0.01	0.06	0.07
Control Delay	38.2	3.8	7.8	7.0	38.7	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	3.8	7.8	7.0	38.7	21.5
LOS	D	A	A	A	D	C
Approach Delay		4.2	7.8		30.1	
Approach LOS		A	A		C	
Queue Length 50th (ft)	6	0	1	0	5	0

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Queue Length 95th (ft)	m10	308	404	m7	21	16
Internal Link Dist (ft)		515	1394		496	
Turn Bay Length (ft)	380			340		150
Base Capacity (vph)	149	3242	3121	1397	188	177
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	0.07	0.28	0.40	0.01	0.05	0.06

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 89.3 (99%), Referenced to phase 2:SET and 6:NWT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 6.5	Intersection LOS: A
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 36: SR 16 & Downs Corner Rd

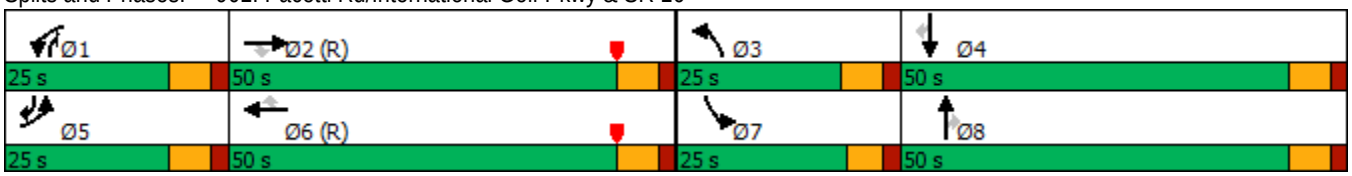
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	500	310	125	530	35	355	655	85	335	835	630
Future Volume (vph)	345	500	310	125	530	35	355	655	85	335	835	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	765		260	310		210	270		165	300		750
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3574	1599	3467	3574	1599	3433	3539	1583	3467	3574	1524
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	3574	1599	3467	3574	1599	3433	3539	1583	3467	3574	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			320			127			80			77
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		1847			762			1711			2535	
Travel Time (s)		28.0			11.5			25.9			49.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	6%
Adj. Flow (vph)	356	515	320	129	546	36	366	675	88	345	861	649
Shared Lane Traffic (%)												
Lane Group Flow (vph)	356	515	320	129	546	36	366	675	88	345	861	649
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	18.0	18.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.8	43.8	43.8	12.8	42.8	42.8	12.8	14.8	12.8	12.1	45.8	12.8
Total Split (s)	25.0	50.0	50.0	25.0	50.0	50.0	25.0	50.0	25.0	25.0	50.0	25.0
Total Split (%)	16.7%	33.3%	33.3%	16.7%	33.3%	33.3%	16.7%	33.3%	16.7%	16.7%	33.3%	16.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.1	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.1	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	19.3	47.0	47.0	11.4	39.1	39.1	22.3	44.4	62.6	20.7	42.1	68.3
Actuated g/C Ratio	0.13	0.31	0.31	0.08	0.26	0.26	0.15	0.30	0.42	0.14	0.28	0.46
v/c Ratio	0.80	0.46	0.44	0.49	0.59	0.07	0.72	0.65	0.12	0.72	0.86	0.88
Control Delay	76.9	44.6	6.4	72.5	52.9	0.3	69.0	49.0	6.2	70.6	60.5	47.1
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	76.9	44.6	6.4	72.5	52.9	0.3	69.0	49.0	6.2	70.6	60.5	47.1
LOS	E	D	A	E	D	A	E	D	A	E	E	D
Approach Delay		44.0			53.8			52.1			57.7	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	172	217	0	63	258	0	178	298	5	169	416	487

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#257	293	79	97	323	0	227	371	38	217	502	#771
Internal Link Dist (ft)		1767			682			1631			2455	
Turn Bay Length (ft)	765		260	310		210	270		165	300		750
Base Capacity (vph)	456	1162	736	420	1077	570	512	1070	775	492	1049	739
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	0.78	0.44	0.43	0.31	0.51	0.06	0.71	0.63	0.11	0.70	0.82	0.88

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 52.5 Intersection LOS: D
Intersection Capacity Utilization 81.1% 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: 901: Pacetti Rd/International Golf Pkwy & SR 16



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1065	1055	155	140	40
Future Volume (vph)	0	1065	1055	155	140	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270			340	0	300
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850	0.970	
Flt Protected					0.963	
Satd. Flow (prot)	0	3574	3574	1599	1775	0
Flt Permitted					0.963	
Satd. Flow (perm)	0	3574	3574	1599	1775	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				160	15	
Link Speed (mph)		55	55		35	
Link Distance (ft)		3679	733		1903	
Travel Time (s)		45.6	9.1		37.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	0	1098	1088	160	144	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1098	1088	160	185	0
Turn Type		NA	NA	Perm	Prot	
Protected Phases		2	6		7	
Permitted Phases				6		
Detector Phase		2	6	6	7	
Switch Phase						
Minimum Initial (s)		18.0	18.0	18.0	6.0	
Minimum Split (s)		52.0	25.5	25.5	22.8	
Total Split (s)		60.0	60.0	60.0	30.0	
Total Split (%)		66.7%	66.7%	66.7%	33.3%	
Yellow Time (s)		5.5	5.5	5.5	4.8	
All-Red Time (s)		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.5	7.5	7.5	6.8	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min	C-Min	Min	
Act Effct Green (s)		62.2	62.2	62.2	13.5	
Actuated g/C Ratio		0.69	0.69	0.69	0.15	
v/c Ratio		0.44	0.44	0.14	0.66	
Control Delay		7.4	4.0	0.5	44.1	
Queue Delay		0.0	0.0	0.0	0.0	
Total Delay		7.4	4.0	0.5	44.1	
LOS		A	A	A	D	
Approach Delay		7.4	3.5		44.1	
Approach LOS		A	A		D	
Queue Length 50th (ft)		126	54	0	92	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)		203	44	0	150	
Internal Link Dist (ft)		3599	653		1823	
Turn Bay Length (ft)				340		
Base Capacity (vph)		2470	2470	1154	468	
Starvation Cap Reductn		0	0	0	0	
Spillback Cap Reductn		0	0	0	0	
Storage Cap Reductn		0	0	0	0	
Reduced v/c Ratio		0.44	0.44	0.14	0.40	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 17.3 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 8.2	Intersection LOS: A
Intersection Capacity Utilization 51.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 908: SR 16 & Francis Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	930	70	55	1160	10	60	0	50	5	0	15
Future Volume (vph)	10	930	70	55	1160	10	60	0	50	5	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		420	300		640	0		280	0		100
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	3433	0	1583	1805	0	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	3574	1599	3433	0	1583	1805	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120			120			145			145
Link Speed (mph)		55			55			35			25	
Link Distance (ft)		4902			2863			1291			317	
Travel Time (s)		60.8			35.5			25.1			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	0%	0%	0%
Adj. Flow (vph)	10	959	72	57	1196	10	62	0	52	5	0	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	959	72	57	1196	10	62	0	52	5	0	15
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		8			4		
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	8		8	4		4
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	18.0	18.0	8.0		8.0	8.0		8.0
Minimum Split (s)	13.5	25.5	25.5	13.5	25.5	25.5	13.4		13.4	13.4		13.4
Total Split (s)	15.0	60.0	60.0	15.0	60.0	60.0	15.0		15.0	15.0		15.0
Total Split (%)	16.7%	66.7%	66.7%	16.7%	66.7%	66.7%	16.7%		16.7%	16.7%		16.7%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	3.4		3.4	3.4		3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5	5.4		5.4	5.4		5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None		None	None		None
Act Effct Green (s)	6.6	59.5	59.5	8.7	70.0	70.0	8.3		8.3	8.3		8.3
Actuated g/C Ratio	0.07	0.66	0.66	0.10	0.78	0.78	0.09		0.09	0.09		0.09
v/c Ratio	0.08	0.41	0.07	0.33	0.43	0.01	0.20		0.19	0.03		0.05
Control Delay	34.5	10.4	1.7	37.9	6.9	0.0	39.3		1.5	37.4		0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	34.5	10.4	1.7	37.9	6.9	0.0	39.3		1.5	37.4		0.3
LOS	C	B	A	D	A	A	D		A	D		A
Approach Delay		10.1			8.3			22.0			9.6	
Approach LOS		B			A			C			A	
Queue Length 50th (ft)	6	127	0	25	20	0	17		0	3		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	m12	193	10	49	433	m0	36		0	13		0
Internal Link Dist (ft)		4822			2783			1211			237	
Turn Bay Length (ft)	300		420	300		640			280			100
Base Capacity (vph)	149	2398	1112	179	2779	1270	366		298	192		301
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.07	0.40	0.06	0.32	0.43	0.01	0.17		0.17	0.03		0.05

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 89.3 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.43
Intersection Signal Delay: 9.7 Intersection LOS: A
Intersection Capacity Utilization 60.7% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 911: Turnbull Creek Rd & SR 16

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	830	85	110	1100	50	45
Future Volume (vph)	830	85	110	1100	50	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		320	340		0	250
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3574	1599	1787	3574	1787	1599
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3574	1599	1787	3574	1787	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		88				46
Link Speed (mph)	55			55	25	
Link Distance (ft)	2863			595	1201	
Travel Time (s)	35.5			7.4	32.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	856	88	113	1134	52	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	856	88	113	1134	52	46
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	18.0	18.0	6.0	18.0	8.0	8.0
Minimum Split (s)	25.5	25.5	13.5	25.5	13.4	13.4
Total Split (s)	55.0	55.0	20.0	75.0	15.0	15.0
Total Split (%)	61.1%	61.1%	22.2%	83.3%	16.7%	16.7%
Yellow Time (s)	5.5	5.5	5.5	5.5	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	5.4	5.4
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	None	C-Min	None	None
Act Effct Green (s)	56.3	56.3	11.4	72.2	9.1	9.1
Actuated g/C Ratio	0.63	0.63	0.13	0.80	0.10	0.10
v/c Ratio	0.38	0.09	0.50	0.40	0.29	0.23
Control Delay	9.3	4.6	36.8	7.7	41.3	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	4.6	36.8	7.7	41.3	14.3
LOS	A	A	D	A	D	B
Approach Delay	8.9			10.3	28.6	
Approach LOS	A			B	C	
Queue Length 50th (ft)	158	9	65	91	28	0
Queue Length 95th (ft)	211	36	101	391	61	31

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Internal Link Dist (ft)	2783			515	1121	
Turn Bay Length (ft)		320	340			250
Base Capacity (vph)	2276	1050	262	2880	197	217
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	0.08	0.43	0.39	0.26	0.21

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 47.5 (53%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 10.5	Intersection LOS: B
Intersection Capacity Utilization 52.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 912: Windward Ranch Blvd & SR 16

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	795	55	60	1135	30	30
Future Volume (vph)	795	55	60	1135	30	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		520	340		0	140
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3574	1599	1787	3574	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3574	1599	1787	3574	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		57				31
Link Speed (mph)	55			55	25	
Link Distance (ft)	1474			3552	1171	
Travel Time (s)	18.3			44.0	31.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Adj. Flow (vph)	820	57	62	1170	31	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	820	57	62	1170	31	31
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	18.0	18.0	6.0	18.0	8.0	8.0
Minimum Split (s)	25.5	25.5	13.5	25.5	13.4	13.4
Total Split (s)	55.0	55.0	20.0	75.0	15.0	15.0
Total Split (%)	61.1%	61.1%	22.2%	83.3%	16.7%	16.7%
Yellow Time (s)	5.5	5.5	5.5	5.5	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	5.4	5.4
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	None	C-Min	None	None
Act Effct Green (s)	61.8	61.8	9.0	77.1	8.4	8.4
Actuated g/C Ratio	0.69	0.69	0.10	0.86	0.09	0.09
v/c Ratio	0.33	0.05	0.35	0.38	0.19	0.18
Control Delay	11.9	9.2	42.4	3.1	40.3	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	9.2	42.4	3.1	40.3	16.0
LOS	B	A	D	A	D	B
Approach Delay	11.7			5.1	28.1	
Approach LOS	B			A	C	
Queue Length 50th (ft)	41	0	33	94	17	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	246	41	70	135	43	26
Internal Link Dist (ft)	1394			3472	1091	
Turn Bay Length (ft)		520	340			140
Base Capacity (vph)	2452	1115	248	3061	188	196
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	0.33	0.05	0.25	0.38	0.16	0.16

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 52.5 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 913: Whisper Ridge Dr & SR 16

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	30	770	25	70	410	1000	30	125	10	205	40	5
Future Volume (vph)	30	770	25	70	410	1000	30	125	10	205	40	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340		360		360	0		260	305	
Storage Lanes	1		1		2		1	0		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950				0.956			0.957
Satd. Flow (prot)	1787	3574	1599	0	3467	3574	1599	0	1747	1553	0	1818
Flt Permitted	0.278				0.950				0.708			0.549
Satd. Flow (perm)	523	3574	1599	0	3467	3574	1599	0	1293	1553	0	1043
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			146				100			211		
Link Speed (mph)		45				45			45			25
Link Distance (ft)		3552				1976			1062			831
Travel Time (s)		53.8				29.9			16.1			22.7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	4%	4%	0%	0%
Adj. Flow (vph)	31	794	26	72	423	1031	31	129	10	211	41	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	794	26	0	495	1031	31	0	139	211	0	46
Turn Type	pm+pt	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	5	2		1	1	6			8		7	4
Permitted Phases	2		2				6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	8	8	8	7	4
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	6.0	18.0	18.0	18.0	18.0	18.0	6.0	18.0
Minimum Split (s)	12.8	24.8	24.8	12.8	12.8	24.8	24.8	24.8	24.8	24.8	22.8	24.8
Total Split (s)	15.0	65.0	65.0	40.0	40.0	90.0	90.0	30.0	30.0	30.0	25.0	55.0
Total Split (%)	9.4%	40.6%	40.6%	25.0%	25.0%	56.3%	56.3%	18.8%	18.8%	18.8%	15.6%	34.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8		6.8	6.8	6.8		5.4	5.4		5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	95.4	88.7	88.7		28.4	113.0	113.0		23.9	23.9		23.9
Actuated g/C Ratio	0.60	0.55	0.55		0.18	0.71	0.71		0.15	0.15		0.15
v/c Ratio	0.09	0.40	0.03		0.80	0.41	0.03		0.72	0.51		0.30
Control Delay	8.9	22.5	0.0		83.7	13.2	0.3		84.9	11.0		63.7
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	8.9	22.5	0.0		83.7	13.2	0.3		84.9	11.0		63.7
LOS	A	C	A		F	B	A		F	B		E
Approach Delay		21.3				35.3			40.4			34.0
Approach LOS		C				D			D			C
Queue Length 50th (ft)	6	241	0		277	206	0		141	0		44

Lane Group	SWR
Lane Configurations	↱
Traffic Volume (vph)	40
Future Volume (vph)	40
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	119
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Adj. Flow (vph)	41
Shared Lane Traffic (%)	
Lane Group Flow (vph)	41
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	55.0
Total Split (%)	34.4%
Yellow Time (s)	3.4
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.4
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	23.9
Actuated g/C Ratio	0.15
v/c Ratio	0.12
Control Delay	0.7
Queue Delay	0.0
Total Delay	0.7
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Queue Length 95th (ft)	18	355	0		337	320	2		210	74		82
Internal Link Dist (ft)		3472				1896			982			751
Turn Bay Length (ft)	310		340		360		360			260		
Base Capacity (vph)	381	1981	951		724	2523	1158		213	433		323
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	0.08	0.40	0.03		0.68	0.41	0.03		0.65	0.49		0.14

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 31.7 Intersection LOS: C
Intersection Capacity Utilization 85.3% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 914: Elevation Parkway/N Outlet Mall Access & SR 16

Lane Group	SWR
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	582
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.07

Intersection Summary

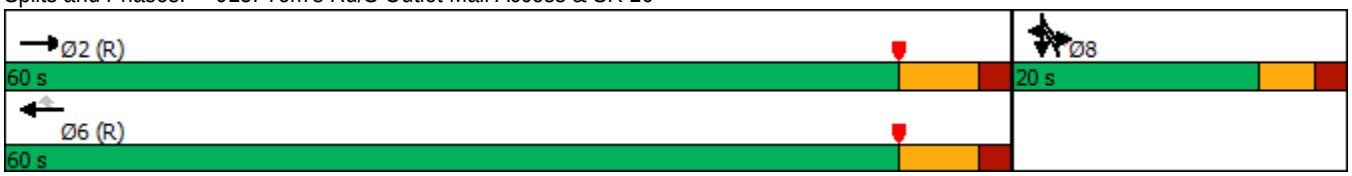
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	995	165	0	1400	175	105	0	125	145	0	55
Future Volume (vph)	0	995	165	0	1400	175	105	0	125	145	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	370		0	360		400	0		110	30		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979				0.850			0.850		0.963	
Flt Protected							0.950				0.965	
Satd. Flow (prot)	0	3499	0	0	3574	1599	1736	0	1553	0	1766	0
Flt Permitted							0.950				0.965	
Satd. Flow (perm)	0	3499	0	0	3574	1599	1736	0	1553	0	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50				180			129		52	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		329			493			887			634	
Travel Time (s)		5.0			7.5			24.2			17.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	0%	0%	0%
Adj. Flow (vph)	0	1026	170	0	1443	180	108	0	129	149	0	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1196	0	0	1443	180	108	0	129	0	206	0
Turn Type		NA			NA	Perm	Prot		Perm	Split	NA	
Protected Phases		2			6		8!			8	8!	
Permitted Phases						6			8			
Detector Phase		2			6	6	8		8	8	8	
Switch Phase												
Minimum Initial (s)		18.0			18.0	18.0	6.0		6.0	6.0	6.0	
Minimum Split (s)		24.8			24.8	24.8	13.1		13.1	13.1	13.1	
Total Split (s)		60.0			60.0	60.0	20.0		20.0	20.0	20.0	
Total Split (%)		75.0%			75.0%	75.0%	25.0%		25.0%	25.0%	25.0%	
Yellow Time (s)		4.8			4.8	4.8	3.4		3.4	3.4	3.4	
All-Red Time (s)		2.0			2.0	2.0	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		6.8			6.8	6.8	5.4		5.4		5.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min			C-Min	C-Min	None		None	None	None	
Act Effct Green (s)		56.0			56.0	56.0	11.8		11.8		11.8	
Actuated g/C Ratio		0.70			0.70	0.70	0.15		0.15		0.15	
v/c Ratio		0.48			0.58	0.15	0.42		0.38		0.68	
Control Delay		5.1			3.0	0.3	35.0		9.1		34.9	
Queue Delay		0.1			0.0	0.0	0.0		0.0		0.0	
Total Delay		5.2			3.0	0.3	35.0		9.1		34.9	
LOS		A			A	A	D		A		C	
Approach Delay		5.2			2.7			20.9			34.9	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		62			66	0	50		0		73	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		346			65	0	92		43		134	
Internal Link Dist (ft)		249			413			807			554	
Turn Bay Length (ft)						400			110			
Base Capacity (vph)		2480			2518	1180	323		394		371	
Starvation Cap Reductn		294			110	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		0.55			0.60	0.15	0.33		0.33		0.56	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 7.0 Intersection LOS: A
Intersection Capacity Utilization 66.9% ICU Level of Service C
Analysis Period (min) 15
! Phase conflict between lane groups.

Splits and Phases: 915: Tom's Rd/S Outlet Mall Access & SR 16

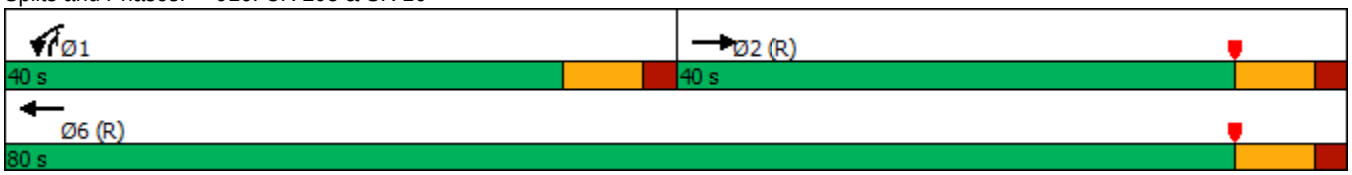


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1190	20	305	1410	0	325
Future Volume (vph)	1190	20	305	1410	0	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	380		0	0
Storage Lanes		0	0		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.997					0.865
Flt Protected			0.950			
Satd. Flow (prot)	5120	0	1787	3574	0	1580
Flt Permitted			0.950			
Satd. Flow (perm)	5120	0	1787	3574	0	1580
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4					19
Link Speed (mph)	45			45	35	
Link Distance (ft)	585			138	958	
Travel Time (s)	8.9			2.1	18.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	4%	4%
Adj. Flow (vph)	1227	21	314	1454	0	335
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1248	0	314	1454	0	335
Turn Type	NA		Prot	NA		Over
Protected Phases	2		1	6		1
Permitted Phases						
Detector Phase	2		1	6		1
Switch Phase						
Minimum Initial (s)	18.0		6.0	18.0		6.0
Minimum Split (s)	24.8		22.8	24.8		22.8
Total Split (s)	40.0		40.0	80.0		40.0
Total Split (%)	50.0%		50.0%	100.0%		50.0%
Yellow Time (s)	4.8		4.8	4.8		4.8
All-Red Time (s)	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8		6.8	6.8		6.8
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?						
Recall Mode	C-Max		None	C-Min		None
Act Effct Green (s)	44.9		21.5	80.0		21.5
Actuated g/C Ratio	0.56		0.27	1.00		0.27
v/c Ratio	0.43		0.66	0.41		0.77
Control Delay	8.9		30.5	0.3		36.5
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	8.9		30.5	0.3		36.5
LOS	A		C	A		D
Approach Delay	8.9			5.6	36.5	
Approach LOS	A			A	D	
Queue Length 50th (ft)	144		165	0		146

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	158		330	0		204
Internal Link Dist (ft)	505			58	878	
Turn Bay Length (ft)			380			
Base Capacity (vph)	2877		741	3574		666
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.43		0.42	0.41		0.50

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 70 (88%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 916: CR 208 & SR 16

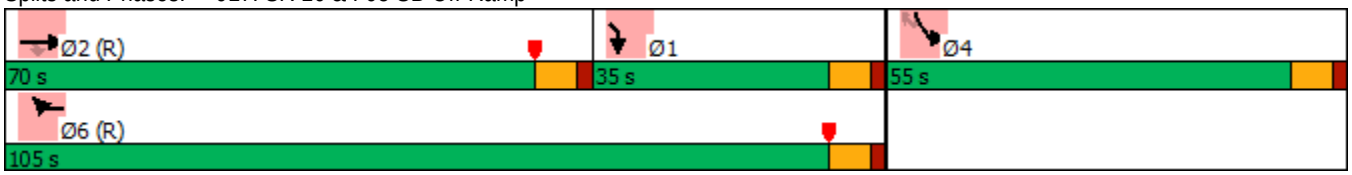


Lane Group	EBT	EBR	WBR	SBL	SBR2	SER
Lane Configurations						
Traffic Volume (vph)	1150	395	1920	790	210	340
Future Volume (vph)	1150	395	1920	790	210	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		75	0	750		180
Storage Lanes		1	4	2		1
Taper Length (ft)				25		
Lane Util. Factor	0.91	1.00	0.64	0.97	1.00	0.88
Frt		0.850			0.850	0.850
Flt Protected				0.950		
Satd. Flow (prot)	5136	1599	4816	3400	1568	2814
Flt Permitted				0.950		
Satd. Flow (perm)	5136	1599	4816	3400	1568	2814
Right Turn on Red		Yes			Yes	
Satd. Flow (RTOR)		140			72	
Link Speed (mph)	45					
Link Distance (ft)	215					
Travel Time (s)	3.3					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	3%	3%	1%
Adj. Flow (vph)	1186	407	1979	814	216	351
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1186	407	1979	814	216	351
Turn Type	NA	Perm	Prot	Prot	Perm	Prot
Protected Phases	2		6	4		1
Permitted Phases		2			4	
Detector Phase	2	2	6	4	4	1
Switch Phase						
Minimum Initial (s)	18.0	18.0	18.0	18.0	18.0	18.0
Minimum Split (s)	24.8	24.8	24.8	24.8	24.8	24.8
Total Split (s)	70.0	70.0	105.0	55.0	55.0	35.0
Total Split (%)	43.8%	43.8%	65.6%	34.4%	34.4%	21.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lead				Lag
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None
Act Effct Green (s)	71.3	71.3	102.7	43.7	43.7	24.6
Actuated g/C Ratio	0.45	0.45	0.64	0.27	0.27	0.15
v/c Ratio	0.52	0.52	0.64	0.88	0.45	0.81
Control Delay	27.6	17.9	19.3	66.6	33.6	63.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	17.9	19.3	66.6	33.6	63.8
LOS	C	B	B	E	C	E
Approach Delay	25.1					
Approach LOS	C					
Queue Length 50th (ft)	290	174	469	421	124	206

Lane Group	EBT	EBR	WBR	SBL	SBR2	SER
Queue Length 95th (ft)	363	266	593	472	195	260
Internal Link Dist (ft)	135					
Turn Bay Length (ft)		75		750	750	180
Base Capacity (vph)	2326	800	3111	1038	528	505
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	0.51	0.51	0.64	0.78	0.41	0.70

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 77 (48%), Referenced to phase 2:EBT and 6:WBR, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 32.7	Intersection LOS: C
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 917: SR 16 & I-95 SB Off-Ramp

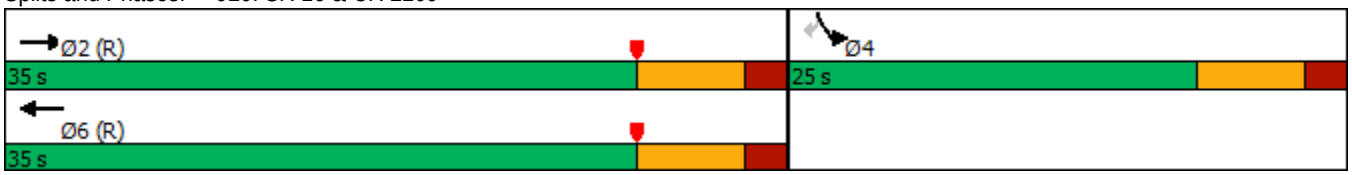


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	790	850	450	510	130
Future Volume (vph)	0	790	850	450	510	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3574	3574	1599	3467	1599
Flt Permitted					0.950	
Satd. Flow (perm)	0	3574	3574	1599	3467	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				464		92
Link Speed (mph)		45	45		45	
Link Distance (ft)		739	863		1212	
Travel Time (s)		11.2	13.1		18.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	814	876	464	526	134
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	814	876	464	526	134
Turn Type		NA	NA	Free	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases				Free		4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		18.0	18.0		8.0	8.0
Minimum Split (s)		25.5	25.5		15.5	15.5
Total Split (s)		35.0	35.0		25.0	25.0
Total Split (%)		58.3%	58.3%		41.7%	41.7%
Yellow Time (s)		4.8	4.8		4.8	4.8
All-Red Time (s)		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.8	6.8		6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	None
Act Effct Green (s)		32.5	32.5	60.0	13.9	13.9
Actuated g/C Ratio		0.54	0.54	1.00	0.23	0.23
v/c Ratio		0.42	0.45	0.29	0.65	0.30
Control Delay		9.6	9.9	0.5	24.5	9.1
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		9.6	9.9	0.5	24.5	9.1
LOS		A	A	A	C	A
Approach Delay		9.6	6.7		21.4	
Approach LOS		A	A		C	
Queue Length 50th (ft)		82	87	0	89	12
Queue Length 95th (ft)		142	157	0	119	45

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Internal Link Dist (ft)		659	783		1132	
Turn Bay Length (ft)					300	
Base Capacity (vph)		1933	1933	1599	1051	549
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.42	0.45	0.29	0.50	0.24

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0.7 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 11.0	Intersection LOS: B
Intersection Capacity Utilization 49.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 920: SR 16 & CR 2209

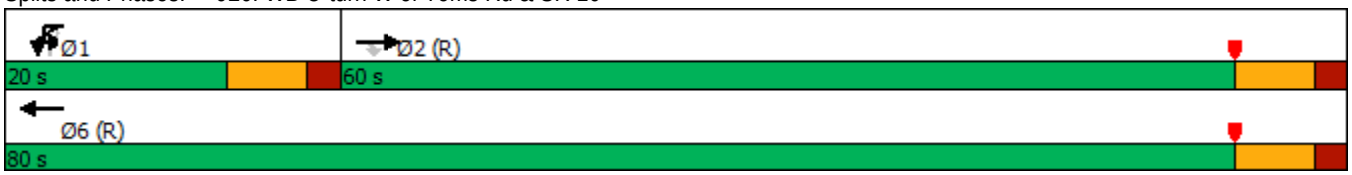


Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	970	10	180	0	1380	0	10
Future Volume (vph)	970	10	180	0	1380	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		145		160		0	0
Storage Lanes		1		1		0	1
Taper Length (ft)				25		25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Frt		0.850					0.865
Flt Protected				0.950			
Satd. Flow (prot)	3574	1599	0	1787	3574	0	1627
Flt Permitted				0.950			
Satd. Flow (perm)	3574	1599	0	1787	3574	0	1627
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		10					151
Link Speed (mph)	45				45	45	
Link Distance (ft)	1976				329	398	
Travel Time (s)	29.9				5.0	6.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1000	10	186	0	1423	0	10
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1000	10	0	186	1423	0	10
Turn Type	NA	Perm	Prot	Prot	NA		Perm
Protected Phases	2		1	1	6		
Permitted Phases		2					1
Detector Phase	2	2	1	1	6		1
Switch Phase							
Minimum Initial (s)	18.0	18.0	6.0	6.0	18.0		6.0
Minimum Split (s)	24.8	24.8	12.8	12.8	24.8		12.8
Total Split (s)	60.0	60.0	20.0	20.0	80.0		20.0
Total Split (%)	75.0%	75.0%	25.0%	25.0%	100.0%		25.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.8
Lead/Lag	Lag	Lag	Lead	Lead			Lead
Lead-Lag Optimize?							
Recall Mode	C-Min	C-Min	None	None	C-Min		None
Act Effct Green (s)	53.3	53.3		13.1	80.0		13.1
Actuated g/C Ratio	0.67	0.67		0.16	1.00		0.16
v/c Ratio	0.42	0.01		0.64	0.40		0.03
Control Delay	8.4	1.5		41.9	0.3		0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0
Total Delay	8.4	1.5		41.9	0.3		0.1
LOS	A	A		D	A		A
Approach Delay	8.3				5.1	0.1	
Approach LOS	A				A	A	
Queue Length 50th (ft)	288	1		115	0		0
Queue Length 95th (ft)	102	m2		0	0		0

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Internal Link Dist (ft)	1896				249	318	
Turn Bay Length (ft)		145		160			
Base Capacity (vph)	2441	1095		324	3574		419
Starvation Cap Reductn	0	0		0	0		0
Spillback Cap Reductn	61	0		0	0		0
Storage Cap Reductn	0	0		0	0		0
Reduced v/c Ratio	0.42	0.01		0.57	0.40		0.02

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 8 (10%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 6.3	Intersection LOS: A
Intersection Capacity Utilization 58.8%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 926: WB U-turn W of Toms Rd & SR 16



Lane Group	EBU	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations							
Traffic Volume (vph)	60	0	1205	1515	0	0	0
Future Volume (vph)	60	0	1205	1515	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250			0	0	0
Storage Lanes		1			0	0	1
Taper Length (ft)		25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt							
Flt Protected	0.950						
Satd. Flow (prot)	1787	0	3574	3574	0	0	1881
Flt Permitted	0.950						
Satd. Flow (perm)	1787	0	3574	3574	0	0	1881
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)							
Link Speed (mph)			45	45		45	
Link Distance (ft)			493	585		334	
Travel Time (s)			7.5	8.9		5.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	62	0	1242	1562	0	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	62	0	1242	1562	0	0	0
Turn Type	Prot		NA	NA			Perm
Protected Phases	5		2	6			
Permitted Phases							2
Detector Phase	5		2	6			2
Switch Phase							
Minimum Initial (s)	6.0		18.0	18.0			18.0
Minimum Split (s)	12.8		24.8	24.8			24.8
Total Split (s)	15.0		80.0	65.0			80.0
Total Split (%)	18.8%		100.0%	81.3%			100.0%
Yellow Time (s)	4.8		4.8	4.8			4.8
All-Red Time (s)	2.0		2.0	2.0			2.0
Lost Time Adjust (s)	0.0		0.0	0.0			0.0
Total Lost Time (s)	6.8		6.8	6.8			6.8
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?							
Recall Mode	None		C-Min	C-Min			C-Min
Act Effct Green (s)	7.9		80.0	62.4			
Actuated g/C Ratio	0.10		1.00	0.78			
v/c Ratio	0.35		0.35	0.56			
Control Delay	42.7		0.2	4.0			
Queue Delay	0.0		0.0	0.0			
Total Delay	42.7		0.2	4.0			
LOS	D		A	A			
Approach Delay			2.3	4.0			
Approach LOS			A	A			
Queue Length 50th (ft)	41		0	138			
Queue Length 95th (ft)	75		0	302			

Lane Group	EBU	EBL	EBT	WBT	WBR	SWL	SWR
Internal Link Dist (ft)			413	505		254	
Turn Bay Length (ft)	250						
Base Capacity (vph)	197		3574	2816			
Starvation Cap Reductn	0		0	122			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.31		0.35	0.58			

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 7 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 3.2	Intersection LOS: A
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 927: SR 16 & EB U-turn E of Toms Rd

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1170	155	115	995	55	0	0	365	0	0	55
Future Vol, veh/h	0	1170	155	115	995	55	0	0	365	0	0	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	120	-	130	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	4	4	1	1	1	10	10	10
Mvmt Flow	0	1206	160	119	1026	57	0	0	376	0	0	57

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1366	0	0	-	-	603	-	-	513
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.18	-	-	-	-	6.92	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.24	-	-	-	-	3.31	-	-	3.4
Pot Cap-1 Maneuver	0	-	-	488	-	-	0	0	445	0	0	486
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	488	-	-	-	-	445	-	-	486
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.5	43.8	13.4
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	445	-	-	488	-	-	486
HCM Lane V/C Ratio	0.846	-	-	0.243	-	-	0.117
HCM Control Delay (s)	43.8	-	-	14.7	-	-	13.4
HCM Lane LOS	E	-	-	B	-	-	B
HCM 95th %tile Q(veh)	8.3	-	-	0.9	-	-	0.4

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1495	40	0	1165	0	165
Future Vol, veh/h	1495	40	0	1165	0	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	1	1
Mvmt Flow	1541	41	0	1201	0	170

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	771
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	-	-	0	-	0	345
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	345
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	25.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	345	-	-	-
HCM Lane V/C Ratio	0.493	-	-	-
HCM Control Delay (s)	25.2	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	2.6	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱	↰	↱
Traffic Vol, veh/h	0	1660	1145	220	30	20
Future Vol, veh/h	0	1660	1145	220	30	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	430	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	0	1711	1180	227	31	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	2036	590
Stage 1	-	-	-	-	1180	-
Stage 2	-	-	-	-	856	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	-	50	456
Stage 1	0	-	-	-	258	-
Stage 2	0	-	-	-	382	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	50	456
Mov Cap-2 Maneuver	-	-	-	-	162	-
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	382	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	24.8
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	162	456
HCM Lane V/C Ratio	-	-	-	0.191	0.045
HCM Control Delay (s)	-	-	-	32.4	13.3
HCM Lane LOS	-	-	-	D	B
HCM 95th %tile Q(veh)	-	-	-	0.7	0.1

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1445	35	35	1075	80	105
Future Vol, veh/h	1445	35	35	1075	80	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	220	190	-	0	130
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	1490	36	36	1108	82	108

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1526	0	2116	745
Stage 1	-	-	-	-	1490	-
Stage 2	-	-	-	-	626	-
Critical Hdwy	-	-	4.18	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.24	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	423	-	~ 45	361
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	501	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	423	-	~ 41	361
Mov Cap-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	458	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	41.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	131	361	-	-	423	-
HCM Lane V/C Ratio	0.63	0.3	-	-	0.085	-
HCM Control Delay (s)	70.5	19.2	-	-	14.3	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	3.3	1.2	-	-	0.3	-

Notes

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

Intersection	
Int Delay, s/veh	5

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	210	0	1480	1155	0	0	0
Future Vol, veh/h	210	0	1480	1155	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	180	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1
Mvmt Flow	216	0	1526	1191	0	0	0

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1191	1191	0	-	0	-	596
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.42	4.12	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.51	2.21	-	-	-	-	3.31
Pot Cap-1 Maneuver	252	588	-	-	0	0	449
Stage 1	-	-	-	-	0	0	-
Stage 2	-	-	-	-	0	0	-
Platoon blocked, %			-	-			
Mov Cap-1 Maneuver	252	252	-	-	-	-	449
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	252	-	-	-
HCM Lane V/C Ratio	0.859	-	-	-
HCM Control Delay (s)	68.4	-	-	0
HCM Lane LOS	F	-	-	A
HCM 95th %tile Q(veh)	7.1	-	-	-

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	15	2025	1420	10	10	25
Future Volume (vph)	15	2025	1420	10	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380			340	0	150
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	3471	3471	1553	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	3471	3471	1553	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				10		26
Link Speed (mph)		55	55		25	
Link Distance (ft)		595	1474		576	
Travel Time (s)		7.4	18.3		15.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	15	2088	1464	10	10	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	2088	1464	10	10	26
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	6.0	18.0	18.0	18.0	8.0	8.0
Minimum Split (s)	13.5	25.5	25.5	25.5	13.4	13.4
Total Split (s)	15.0	75.0	60.0	60.0	15.0	15.0
Total Split (%)	16.7%	83.3%	66.7%	66.7%	16.7%	16.7%
Yellow Time (s)	5.5	5.5	5.5	5.5	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	5.4	5.4
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	6.8	77.4	74.3	74.3	8.0	8.0
Actuated g/C Ratio	0.08	0.86	0.83	0.83	0.09	0.09
v/c Ratio	0.11	0.70	0.51	0.01	0.06	0.16
Control Delay	46.4	8.0	8.7	5.7	38.6	17.3
Queue Delay	0.0	1.4	0.0	0.0	0.0	0.4
Total Delay	46.4	9.4	8.7	5.7	38.6	17.7
LOS	D	A	A	A	D	B
Approach Delay		9.6	8.7		23.5	
Approach LOS		A	A		C	
Queue Length 50th (ft)	8	7	225	0	5	0

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Queue Length 95th (ft)	m9	753	521	m5	21	24
Internal Link Dist (ft)		515	1394		496	
Turn Bay Length (ft)	380			340		150
Base Capacity (vph)	147	2985	2864	1283	188	192
Starvation Cap Reductn	0	638	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	48
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.89	0.51	0.01	0.05	0.18

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 89.3 (99%), Referenced to phase 2:SET and 6:NWT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 73.4%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 36: SR 16 & Downs Corner Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	610	845	210	130	675	245	410	1230	75	405	555	430
Future Volume (vph)	610	845	210	130	675	245	410	1230	75	405	555	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	765		260	310		210	270		165	300		750
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	3471	1553	3367	3471	1553	3367	3471	1553	3303	3406	1524
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	3471	1553	3367	3471	1553	3367	3471	1553	3303	3406	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			173			207			114			114
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		1847			762			1711			2535	
Travel Time (s)		28.0			11.5			25.9			49.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	6%	6%	6%
Adj. Flow (vph)	629	871	216	134	696	253	423	1268	77	418	572	443
Shared Lane Traffic (%)												
Lane Group Flow (vph)	629	871	216	134	696	253	423	1268	77	418	572	443
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	18.0	18.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.8	43.8	43.8	12.8	42.8	42.8	12.8	14.8	12.8	12.1	45.8	12.8
Total Split (s)	30.0	55.0	55.0	20.0	45.0	45.0	35.0	60.0	20.0	25.0	50.0	30.0
Total Split (%)	18.8%	34.4%	34.4%	12.5%	28.1%	28.1%	21.9%	37.5%	12.5%	15.6%	31.3%	18.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.1	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.1	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	23.2	47.6	47.6	11.7	36.0	36.0	25.0	53.2	71.7	21.1	48.5	78.5
Actuated g/C Ratio	0.14	0.30	0.30	0.07	0.22	0.22	0.16	0.33	0.45	0.13	0.30	0.49
v/c Ratio	1.29	0.84	0.37	0.55	0.89	0.50	0.80	1.10	0.10	0.96	0.55	0.55
Control Delay	196.3	61.4	12.0	80.0	74.4	14.6	77.2	106.7	1.3	101.9	50.2	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	196.3	61.4	12.0	80.0	74.4	14.6	77.2	106.7	1.3	101.9	50.2	24.4
LOS	F	E	B	E	E	B	E	F	A	F	D	C
Approach Delay		104.6			61.1			95.0			57.3	
Approach LOS		F			E			F			E	
Queue Length 50th (ft)	~429	445	32	71	368	38	222	~788	0	~248	272	246

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#557	536	105	108	448	125	279	#928	10	#362	345	371
Internal Link Dist (ft)		1767			682			1631			2455	
Turn Bay Length (ft)	765		260	310		210	270		165	300		750
Base Capacity (vph)	488	1049	590	277	828	528	593	1154	772	434	1033	806
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	1.29	0.83	0.37	0.48	0.84	0.48	0.71	1.10	0.10	0.96	0.55	0.55

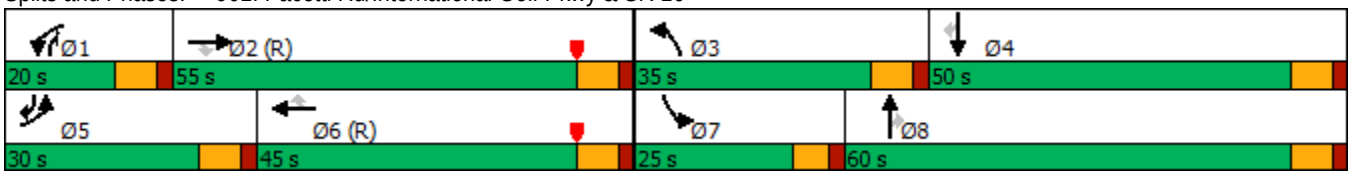
Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 82.7 Intersection LOS: F
Intersection Capacity Utilization 103.7% 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: 901: Pacetti Rd/International Golf Pkwy & SR 16



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	205	0	1915	1785	0	0	0
Future Volume (vph)	205	0	1915	1785	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300			300	0	0
Storage Lanes		1			0	0	0
Taper Length (ft)		25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt							
Flt Protected	0.950						
Satd. Flow (prot)	1736	0	3471	3471	0	0	0
Flt Permitted	0.950						
Satd. Flow (perm)	1736	0	3471	3471	0	0	0
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)							
Link Speed (mph)			55	55		45	
Link Distance (ft)			863	648		645	
Travel Time (s)			10.7	8.0		9.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	1%	1%
Adj. Flow (vph)	211	0	1974	1840	0	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	211	0	1974	1840	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	5		2	6			
Permitted Phases							
Detector Phase	5		2	6			
Switch Phase							
Minimum Initial (s)	6.0		18.0	18.0			
Minimum Split (s)	12.8		24.8	24.8			
Total Split (s)	20.0		60.0	40.0			
Total Split (%)	33.3%		100.0%	66.7%			
Yellow Time (s)	4.8		4.8	4.8			
All-Red Time (s)	2.0		2.0	2.0			
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.8		6.8	6.8			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?							
Recall Mode	None		C-Min	C-Min			
Act Effct Green (s)	11.6		60.0	34.8			
Actuated g/C Ratio	0.19		1.00	0.58			
v/c Ratio	0.63		0.57	0.92			
Control Delay	28.8		0.4	21.7			
Queue Delay	0.0		0.0	0.0			
Total Delay	28.8		0.4	21.7			
LOS	C		A	C			
Approach Delay			3.1	21.7			
Approach LOS			A	C			
Queue Length 50th (ft)	81		0	292			

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	m99		0	#486			
Internal Link Dist (ft)			783	568		565	
Turn Bay Length (ft)	300						
Base Capacity (vph)	381		3471	2010			
Starvation Cap Reductn	0		0	0			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.55		0.57	0.92			

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 11.6 Intersection LOS: B
Intersection Capacity Utilization 72.0% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 906: SR 16 & EB U-turn E of CR 2209

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1915	1660	310	180	40
Future Volume (vph)	0	1915	1660	310	180	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270			340	0	300
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850	0.976	
Flt Protected					0.961	
Satd. Flow (prot)	0	3471	3471	1553	1665	0
Flt Permitted					0.961	
Satd. Flow (perm)	0	3471	3471	1553	1665	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				320	11	
Link Speed (mph)		55	55		35	
Link Distance (ft)		3679	733		1903	
Travel Time (s)		45.6	9.1		37.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	7%	7%
Adj. Flow (vph)	0	1974	1711	320	186	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1974	1711	320	227	0
Turn Type		NA	NA	Perm	Prot	
Protected Phases		2	6		7	
Permitted Phases				6		
Detector Phase		2	6	6	7	
Switch Phase						
Minimum Initial (s)		18.0	18.0	18.0	6.0	
Minimum Split (s)		52.0	25.5	25.5	22.8	
Total Split (s)		65.0	65.0	65.0	25.0	
Total Split (%)		72.2%	72.2%	72.2%	27.8%	
Yellow Time (s)		5.5	5.5	5.5	4.8	
All-Red Time (s)		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.5	7.5	7.5	6.8	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min	C-Min	Min	
Act Effct Green (s)		60.4	60.4	60.4	15.3	
Actuated g/C Ratio		0.67	0.67	0.67	0.17	
v/c Ratio		0.85	0.74	0.28	0.78	
Control Delay		16.8	8.7	1.9	51.8	
Queue Delay		0.0	0.0	0.0	0.0	
Total Delay		16.8	8.8	1.9	51.8	
LOS		B	A	A	D	
Approach Delay		16.8	7.7		51.8	
Approach LOS		B	A		D	
Queue Length 50th (ft)		415	72	0	117	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)		577	236	m39	#193	
Internal Link Dist (ft)		3599	653		1823	
Turn Bay Length (ft)				340		
Base Capacity (vph)		2327	2327	1147	345	
Starvation Cap Reductn		0	28	0	0	
Spillback Cap Reductn		0	0	0	0	
Storage Cap Reductn		0	0	0	0	
Reduced v/c Ratio		0.85	0.74	0.28	0.66	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 89.3 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 14.3 Intersection LOS: B
Intersection Capacity Utilization 77.3% 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: 908: SR 16 & Francis Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1895	100	50	1500	15	135	0	85	15	0	30
Future Volume (vph)	10	1895	100	50	1500	15	135	0	85	15	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		420	300		640	0		280	0		100
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	3400	0	1568	1805	0	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1736	3471	1553	1736	3471	1553	3400	0	1568	1805	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120			120			145			145
Link Speed (mph)		55			55			35			25	
Link Distance (ft)		4902			2863			1291			317	
Travel Time (s)		60.8			35.5			25.1			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	3%	3%	3%	0%	0%	0%
Adj. Flow (vph)	10	1954	103	52	1546	15	139	0	88	15	0	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	1954	103	52	1546	15	139	0	88	15	0	31
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		8			4		
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	8		8	4		4
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	18.0	18.0	8.0		8.0	8.0		8.0
Minimum Split (s)	13.5	25.5	25.5	13.5	25.5	25.5	13.4		13.4	13.4		13.4
Total Split (s)	15.0	60.0	60.0	15.0	60.0	60.0	15.0		15.0	15.0		15.0
Total Split (%)	16.7%	66.7%	66.7%	16.7%	66.7%	66.7%	16.7%		16.7%	16.7%		16.7%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	3.4		3.4	3.4		3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5	5.4		5.4	5.4		5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None		None	None		None
Act Effct Green (s)	6.6	59.0	59.0	7.2	65.1	65.1	9.0		9.0	9.0		9.0
Actuated g/C Ratio	0.07	0.66	0.66	0.08	0.72	0.72	0.10		0.10	0.10		0.10
v/c Ratio	0.08	0.86	0.10	0.38	0.62	0.01	0.41		0.31	0.08		0.11
Control Delay	29.5	17.8	3.5	49.1	7.5	0.0	41.6		4.3	37.5		0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	29.5	17.8	3.5	49.1	7.5	0.0	41.6		4.3	37.5		0.7
LOS	C	B	A	D	A	A	D		A	D		A
Approach Delay		17.2			8.8			27.2			12.7	
Approach LOS		B			A			C			B	
Queue Length 50th (ft)	5	300	2	26	160	0	38		0	8		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	m8	#718	m23	m48	530	m0	67		12	27		0
Internal Link Dist (ft)		4822			2783			1211			237	
Turn Bay Length (ft)	300		420	300		640			280			100
Base Capacity (vph)	144	2276	1059	144	2509	1155	362		296	192		301
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.07	0.86	0.10	0.36	0.62	0.01	0.38		0.30	0.08		0.10

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 89.3 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 14.3 Intersection LOS: B
Intersection Capacity Utilization 76.5% 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: 911: Turnbull Creek Rd & SR 16

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1910	35	35	1410	100	135
Future Volume (vph)	1910	35	35	1410	100	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		320	340		0	250
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3471	1553	1736	3471	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3471	1553	1736	3471	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		36				139
Link Speed (mph)	55			55	25	
Link Distance (ft)	2863			595	1201	
Travel Time (s)	35.5			7.4	32.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	1969	36	36	1454	103	139
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1969	36	36	1454	103	139
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	18.0	18.0	6.0	18.0	8.0	8.0
Minimum Split (s)	25.5	25.5	13.5	25.5	13.4	13.4
Total Split (s)	55.0	55.0	15.0	70.0	20.0	20.0
Total Split (%)	61.1%	61.1%	16.7%	77.8%	22.2%	22.2%
Yellow Time (s)	5.5	5.5	5.5	5.5	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	5.4	5.4
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	None	C-Min	None	None
Act Effct Green (s)	57.1	57.1	7.1	66.3	10.8	10.8
Actuated g/C Ratio	0.63	0.63	0.08	0.74	0.12	0.12
v/c Ratio	0.89	0.04	0.26	0.57	0.48	0.45
Control Delay	18.6	1.7	35.5	10.0	44.1	11.1
Queue Delay	10.7	0.0	0.0	0.1	0.0	0.1
Total Delay	29.3	1.7	35.5	10.1	44.1	11.2
LOS	C	A	D	B	D	B
Approach Delay	28.8			10.8	25.2	
Approach LOS	C			B	C	
Queue Length 50th (ft)	645	1	21	126	56	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	#835	m3	m34	500	101	50
Internal Link Dist (ft)	2783			515	1121	
Turn Bay Length (ft)		320	340			250
Base Capacity (vph)	2203	999	147	2555	287	373
Starvation Cap Reductn	0	0	0	234	0	0
Spillback Cap Reductn	246	0	0	0	0	12
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.04	0.24	0.63	0.36	0.39

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47.5 (53%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 21.4 Intersection LOS: C
Intersection Capacity Utilization 71.9% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 912: Windward Ranch Blvd & SR 16

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1830	40	15	1340	75	65
Future Volume (vph)	1830	40	15	1340	75	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		520	340		0	140
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3471	1553	1736	3471	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3471	1553	1736	3471	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		41				67
Link Speed (mph)	55			55	25	
Link Distance (ft)	1474			3552	1171	
Travel Time (s)	18.3			44.0	31.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	1887	41	15	1381	77	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1887	41	15	1381	77	67
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	18.0	18.0	6.0	18.0	8.0	8.0
Minimum Split (s)	25.5	25.5	13.5	25.5	13.4	13.4
Total Split (s)	60.0	60.0	15.0	75.0	15.0	15.0
Total Split (%)	66.7%	66.7%	16.7%	83.3%	16.7%	16.7%
Yellow Time (s)	5.5	5.5	5.5	5.5	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	5.4	5.4
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	None	C-Min	None	None
Act Effct Green (s)	69.2	69.2	6.7	72.2	9.0	9.0
Actuated g/C Ratio	0.77	0.77	0.07	0.80	0.10	0.10
v/c Ratio	0.71	0.03	0.12	0.50	0.44	0.31
Control Delay	14.2	4.7	40.6	4.7	46.0	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	4.7	40.6	4.7	46.0	13.9
LOS	B	A	D	A	D	B
Approach Delay	14.0			5.1	31.1	
Approach LOS	B			A	C	
Queue Length 50th (ft)	326	3	8	139	42	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	#676	m9	27	177	85	38
Internal Link Dist (ft)	1394			3472	1091	
Turn Bay Length (ft)		520	340			140
Base Capacity (vph)	2670	1204	144	2787	188	228
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	0.71	0.03	0.10	0.50	0.41	0.29

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 52.5 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 11.1 Intersection LOS: B
Intersection Capacity Utilization 68.0% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 913: Whisper Ridge Dr & SR 16

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	15	1685	35	15	225	1270	20	85	10	320	10	10
Future Volume (vph)	15	1685	35	15	225	1270	20	85	10	320	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340		360		360	0		260	305	
Storage Lanes	1		1		2		1	0		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950				0.957			0.976
Satd. Flow (prot)	1736	3471	1553	0	3367	3471	1553	0	1732	1538	0	1545
Flt Permitted	0.202				0.950				0.733			0.862
Satd. Flow (perm)	369	3471	1553	0	3367	3471	1553	0	1326	1538	0	1365
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			100				100			256		
Link Speed (mph)		45				45			45			25
Link Distance (ft)		3552				1976			1062			831
Travel Time (s)		53.8				29.9			16.1			22.7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	5%	5%	5%	20%	20%
Adj. Flow (vph)	15	1737	36	15	232	1309	21	88	10	330	10	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	1737	36	0	247	1309	21	0	98	330	0	20
Turn Type	pm+pt	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	5	2		1	1	6			8		7	4
Permitted Phases	2		2				6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	8	8	8	7	4
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	6.0	18.0	18.0	18.0	18.0	18.0	6.0	18.0
Minimum Split (s)	12.8	24.8	24.8	12.8	12.8	24.8	24.8	24.8	24.8	24.8	22.8	24.8
Total Split (s)	15.0	90.0	90.0	20.0	20.0	95.0	95.0	25.0	25.0	25.0	25.0	50.0
Total Split (%)	9.4%	56.3%	56.3%	12.5%	12.5%	59.4%	59.4%	15.6%	15.6%	15.6%	15.6%	31.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8		6.8	6.8	6.8		5.4	5.4		5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	108.0	101.7	101.7		18.3	121.4	121.4		21.0	21.0		21.0
Actuated g/C Ratio	0.68	0.64	0.64		0.11	0.76	0.76		0.13	0.13		0.13
v/c Ratio	0.05	0.79	0.04		0.64	0.50	0.02		0.56	0.78		0.11
Control Delay	6.1	25.8	0.1		80.5	10.5	0.0		77.1	29.0		60.5
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	6.1	25.8	0.1		80.5	10.5	0.0		77.1	29.0		60.5
LOS	A	C	A		F	B	A		E	C		E
Approach Delay		25.1				21.3			40.0			40.5
Approach LOS		C				C			D			D
Queue Length 50th (ft)	3	630	0		138	194	0		100	75		19

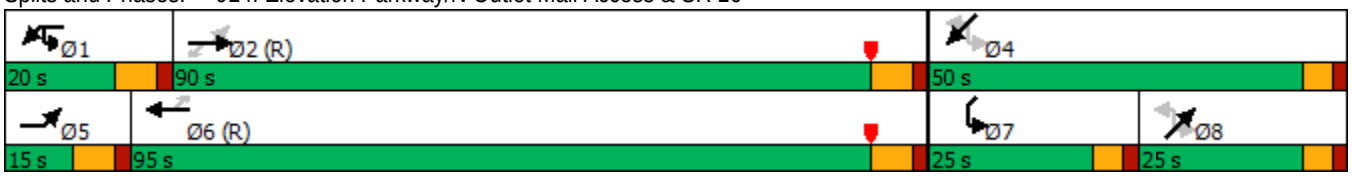
Lane Group	SWR
Lane Configurations	↱
Traffic Volume (vph)	10
Future Volume (vph)	10
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1346
Flt Permitted	
Satd. Flow (perm)	1346
Right Turn on Red	Yes
Satd. Flow (RTOR)	72
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	20%
Adj. Flow (vph)	10
Shared Lane Traffic (%)	
Lane Group Flow (vph)	10
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	50.0
Total Split (%)	31.3%
Yellow Time (s)	3.4
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.4
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	21.0
Actuated g/C Ratio	0.13
v/c Ratio	0.04
Control Delay	0.3
Queue Delay	0.0
Total Delay	0.3
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Queue Length 95th (ft)	10	930	0		179	473	m0		156	188		45
Internal Link Dist (ft)		3472				1896			982			751
Turn Bay Length (ft)	310		340		360		360			260		
Base Capacity (vph)	323	2205	1023		384	2632	1201		182	432		380
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	0.05	0.79	0.04		0.64	0.50	0.02		0.54	0.76		0.05

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 25.4 Intersection LOS: C
Intersection Capacity Utilization 108.6% ICU Level of Service G
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 914: Elevation Parkway/N Outlet Mall Access & SR 16



Lane Group	SWR
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	427
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.02

Intersection Summary

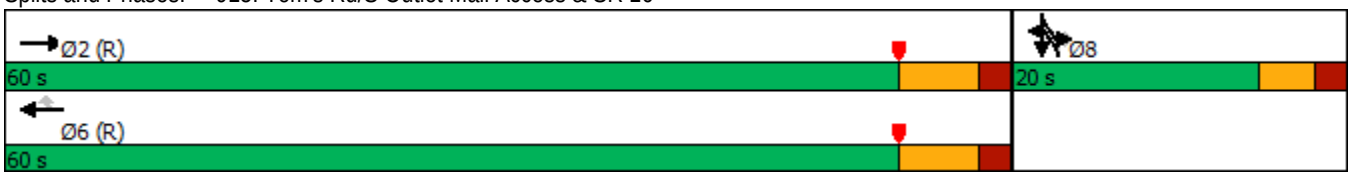
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1985	170	0	1580	50	75	0	235	15	0	20
Future Volume (vph)	0	1985	170	0	1580	50	75	0	235	15	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	370		0	360		400	0		110	30		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988				0.850			0.850		0.921	
Flt Protected							0.950				0.980	
Satd. Flow (prot)	0	3429	0	0	3471	1553	1719	0	1538	0	1715	0
Flt Permitted							0.950				0.980	
Satd. Flow (perm)	0	3429	0	0	3471	1553	1719	0	1538	0	1715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				52			52		52	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		329			493			887			634	
Travel Time (s)		5.0			7.5			24.2			17.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	5%	5%	5%	0%	0%	0%
Adj. Flow (vph)	0	2046	175	0	1629	52	77	0	242	15	0	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2221	0	0	1629	52	77	0	242	0	36	0
Turn Type		NA			NA	Perm	Prot		Perm	Split	NA	
Protected Phases		2			6		8!			8	8!	
Permitted Phases						6			8			
Detector Phase		2			6	6	8		8	8	8	
Switch Phase												
Minimum Initial (s)		18.0			18.0	18.0	6.0		6.0	6.0	6.0	
Minimum Split (s)		24.8			24.8	24.8	13.1		13.1	13.1	13.1	
Total Split (s)		60.0			60.0	60.0	20.0		20.0	20.0	20.0	
Total Split (%)		75.0%			75.0%	75.0%	25.0%		25.0%	25.0%	25.0%	
Yellow Time (s)		4.8			4.8	4.8	3.4		3.4	3.4	3.4	
All-Red Time (s)		2.0			2.0	2.0	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		6.8			6.8	6.8	5.4		5.4		5.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min			C-Min	C-Min	None		None	None	None	
Act Effct Green (s)		54.8			54.8	54.8	13.0		13.0		13.0	
Actuated g/C Ratio		0.68			0.68	0.68	0.16		0.16		0.16	
v/c Ratio		0.94			0.69	0.05	0.28		0.83		0.11	
Control Delay		13.8			7.4	0.8	31.2		48.7		6.4	
Queue Delay		0.0			0.1	0.0	0.0		0.0		0.0	
Total Delay		13.8			7.4	0.8	31.2		48.7		6.4	
LOS		B			A	A	C		D		A	
Approach Delay		13.8			7.2			44.5			6.4	
Approach LOS		B			A			D			A	
Queue Length 50th (ft)		121			363	3	33		90		0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#143			66	0	71		#201		17	
Internal Link Dist (ft)		249			413			807			554	
Turn Bay Length (ft)						400			110			
Base Capacity (vph)		2355			2376	1079	313		323		355	
Starvation Cap Reductn		1			54	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		0.94			0.70	0.05	0.25		0.75		0.10	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 76 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 94.5% 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.
! Phase conflict between lane groups.

Splits and Phases: 915: Tom's Rd/S Outlet Mall Access & SR 16



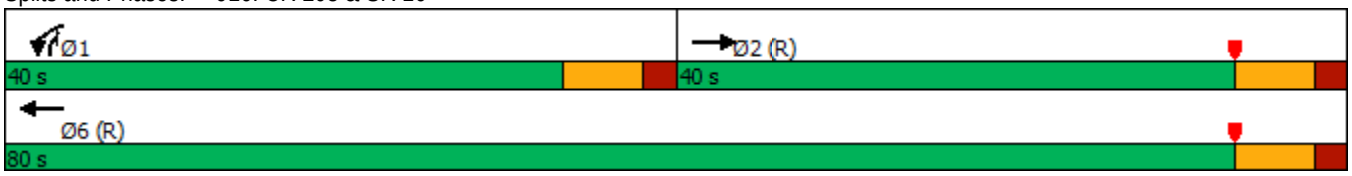
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2145	20	545	1590	0	585
Future Volume (vph)	2145	20	545	1590	0	585
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	380		0	0
Storage Lanes		0	0		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.999					0.865
Flt Protected			0.950			
Satd. Flow (prot)	4983	0	1736	3471	0	1565
Flt Permitted			0.950			
Satd. Flow (perm)	4983	0	1736	3471	0	1565
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					1
Link Speed (mph)	45			45	35	
Link Distance (ft)	585			138	958	
Travel Time (s)	8.9			2.1	18.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	5%	5%
Adj. Flow (vph)	2211	21	562	1639	0	603
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2232	0	562	1639	0	603
Turn Type	NA		Prot	NA		Over
Protected Phases	2		1	6		1
Permitted Phases						
Detector Phase	2		1	6		1
Switch Phase						
Minimum Initial (s)	18.0		6.0	18.0		6.0
Minimum Split (s)	24.8		22.8	24.8		22.8
Total Split (s)	40.0		40.0	80.0		40.0
Total Split (%)	50.0%		50.0%	100.0%		50.0%
Yellow Time (s)	4.8		4.8	4.8		4.8
All-Red Time (s)	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8		6.8	6.8		6.8
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?						
Recall Mode	C-Max		None	C-Min		None
Act Effct Green (s)	34.1		32.3	80.0		32.3
Actuated g/C Ratio	0.43		0.40	1.00		0.40
v/c Ratio	1.05		0.80	0.47		0.95
Control Delay	55.7		38.1	0.3		50.7
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	55.7		38.1	0.3		50.7
LOS	E		D	A		D
Approach Delay	55.7			9.9	50.7	
Approach LOS	E			A	D	
Queue Length 50th (ft)	~527		439	0		278

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	#727		554	0		#491
Internal Link Dist (ft)	505			58	878	
Turn Bay Length (ft)			380			
Base Capacity (vph)	2122		720	3471		650
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	1.05		0.78	0.47		0.93

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 76 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 35.1 Intersection LOS: D
Intersection Capacity Utilization 89.4% 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: 916: CR 208 & SR 16



Lane Group	EBT	EBR	WBR	SBL	SBR2	SER
Lane Configurations						
Traffic Volume (vph)	2340	465	2160	1030	195	220
Future Volume (vph)	2340	465	2160	1030	195	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		75	0	750		180
Storage Lanes		1	4	2		1
Taper Length (ft)				25		
Lane Util. Factor	0.91	1.00	0.64	0.97	1.00	0.88
Frt		0.850			0.850	0.850
Flt Protected				0.950		
Satd. Flow (prot)	5136	1599	4677	3367	1553	2814
Flt Permitted				0.950		
Satd. Flow (perm)	5136	1599	4677	3367	1553	2814
Right Turn on Red		Yes			Yes	
Satd. Flow (RTOR)		90			72	
Link Speed (mph)	45					
Link Distance (ft)	215					
Travel Time (s)	3.3					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	4%	4%	4%	1%
Adj. Flow (vph)	2412	479	2227	1062	201	227
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2412	479	2227	1062	201	227
Turn Type	NA	Perm	Prot	Prot	Perm	Prot
Protected Phases	2		6	4		1
Permitted Phases		2			4	
Detector Phase	2	2	6	4	4	1
Switch Phase						
Minimum Initial (s)	18.0	18.0	18.0	18.0	18.0	18.0
Minimum Split (s)	24.8	24.8	24.8	24.8	24.8	24.8
Total Split (s)	80.0	80.0	105.0	55.0	55.0	25.0
Total Split (%)	50.0%	50.0%	65.6%	34.4%	34.4%	15.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lead				Lag
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None
Act Effct Green (s)	73.2	73.2	98.1	48.3	48.3	18.1
Actuated g/C Ratio	0.46	0.46	0.61	0.30	0.30	0.11
v/c Ratio	1.03	0.61	0.78	1.05	0.39	0.71
Control Delay	47.0	18.8	25.3	93.7	30.2	58.9
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	47.0	18.8	25.6	93.7	30.2	58.9
LOS	D	B	C	F	C	E
Approach Delay	42.3					
Approach LOS	D					
Queue Length 50th (ft)	~962	237	646	~617	105	132

Lane Group	EBT	EBR	WBR	SBL	SBR2	SER
Queue Length 95th (ft)	m584	m231	707	#756	184	m176
Internal Link Dist (ft)	135					
Turn Bay Length (ft)		75		750	750	180
Base Capacity (vph)	2349	780	2870	1016	519	320
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	191	0	2	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.61	0.83	1.05	0.39	0.71

Intersection Summary

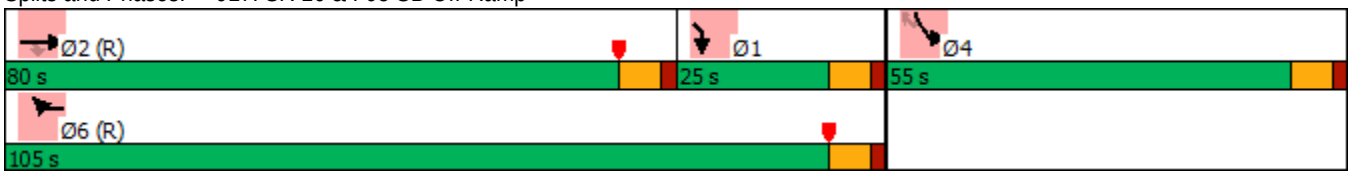
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 4 (3%), Referenced to phase 2:EBT and 6:WBR, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 45.2 Intersection LOS: D
Intersection Capacity Utilization 83.6% 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: 917: SR 16 & I-95 SB Off-Ramp



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1550	970	1020	570	140
Future Volume (vph)	0	1550	970	1020	570	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3471	3471	1553	3367	1538
Flt Permitted					0.950	
Satd. Flow (perm)	0	3471	3471	1553	3367	1538
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				1052		99
Link Speed (mph)		45	45		45	
Link Distance (ft)		739	863		1212	
Travel Time (s)		11.2	13.1		18.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	5%
Adj. Flow (vph)	0	1598	1000	1052	588	144
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1598	1000	1052	588	144
Turn Type		NA	NA	Free	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases				Free		4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		18.0	18.0		8.0	8.0
Minimum Split (s)		25.5	25.5		15.5	15.5
Total Split (s)		40.0	40.0		20.0	20.0
Total Split (%)		66.7%	66.7%		33.3%	33.3%
Yellow Time (s)		4.8	4.8		4.8	4.8
All-Red Time (s)		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.8	6.8		6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	None
Act Effct Green (s)		33.5	33.5	60.0	12.9	12.9
Actuated g/C Ratio		0.56	0.56	1.00	0.22	0.22
v/c Ratio		0.83	0.52	0.68	0.81	0.35
Control Delay		15.9	8.3	4.3	33.2	10.8
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		15.9	8.3	4.3	33.2	10.8
LOS		B	A	A	C	B
Approach Delay		15.9	6.2		28.8	
Approach LOS		B	A		C	
Queue Length 50th (ft)		225	87	23	104	13

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)		318	m101	m247	#175	53
Internal Link Dist (ft)		659	783		1132	
Turn Bay Length (ft)					300	
Base Capacity (vph)		1942	1942	1553	746	417
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.82	0.51	0.68	0.79	0.35

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0.7 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 70.4% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 920: SR 16 & CR 2209

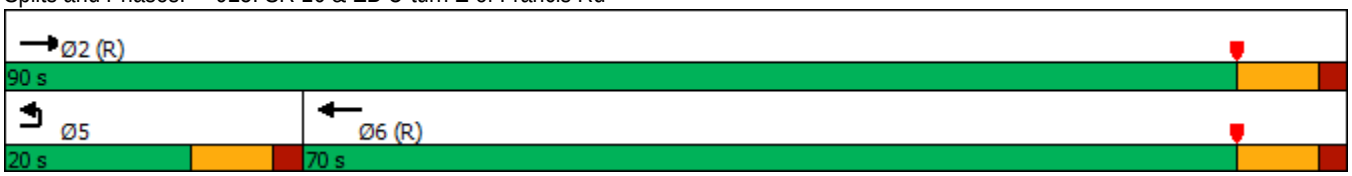
Lane Group	EBU	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations							
Traffic Volume (vph)	100	0	1995	1870	0	0	0
Future Volume (vph)	100	0	1995	1870	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		310			0	0	0
Storage Lanes		1			0	0	0
Taper Length (ft)		25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt							
Flt Protected	0.950						
Satd. Flow (prot)	1736	0	3471	3471	0	0	0
Flt Permitted	0.950						
Satd. Flow (perm)	1736	0	3471	3471	0	0	0
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)							
Link Speed (mph)			55	55		45	
Link Distance (ft)			733	3996		646	
Travel Time (s)			9.1	49.5		9.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	1%	1%
Adj. Flow (vph)	103	0	2057	1928	0	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	103	0	2057	1928	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	5		2	6			
Permitted Phases							
Detector Phase	5		2	6			
Switch Phase							
Minimum Initial (s)	6.0		18.0	18.0			
Minimum Split (s)	13.5		25.5	25.5			
Total Split (s)	20.0		90.0	70.0			
Total Split (%)	22.2%		100.0%	77.8%			
Yellow Time (s)	5.5		5.5	5.5			
All-Red Time (s)	2.0		2.0	2.0			
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	7.5		7.5	7.5			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?							
Recall Mode	None		C-Min	C-Min			
Act Effct Green (s)	10.6		90.0	68.8			
Actuated g/C Ratio	0.12		1.00	0.76			
v/c Ratio	0.51		0.59	0.73			
Control Delay	43.2		0.4	6.6			
Queue Delay	0.0		0.0	0.0			
Total Delay	43.2		0.4	6.6			
LOS	D		A	A			
Approach Delay			2.4	6.6			
Approach LOS			A	A			
Queue Length 50th (ft)	61		0	178			

Lane Group	EBU	EBL	EBT	WBT	WBR	SWL	SWR
Queue Length 95th (ft)	m73		0	144			
Internal Link Dist (ft)			653	3916		566	
Turn Bay Length (ft)	310						
Base Capacity (vph)	242		3471	2657			
Starvation Cap Reductn	0		0	0			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.43		0.59	0.73			

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 10.3 (11%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 4.4	Intersection LOS: A
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 925: SR 16 & EB U-turn E of Francis Rd



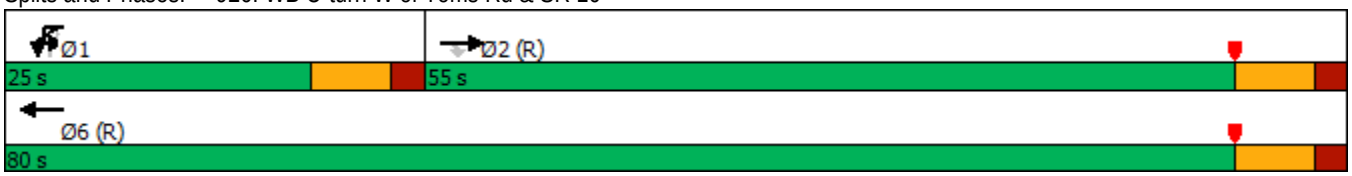
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	2000	15	140	0	1535	0	15
Future Volume (vph)	2000	15	140	0	1535	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		145		160		0	0
Storage Lanes		1		1		0	1
Taper Length (ft)				25		25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Frt		0.850					0.865
Flt Protected				0.950			
Satd. Flow (prot)	3471	1553	0	1736	3471	0	1627
Flt Permitted				0.950			
Satd. Flow (perm)	3471	1553	0	1736	3471	0	1627
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		11					10
Link Speed (mph)	45				45	45	
Link Distance (ft)	1976				329	398	
Travel Time (s)	29.9				5.0	6.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	1%	1%
Adj. Flow (vph)	2062	15	144	0	1582	0	15
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2062	15	0	144	1582	0	15
Turn Type	NA	Perm	Prot	Prot	NA		Perm
Protected Phases	2		1	1	6		
Permitted Phases		2					1
Detector Phase	2	2	1	1	6		1
Switch Phase							
Minimum Initial (s)	18.0	18.0	6.0	6.0	18.0		6.0
Minimum Split (s)	24.8	24.8	12.8	12.8	24.8		12.8
Total Split (s)	55.0	55.0	25.0	25.0	80.0		25.0
Total Split (%)	68.8%	68.8%	31.3%	31.3%	100.0%		31.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.8
Lead/Lag	Lag	Lag	Lead	Lead			Lead
Lead-Lag Optimize?							
Recall Mode	C-Min	C-Min	None	None	C-Min		None
Act Effct Green (s)	55.0	55.0		11.4	80.0		11.4
Actuated g/C Ratio	0.69	0.69		0.14	1.00		0.14
v/c Ratio	0.86	0.01		0.58	0.46		0.06
Control Delay	25.3	2.8		39.6	0.3		18.5
Queue Delay	0.4	0.0		0.0	0.0		0.0
Total Delay	25.7	2.8		39.6	0.3		18.5
LOS	C	A		D	A		B
Approach Delay	25.5				3.6	18.5	
Approach LOS	C				A	B	
Queue Length 50th (ft)	1071	2		80	0		2

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	1150	m3		m119	0		17
Internal Link Dist (ft)	1896				249	318	
Turn Bay Length (ft)		145		160			
Base Capacity (vph)	2386	1071		394	3471		377
Starvation Cap Reductn	0	0		0	0		0
Spillback Cap Reductn	63	0		0	0		0
Storage Cap Reductn	0	0		0	0		0
Reduced v/c Ratio	0.89	0.01		0.37	0.46		0.04

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 76 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 926: WB U-turn W of Toms Rd & SR 16



Lane Group	EBU	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations							
Traffic Volume (vph)	30	0	2205	1600	0	0	0
Future Volume (vph)	30	0	2205	1600	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250			0	0	0
Storage Lanes		1			0	0	0
Taper Length (ft)		25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt							
Flt Protected	0.950						
Satd. Flow (prot)	1736	0	3471	3471	0	0	0
Flt Permitted	0.950						
Satd. Flow (perm)	1736	0	3471	3471	0	0	0
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)							
Link Speed (mph)			45	45		45	
Link Distance (ft)			493	585		334	
Travel Time (s)			7.5	8.9		5.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	1%	1%
Adj. Flow (vph)	31	0	2273	1649	0	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	31	0	2273	1649	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	5		2	6			
Permitted Phases							
Detector Phase	5		2	6			
Switch Phase							
Minimum Initial (s)	6.0		18.0	18.0			
Minimum Split (s)	12.8		24.8	24.8			
Total Split (s)	15.0		80.0	65.0			
Total Split (%)	18.8%		100.0%	81.3%			
Yellow Time (s)	4.8		4.8	4.8			
All-Red Time (s)	2.0		2.0	2.0			
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.8		6.8	6.8			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?							
Recall Mode	None		C-Min	C-Min			
Act Effct Green (s)	6.8		80.0	71.4			
Actuated g/C Ratio	0.08		1.00	0.89			
v/c Ratio	0.21		0.65	0.53			
Control Delay	31.5		0.4	4.4			
Queue Delay	0.0		0.0	0.0			
Total Delay	31.5		0.4	4.4			
LOS	C		A	A			
Approach Delay			0.8	4.4			
Approach LOS			A	A			
Queue Length 50th (ft)	14		0	0			

Lane Group	EBU	EBL	EBT	WBT	WBR	SWL	SWR
Queue Length 95th (ft)	m16		0	435			
Internal Link Dist (ft)			413	505		254	
Turn Bay Length (ft)	250						
Base Capacity (vph)	178		3471	3101			
Starvation Cap Reductn	0		0	12			
Spillback Cap Reductn	0		0	12			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.17		0.65	0.53			

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 2.3	Intersection LOS: A
Intersection Capacity Utilization 66.6%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 927: SR 16 & EB U-turn E of Toms Rd

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	940	325	280	1150	45	0	0	195	0	0	60
Future Vol, veh/h	0	940	325	280	1150	45	0	0	195	0	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	120	-	130	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	0	0	0
Mvmt Flow	0	969	335	289	1186	46	0	0	201	0	0	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1304	0	0	-	-	485	-	-	593
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.12	-	-	-	-	6.94	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.21	-	-	-	-	3.32	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	532	-	-	0	0	528	0	0	454
Stage 1	0	-	-	-	-	-	0	0	-	0	0	-
Stage 2	0	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	532	-	-	-	-	528	-	-	454
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.7	15.9	14.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	528	-	-	532	-	-	454
HCM Lane V/C Ratio	0.381	-	-	0.543	-	-	0.136
HCM Control Delay (s)	15.9	-	-	19.5	-	-	14.2
HCM Lane LOS	C	-	-	C	-	-	B
HCM 95th %tile Q(veh)	1.8	-	-	3.2	-	-	0.5

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Traffic Vol, veh/h	1060	75	0	1475	0	100
Future Vol, veh/h	1060	75	0	1475	0	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	1093	77	0	1521	0	103

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	547
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	486
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	486
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	486	-	-	-
HCM Lane V/C Ratio	0.212	-	-	-
HCM Control Delay (s)	14.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱	↰	↱
Traffic Vol, veh/h	0	1160	1425	140	45	50
Future Vol, veh/h	0	1160	1425	140	45	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	430	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	1196	1469	144	46	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	2067	735
Stage 1	-	-	-	-	1469	-
Stage 2	-	-	-	-	598	-
Critical Hdwy	-	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	0	-	-	-	48	364
Stage 1	0	-	-	-	180	-
Stage 2	0	-	-	-	515	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	48	364
Mov Cap-2 Maneuver	-	-	-	-	138	-
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	515	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	29.4
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	138	364
HCM Lane V/C Ratio	-	-	-	0.336	0.142
HCM Control Delay (s)	-	-	-	43.8	16.5
HCM Lane LOS	-	-	-	E	C
HCM 95th %tile Q(veh)	-	-	-	1.4	0.5

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1070	65	90	1460	35	40
Future Vol, veh/h	1070	65	90	1460	35	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	220	190	-	0	130
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	1103	67	93	1505	36	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1170	0	2042	552
Stage 1	-	-	-	-	1103	-
Stage 2	-	-	-	-	939	-
Critical Hdwy	-	-	4.12	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.21	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	598	-	50	483
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	346	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	598	-	42	483
Mov Cap-2 Maneuver	-	-	-	-	151	-
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	292	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	23.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	151	483	-	-	598	-
HCM Lane V/C Ratio	0.239	0.085	-	-	0.155	-
HCM Control Delay (s)	36.2	13.1	-	-	12.1	-
HCM Lane LOS	E	B	-	-	B	-
HCM 95th %tile Q(veh)	0.9	0.3	-	-	0.5	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	70	0	1135	1495	0	0	0
Future Vol, veh/h	70	0	1135	1495	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	180	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1
Mvmt Flow	72	0	1170	1541	0	0	0

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	1541	1541	0	-	0	-	771
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.42	4.12	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	2.51	2.21	-	-	-	-	3.31
Pot Cap-1 Maneuver	150	432	-	-	0	0	345
Stage 1	-	-	-	-	0	0	-
Stage 2	-	-	-	-	0	0	-
Platoon blocked, %			-	-			
Mov Cap-1 Maneuver	150	150	-	-	-	-	345
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	150	-	-	-
HCM Lane V/C Ratio	0.481	-	-	-
HCM Control Delay (s)	49.5	-	-	0
HCM Lane LOS	E	-	-	A
HCM 95th %tile Q(veh)	2.3	-	-	-

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	15	1350	1890	15	15	15
Future Volume (vph)	15	1350	1890	15	15	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380			340	0	150
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	3574	3574	1599	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1787	3574	3574	1599	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				15		15
Link Speed (mph)		55	55		25	
Link Distance (ft)		595	1474		576	
Travel Time (s)		7.4	18.3		15.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Adj. Flow (vph)	15	1392	1948	15	15	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	1392	1948	15	15	15
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	6.0	18.0	18.0	18.0	8.0	8.0
Minimum Split (s)	13.5	25.5	25.5	25.5	13.4	13.4
Total Split (s)	15.0	75.0	60.0	60.0	15.0	15.0
Total Split (%)	16.7%	83.3%	66.7%	66.7%	16.7%	16.7%
Yellow Time (s)	5.5	5.5	5.5	5.5	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	5.4	5.4
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	6.8	81.6	78.5	78.5	8.0	8.0
Actuated g/C Ratio	0.08	0.91	0.87	0.87	0.09	0.09
v/c Ratio	0.11	0.43	0.63	0.01	0.09	0.10
Control Delay	43.1	6.5	11.4	5.8	39.2	19.5
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	43.1	6.6	11.5	5.8	39.2	19.5
LOS	D	A	B	A	D	B
Approach Delay		7.0	11.4		29.4	
Approach LOS		A	B		C	
Queue Length 50th (ft)	10	1	7	0	8	0

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Queue Length 95th (ft)	m10	512	#727	m6	27	19
Internal Link Dist (ft)		515	1394		496	
Turn Bay Length (ft)	380			340		150
Base Capacity (vph)	151	3240	3116	1396	188	182
Starvation Cap Reductn	0	360	0	0	0	0
Spillback Cap Reductn	0	0	135	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.48	0.65	0.01	0.08	0.08

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 89.3 (99%), Referenced to phase 2:SET and 6:NWT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 9.7 Intersection LOS: A
Intersection Capacity Utilization 69.7% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: SR 16 & Downs Corner Rd

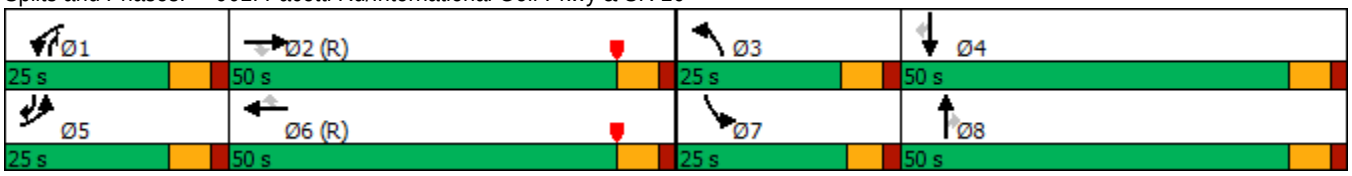
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	515	640	465	190	970	50	530	980	125	500	1250	940
Future Volume (vph)	515	640	465	190	970	50	530	980	125	500	1250	940
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	765		260	310		210	270		165	300		750
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3574	1599	3467	3574	1599	3433	3539	1583	3467	3574	1524
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	3574	1599	3467	3574	1599	3433	3539	1583	3467	3574	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			280			127			77			77
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		1847			762			1711			2535	
Travel Time (s)		28.0			11.5			25.9			49.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	6%
Adj. Flow (vph)	531	660	479	196	1000	52	546	1010	129	515	1289	969
Shared Lane Traffic (%)												
Lane Group Flow (vph)	531	660	479	196	1000	52	546	1010	129	515	1289	969
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	18.0	18.0	6.0	8.0	6.0	6.0	8.0	6.0
Minimum Split (s)	12.8	43.8	43.8	12.8	42.8	42.8	12.8	14.8	12.8	12.1	45.8	12.8
Total Split (s)	25.0	50.0	50.0	25.0	50.0	50.0	25.0	50.0	25.0	25.0	50.0	25.0
Total Split (%)	16.7%	33.3%	33.3%	16.7%	33.3%	33.3%	16.7%	33.3%	16.7%	16.7%	33.3%	16.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.1	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.1	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	18.2	47.1	47.1	14.2	43.1	43.1	18.3	43.2	64.2	19.0	43.2	68.2
Actuated g/C Ratio	0.12	0.31	0.31	0.09	0.29	0.29	0.12	0.29	0.43	0.13	0.29	0.45
v/c Ratio	1.26	0.59	0.69	0.60	0.97	0.09	1.31	0.99	0.18	1.18	1.25	1.32
Control Delay	187.7	46.3	24.1	72.5	74.8	0.3	204.2	78.8	11.3	156.0	165.5	185.6
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	187.7	46.3	24.1	72.5	74.8	0.3	204.2	78.8	11.3	156.0	165.5	185.6
LOS	F	D	C	E	E	A	F	E	B	F	F	F
Approach Delay		84.9			71.3			114.3			170.7	
Approach LOS		F			E			F			F	
Queue Length 50th (ft)	~335	286	175	96	511	0	~353	520	30	~310	~826	~1183

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#454	366	325	136	#656	0	#473	#672	70	#428	#966	#1448
Internal Link Dist (ft)		1767			682			1631			2455	
Turn Bay Length (ft)	765		260	310		210	270		165	300		750
Base Capacity (vph)	420	1122	694	420	1029	550	417	1019	761	437	1029	734
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	1.26	0.59	0.69	0.47	0.97	0.09	1.31	0.99	0.17	1.18	1.25	1.32

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.32
Intersection Signal Delay: 121.6 Intersection LOS: F
Intersection Capacity Utilization 117.1% 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: 901: Pacetti Rd/International Golf Pkwy & SR 16



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	140	0	1785	1915	0	0	0
Future Volume (vph)	140	0	1785	1915	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300			300	0	0
Storage Lanes		1			0	0	0
Taper Length (ft)		25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt							
Flt Protected	0.950						
Satd. Flow (prot)	1787	0	3574	3574	0	0	0
Flt Permitted	0.950						
Satd. Flow (perm)	1787	0	3574	3574	0	0	0
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)							
Link Speed (mph)			45	45		45	
Link Distance (ft)			863	648		645	
Travel Time (s)			13.1	9.8		9.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	144	0	1840	1974	0	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	144	0	1840	1974	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	5		2	6			
Permitted Phases							
Detector Phase	5		2	6			
Switch Phase							
Minimum Initial (s)	6.0		18.0	18.0			
Minimum Split (s)	12.8		24.8	24.8			
Total Split (s)	15.0		60.0	45.0			
Total Split (%)	25.0%		100.0%	75.0%			
Yellow Time (s)	4.8		4.8	4.8			
All-Red Time (s)	2.0		2.0	2.0			
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.8		6.8	6.8			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?							
Recall Mode	None		C-Min	C-Min			
Act Effct Green (s)	7.9		60.0	42.6			
Actuated g/C Ratio	0.13		1.00	0.71			
v/c Ratio	0.61		0.51	0.78			
Control Delay	32.4		0.4	11.2			
Queue Delay	0.0		0.0	0.0			
Total Delay	32.4		0.4	11.2			
LOS	C		A	B			
Approach Delay			2.7	11.2			
Approach LOS			A	B			
Queue Length 50th (ft)	54		0	255			
Queue Length 95th (ft)	m74		0	#372			

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Internal Link Dist (ft)			783	568		565	
Turn Bay Length (ft)	300						
Base Capacity (vph)	244		3574	2535			
Starvation Cap Reductn	0		0	0			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.59		0.51	0.78			

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 58.5 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 6.9 Intersection LOS: A
Intersection Capacity Utilization 72.0% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 906: SR 16 & EB U-turn E of CR 2209

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1700	1815	220	210	100
Future Volume (vph)	0	1700	1815	220	210	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270			340	0	300
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850	0.956	
Flt Protected					0.967	
Satd. Flow (prot)	0	3574	3574	1599	1756	0
Flt Permitted					0.967	
Satd. Flow (perm)	0	3574	3574	1599	1756	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				227	13	
Link Speed (mph)		55	55		35	
Link Distance (ft)		3679	733		1903	
Travel Time (s)		45.6	9.1		37.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	0	1753	1871	227	216	103
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1753	1871	227	319	0
Turn Type		NA	NA	Perm	Prot	
Protected Phases		2	6		7	
Permitted Phases				6		
Detector Phase		2	6	6	7	
Switch Phase						
Minimum Initial (s)		18.0	18.0	18.0	6.0	
Minimum Split (s)		52.0	25.5	25.5	22.8	
Total Split (s)		60.0	60.0	60.0	30.0	
Total Split (%)		66.7%	66.7%	66.7%	33.3%	
Yellow Time (s)		5.5	5.5	5.5	4.8	
All-Red Time (s)		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.5	7.5	7.5	6.8	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min	C-Min	Min	
Act Effct Green (s)		56.2	56.2	56.2	19.5	
Actuated g/C Ratio		0.62	0.62	0.62	0.22	
v/c Ratio		0.79	0.84	0.21	0.82	
Control Delay		16.6	18.7	2.3	48.8	
Queue Delay		0.0	0.0	0.0	0.0	
Total Delay		16.6	18.7	2.3	48.8	
LOS		B	B	A	D	
Approach Delay		16.6	16.9		48.8	
Approach LOS		B	B		D	
Queue Length 50th (ft)		363	565	4	164	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)		505	#684	m38	251	
Internal Link Dist (ft)		3599	653		1823	
Turn Bay Length (ft)				340		
Base Capacity (vph)		2230	2230	1083	462	
Starvation Cap Reductn		0	9	0	0	
Spillback Cap Reductn		0	0	0	0	
Storage Cap Reductn		0	0	0	0	
Reduced v/c Ratio		0.79	0.84	0.21	0.69	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 17.3 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 19.2 Intersection LOS: B
Intersection Capacity Utilization 79.8% 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: 908: SR 16 & Francis Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1545	105	80	1895	15	90	0	70	10	0	20
Future Volume (vph)	15	1545	105	80	1895	15	90	0	70	10	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		420	300		640	0		280	0		100
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	3433	0	1583	1805	0	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	3574	1599	3433	0	1583	1805	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120			120			145			145
Link Speed (mph)		55			55			35			25	
Link Distance (ft)		4902			2863			1291			317	
Travel Time (s)		60.8			35.5			25.1			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	0%	0%	0%
Adj. Flow (vph)	15	1593	108	82	1954	15	93	0	72	10	0	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	1593	108	82	1954	15	93	0	72	10	0	21
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		8			4		
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	8		8	4		4
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	18.0	18.0	8.0		8.0	8.0		8.0
Minimum Split (s)	13.5	25.5	25.5	13.5	25.5	25.5	13.4		13.4	13.4		13.4
Total Split (s)	15.0	60.0	60.0	15.0	60.0	60.0	15.0		15.0	15.0		15.0
Total Split (%)	16.7%	66.7%	66.7%	16.7%	66.7%	66.7%	16.7%		16.7%	16.7%		16.7%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	3.4		3.4	3.4		3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5	5.4		5.4	5.4		5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None		None	None		None
Act Effct Green (s)	6.7	59.8	59.8	8.1	69.7	69.7	8.6		8.6	8.6		8.6
Actuated g/C Ratio	0.07	0.66	0.66	0.09	0.77	0.77	0.10		0.10	0.10		0.10
v/c Ratio	0.11	0.67	0.10	0.51	0.71	0.01	0.28		0.26	0.06		0.07
Control Delay	34.9	24.2	6.2	53.7	10.3	0.0	40.0		2.2	37.4		0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	34.9	24.2	6.2	53.7	10.3	0.0	40.0		2.2	37.4		0.5
LOS	C	C	A	D	B	A	D		A	D		A
Approach Delay		23.1			11.9			23.5			12.4	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	7	473	14	47	186	0	25		0	5		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	m14	525	44	m72	#741	m0	48		0	21		0
Internal Link Dist (ft)		4822			2783			1211			237	
Turn Bay Length (ft)	300		420	300		640			280			100
Base Capacity (vph)	148	2386	1107	165	2767	1265	366		298	192		301
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.10	0.67	0.10	0.50	0.71	0.01	0.25		0.24	0.05		0.07

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 89.3 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 17.3 Intersection LOS: B
Intersection Capacity Utilization 81.0% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 911: Turnbull Creek Rd & SR 16

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1310	100	130	1775	60	55
Future Volume (vph)	1310	100	130	1775	60	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		320	340		0	250
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3574	1599	1787	3574	1787	1599
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3574	1599	1787	3574	1787	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		103				57
Link Speed (mph)	55			55	25	
Link Distance (ft)	2863			595	1201	
Travel Time (s)	35.5			7.4	32.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1351	103	134	1830	62	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1351	103	134	1830	62	57
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	18.0	18.0	6.0	18.0	8.0	8.0
Minimum Split (s)	25.5	25.5	13.5	25.5	13.4	13.4
Total Split (s)	55.0	55.0	20.0	75.0	15.0	15.0
Total Split (%)	61.1%	61.1%	22.2%	83.3%	16.7%	16.7%
Yellow Time (s)	5.5	5.5	5.5	5.5	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	5.4	5.4
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	None	C-Min	None	None
Act Effct Green (s)	51.8	51.8	11.5	72.3	9.0	9.0
Actuated g/C Ratio	0.58	0.58	0.13	0.80	0.10	0.10
v/c Ratio	0.66	0.11	0.59	0.64	0.35	0.27
Control Delay	10.5	1.8	42.5	10.2	43.4	14.2
Queue Delay	0.1	0.0	0.0	0.2	0.0	0.0
Total Delay	10.6	1.8	42.5	10.4	43.4	14.2
LOS	B	A	D	B	D	B
Approach Delay	10.0			12.6	29.4	
Approach LOS	A			B	C	
Queue Length 50th (ft)	260	3	80	158	33	0
Queue Length 95th (ft)	466	m17	m111	622	73	35

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Internal Link Dist (ft)	2783			515	1121	
Turn Bay Length (ft)		320	340			250
Base Capacity (vph)	2075	971	255	2876	192	223
Starvation Cap Reductn	0	0	0	355	0	0
Spillback Cap Reductn	93	0	0	0	0	2
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.11	0.53	0.73	0.32	0.26

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 47.5 (53%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 12.1	Intersection LOS: B
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 912: Windward Ranch Blvd & SR 16

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1180	65	75	1705	35	35
Future Volume (vph)	1180	65	75	1705	35	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		520	340		0	140
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3574	1599	1787	3574	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3574	1599	1787	3574	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		67				36
Link Speed (mph)	55			55	25	
Link Distance (ft)	1474			3552	1171	
Travel Time (s)	18.3			44.0	31.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Adj. Flow (vph)	1216	67	77	1758	36	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1216	67	77	1758	36	36
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2				8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	18.0	18.0	6.0	18.0	8.0	8.0
Minimum Split (s)	25.5	25.5	13.5	25.5	13.4	13.4
Total Split (s)	55.0	55.0	20.0	75.0	15.0	15.0
Total Split (%)	61.1%	61.1%	22.2%	83.3%	16.7%	16.7%
Yellow Time (s)	5.5	5.5	5.5	5.5	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	5.4	5.4
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	None	C-Min	None	None
Act Effct Green (s)	58.3	58.3	9.7	72.7	8.6	8.6
Actuated g/C Ratio	0.65	0.65	0.11	0.81	0.10	0.10
v/c Ratio	0.53	0.06	0.40	0.61	0.21	0.20
Control Delay	20.4	11.6	42.9	5.6	40.5	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	11.6	42.9	5.6	40.5	15.5
LOS	C	B	D	A	D	B
Approach Delay	19.9			7.2	28.0	
Approach LOS	B			A	C	
Queue Length 50th (ft)	160	2	42	188	19	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	347	44	81	275	48	28
Internal Link Dist (ft)	1394			3472	1091	
Turn Bay Length (ft)		520	340			140
Base Capacity (vph)	2323	1062	250	2892	190	203
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	0.52	0.06	0.31	0.61	0.19	0.18

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 52.5 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 64.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 913: Whisper Ridge Dr & SR 16

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	35	1135	30	105	485	1405	35	150	15	245	45	10
Future Volume (vph)	35	1135	30	105	485	1405	35	150	15	245	45	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340		360		360	0		260	305	
Storage Lanes	1		1		2		1	0		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950				0.956			0.961
Satd. Flow (prot)	1787	3574	1599	0	3467	3574	1599	0	1747	1553	0	1826
Flt Permitted	0.174				0.950				0.704			0.530
Satd. Flow (perm)	327	3574	1599	0	3467	3574	1599	0	1286	1553	0	1007
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			146				100			253		
Link Speed (mph)		45				45			45			25
Link Distance (ft)		3552				1976			1062			831
Travel Time (s)		53.8				29.9			16.1			22.7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	4%	4%	4%	0%	0%
Adj. Flow (vph)	36	1170	31	108	500	1448	36	155	15	253	46	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	1170	31	0	608	1448	36	0	170	253	0	56
Turn Type	pm+pt	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	5	2		1	1	6			8		7	4
Permitted Phases	2		2				6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	8	8	8	7	4
Switch Phase												
Minimum Initial (s)	6.0	18.0	18.0	6.0	6.0	18.0	18.0	18.0	18.0	18.0	6.0	18.0
Minimum Split (s)	12.8	24.8	24.8	12.8	12.8	24.8	24.8	24.8	24.8	24.8	22.8	24.8
Total Split (s)	15.0	65.0	65.0	40.0	40.0	90.0	90.0	30.0	30.0	30.0	25.0	55.0
Total Split (%)	9.4%	40.6%	40.6%	25.0%	25.0%	56.3%	56.3%	18.8%	18.8%	18.8%	15.6%	34.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8		6.8	6.8	6.8		5.4	5.4		5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	85.6	78.7	78.7		34.0	108.4	108.4		28.3	28.3		28.3
Actuated g/C Ratio	0.54	0.49	0.49		0.21	0.68	0.68		0.18	0.18		0.18
v/c Ratio	0.15	0.67	0.04		0.83	0.60	0.03		0.75	0.52		0.31
Control Delay	12.9	35.0	0.1		72.1	19.0	0.1		81.7	9.7		60.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	12.9	35.0	0.1		72.1	19.0	0.1		81.7	9.7		60.2
LOS	B	C	A		E	B	A		F	A		E
Approach Delay		33.4				34.1			38.6			31.6
Approach LOS		C				C			D			C
Queue Length 50th (ft)	9	481	0		322	442	0		170	0		52

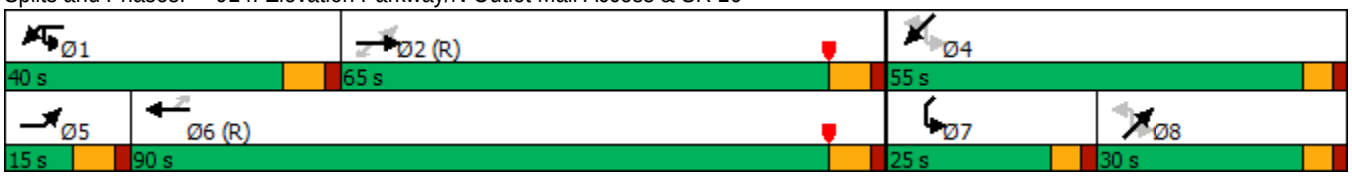
Lane Group	SWR
Lane Configurations	↱
Traffic Volume (vph)	50
Future Volume (vph)	50
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	119
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Adj. Flow (vph)	52
Shared Lane Traffic (%)	
Lane Group Flow (vph)	52
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	55.0
Total Split (%)	34.4%
Yellow Time (s)	3.4
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.4
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	28.3
Actuated g/C Ratio	0.18
v/c Ratio	0.14
Control Delay	0.7
Queue Delay	0.0
Total Delay	0.7
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Queue Length 95th (ft)	23	665	0		346	713	m0		247	77		94
Internal Link Dist (ft)		3472				1896			982			751
Turn Bay Length (ft)	310		340		360		360			260		
Base Capacity (vph)	252	1758	860		771	2420	1114		235	491		312
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	0.14	0.67	0.04		0.79	0.60	0.03		0.72	0.52		0.18

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 34.3	Intersection LOS: C
Intersection Capacity Utilization 98.7%	ICU Level of Service F
Analysis Period (min) 15	

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

Splits and Phases: 914: Elevation Parkway/N Outlet Mall Access & SR 16



Lane Group	SWR
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	582
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.09

Intersection Summary

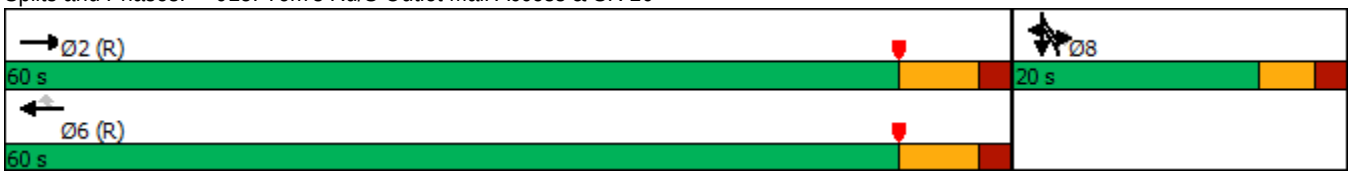
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1595	210	0	2120	220	125	0	150	175	0	65
Future Volume (vph)	0	1595	210	0	2120	220	125	0	150	175	0	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	370		0	360		400	0		110	30		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983				0.850			0.850		0.963	
Flt Protected							0.950				0.965	
Satd. Flow (prot)	0	3513	0	0	3574	1599	1736	0	1553	0	1766	0
Flt Permitted							0.950				0.965	
Satd. Flow (perm)	0	3513	0	0	3574	1599	1736	0	1553	0	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38				227			52		52	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		329			493			887			634	
Travel Time (s)		5.0			7.5			24.2			17.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	0%	0%	0%
Adj. Flow (vph)	0	1644	216	0	2186	227	129	0	155	180	0	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1860	0	0	2186	227	129	0	155	0	247	0
Turn Type		NA			NA	Perm	Prot		Perm	Split	NA	
Protected Phases		2			6		8!			8	8!	
Permitted Phases						6			8			
Detector Phase		2			6	6	8		8	8	8	
Switch Phase												
Minimum Initial (s)		18.0			18.0	18.0	6.0		6.0	6.0	6.0	
Minimum Split (s)		24.8			24.8	24.8	13.1		13.1	13.1	13.1	
Total Split (s)		60.0			60.0	60.0	20.0		20.0	20.0	20.0	
Total Split (%)		75.0%			75.0%	75.0%	25.0%		25.0%	25.0%	25.0%	
Yellow Time (s)		4.8			4.8	4.8	3.4		3.4	3.4	3.4	
All-Red Time (s)		2.0			2.0	2.0	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		6.8			6.8	6.8	5.4		5.4		5.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		C-Min			C-Min	C-Min	None		None	None	None	
Act Effct Green (s)		55.2			55.2	55.2	12.6		12.6		12.6	
Actuated g/C Ratio		0.69			0.69	0.69	0.16		0.16		0.16	
v/c Ratio		0.76			0.89	0.19	0.47		0.54		0.77	
Control Delay		8.1			11.4	1.2	35.9		27.2		41.4	
Queue Delay		0.0			0.8	0.0	0.0		0.0		0.0	
Total Delay		8.1			12.2	1.2	35.9		27.2		41.4	
LOS		A			B	A	D		C		D	
Approach Delay		8.1			11.2			31.2			41.4	
Approach LOS		A			B			C			D	
Queue Length 50th (ft)		111			214	8	57		46		91	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		176			208	m11	109		102		#183	
Internal Link Dist (ft)		249			413			807			554	
Turn Bay Length (ft)						400			110			
Base Capacity (vph)		2433			2464	1173	316		325		364	
Starvation Cap Reductn		1			88	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		0.76			0.92	0.19	0.41		0.48		0.68	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 12.7 Intersection LOS: B
Intersection Capacity Utilization 89.1% 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.
m Volume for 95th percentile queue is metered by upstream signal.
! Phase conflict between lane groups.

Splits and Phases: 915: Tom's Rd/S Outlet Mall Access & SR 16



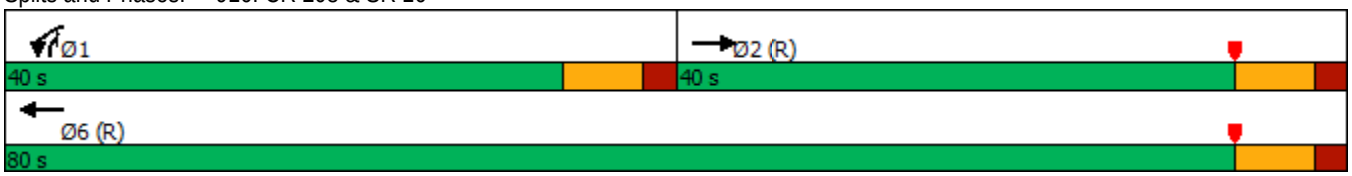
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1805	25	455	2200	0	485
Future Volume (vph)	1805	25	455	2200	0	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	380		0	0
Storage Lanes		0	0		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Frt	0.998					0.865
Flt Protected			0.950			
Satd. Flow (prot)	5125	0	1787	3574	0	1580
Flt Permitted			0.950			
Satd. Flow (perm)	5125	0	1787	3574	0	1580
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3					2
Link Speed (mph)	45			45	35	
Link Distance (ft)	585			138	958	
Travel Time (s)	8.9			2.1	18.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	4%	4%
Adj. Flow (vph)	1861	26	469	2268	0	500
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1887	0	469	2268	0	500
Turn Type	NA		Prot	NA		Over
Protected Phases	2		1	6		1
Permitted Phases						
Detector Phase	2		1	6		1
Switch Phase						
Minimum Initial (s)	18.0		6.0	18.0		6.0
Minimum Split (s)	24.8		22.8	24.8		22.8
Total Split (s)	40.0		40.0	80.0		40.0
Total Split (%)	50.0%		50.0%	100.0%		50.0%
Yellow Time (s)	4.8		4.8	4.8		4.8
All-Red Time (s)	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8		6.8	6.8		6.8
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?						
Recall Mode	C-Max		None	C-Min		None
Act Effct Green (s)	37.3		29.1	80.0		29.1
Actuated g/C Ratio	0.47		0.36	1.00		0.36
v/c Ratio	0.79		0.72	0.63		0.87
Control Delay	20.3		32.8	1.0		39.8
Queue Delay	0.0		0.0	0.2		0.0
Total Delay	20.3		32.8	1.2		39.8
LOS	C		C	A		D
Approach Delay	20.3			6.6	39.8	
Approach LOS	C			A	D	
Queue Length 50th (ft)	363		348	0		217

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (ft)	332		m333	m0		#345
Internal Link Dist (ft)	505			58	878	
Turn Bay Length (ft)			380			
Base Capacity (vph)	2389		741	3574		656
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	468		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.79		0.63	0.73		0.76

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 70 (88%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 76.8% 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: 916: CR 208 & SR 16



Lane Group	EBT	EBR	WBR	SBL	SBR2	SER
Lane Configurations						
Traffic Volume (vph)	1790	530	2905	1070	285	460
Future Volume (vph)	1790	530	2905	1070	285	460
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		75	0	750		180
Storage Lanes		1	4	2		1
Taper Length (ft)				25		
Lane Util. Factor	0.91	1.00	0.64	0.97	1.00	0.88
Frt		0.850			0.850	0.850
Flt Protected				0.950		
Satd. Flow (prot)	5136	1599	4816	3400	1568	2814
Flt Permitted				0.950		
Satd. Flow (perm)	5136	1599	4816	3400	1568	2814
Right Turn on Red		Yes			Yes	
Satd. Flow (RTOR)		120			72	
Link Speed (mph)	45					
Link Distance (ft)	215					
Travel Time (s)	3.3					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	3%	3%	1%
Adj. Flow (vph)	1845	546	2995	1103	294	474
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1845	546	2995	1103	294	474
Turn Type	NA	Perm	Prot	Prot	Perm	Prot
Protected Phases	2		6	4		1
Permitted Phases		2			4	
Detector Phase	2	2	6	4	4	1
Switch Phase						
Minimum Initial (s)	18.0	18.0	18.0	18.0	18.0	18.0
Minimum Split (s)	24.8	24.8	24.8	24.8	24.8	24.8
Total Split (s)	70.0	70.0	105.0	55.0	55.0	35.0
Total Split (%)	43.8%	43.8%	65.6%	34.4%	34.4%	21.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lead				Lag
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	None	None	None
Act Effct Green (s)	63.0	63.0	98.2	48.2	48.2	28.4
Actuated g/C Ratio	0.39	0.39	0.61	0.30	0.30	0.18
v/c Ratio	0.91	0.78	1.01	1.08	0.56	0.95
Control Delay	40.6	28.7	50.6	103.1	39.7	56.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	28.7	50.6	103.1	39.7	56.9
LOS	D	C	D	F	D	E
Approach Delay	37.9					
Approach LOS	D					
Queue Length 50th (ft)	488	273	~1284	~660	197	272

Lane Group	EBT	EBR	WBR	SBL	SBR2	SER
Queue Length 95th (ft)	527	349	#1356	#797	301	m275
Internal Link Dist (ft)	135					
Turn Bay Length (ft)		75		750	750	180
Base Capacity (vph)	2028	704	2955	1024	522	499
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	0.91	0.78	1.01	1.08	0.56	0.95

Intersection Summary

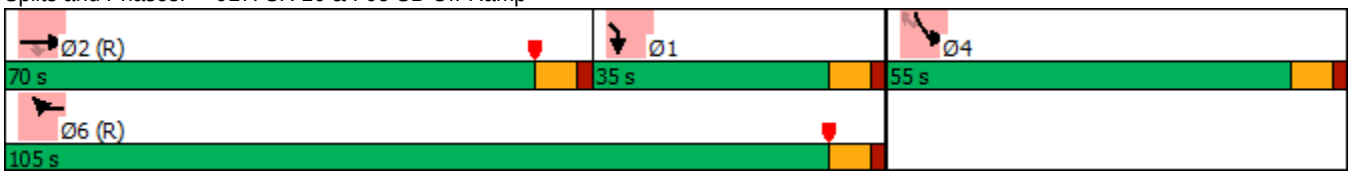
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 77 (48%), Referenced to phase 2:EBT and 6:WBR, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 54.4 Intersection LOS: D
Intersection Capacity Utilization 79.8% 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.

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

Splits and Phases: 917: SR 16 & I-95 SB Off-Ramp

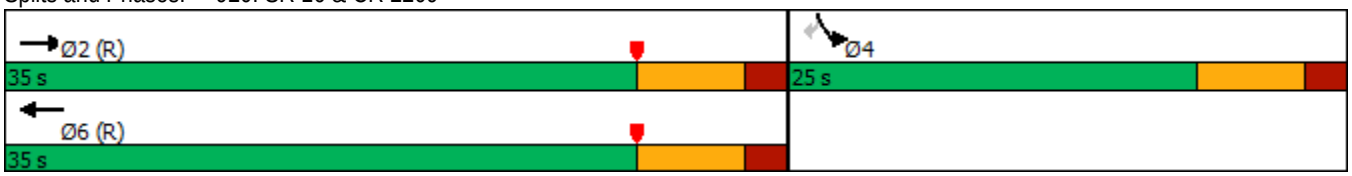


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1110	1345	710	815	205
Future Volume (vph)	0	1110	1345	710	815	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3574	3574	1599	3467	1599
Flt Permitted					0.950	
Satd. Flow (perm)	0	3574	3574	1599	3467	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				662		20
Link Speed (mph)		45	45		45	
Link Distance (ft)		739	863		1212	
Travel Time (s)		11.2	13.1		18.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1144	1387	732	840	211
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1144	1387	732	840	211
Turn Type		NA	NA	Free	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases				Free		4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		18.0	18.0		8.0	8.0
Minimum Split (s)		25.5	25.5		15.5	15.5
Total Split (s)		35.0	35.0		25.0	25.0
Total Split (%)		58.3%	58.3%		41.7%	41.7%
Yellow Time (s)		4.8	4.8		4.8	4.8
All-Red Time (s)		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.8	6.8		6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	None
Act Effct Green (s)		29.1	29.1	60.0	17.3	17.3
Actuated g/C Ratio		0.48	0.48	1.00	0.29	0.29
v/c Ratio		0.66	0.80	0.46	0.84	0.44
Control Delay		14.3	12.3	0.6	29.2	18.8
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		14.3	12.3	0.6	29.2	18.8
LOS		B	B	A	C	B
Approach Delay		14.3	8.3		27.1	
Approach LOS		B	A		C	
Queue Length 50th (ft)		158	72	0	142	54
Queue Length 95th (ft)		222	195	m0	#213	106

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Internal Link Dist (ft)		659	783		1132	
Turn Bay Length (ft)					300	
Base Capacity (vph)		1733	1733	1599	1051	498
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.66	0.80	0.46	0.80	0.42

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0.7 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 14.5	Intersection LOS: B
Intersection Capacity Utilization 71.8%	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.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 920: SR 16 & CR 2209

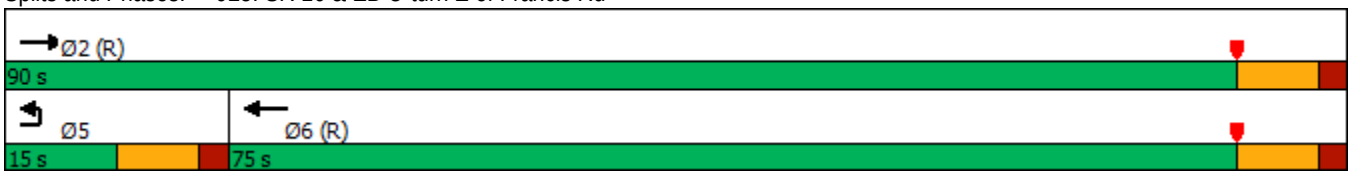


Lane Group	EBU	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations							
Traffic Volume (vph)	40	0	1870	1995	0	0	0
Future Volume (vph)	40	0	1870	1995	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		310			0	0	0
Storage Lanes		1			0	0	0
Taper Length (ft)		25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt							
Flt Protected	0.950						
Satd. Flow (prot)	1787	0	3574	3574	0	0	0
Flt Permitted	0.950						
Satd. Flow (perm)	1787	0	3574	3574	0	0	0
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)							
Link Speed (mph)			55	55		45	
Link Distance (ft)			733	3996		646	
Travel Time (s)			9.1	49.5		9.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	41	0	1928	2057	0	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	41	0	1928	2057	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	5		2	6			
Permitted Phases							
Detector Phase	5		2	6			
Switch Phase							
Minimum Initial (s)	6.0		18.0	18.0			
Minimum Split (s)	13.5		25.5	25.5			
Total Split (s)	15.0		90.0	75.0			
Total Split (%)	16.7%		100.0%	83.3%			
Yellow Time (s)	5.5		5.5	5.5			
All-Red Time (s)	2.0		2.0	2.0			
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	7.5		7.5	7.5			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?							
Recall Mode	None		C-Min	C-Min			
Act Effct Green (s)	7.5		90.0	76.1			
Actuated g/C Ratio	0.08		1.00	0.85			
v/c Ratio	0.28		0.54	0.68			
Control Delay	36.7		0.4	6.3			
Queue Delay	0.1		0.0	0.0			
Total Delay	36.8		0.4	6.3			
LOS	D		A	A			
Approach Delay			1.1	6.3			
Approach LOS			A	A			
Queue Length 50th (ft)	19		0	167			
Queue Length 95th (ft)	m27		0	326			

Lane Group	EBU	EBL	EBT	WBT	WBR	SWL	SWR
Internal Link Dist (ft)			653	3916		566	
Turn Bay Length (ft)	310						
Base Capacity (vph)	156		3574	3038			
Starvation Cap Reductn	0		0	0			
Spillback Cap Reductn	5		0	31			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.27		0.54	0.68			

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 89.3 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 3.8	Intersection LOS: A
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 925: SR 16 & EB U-turn E of Francis Rd

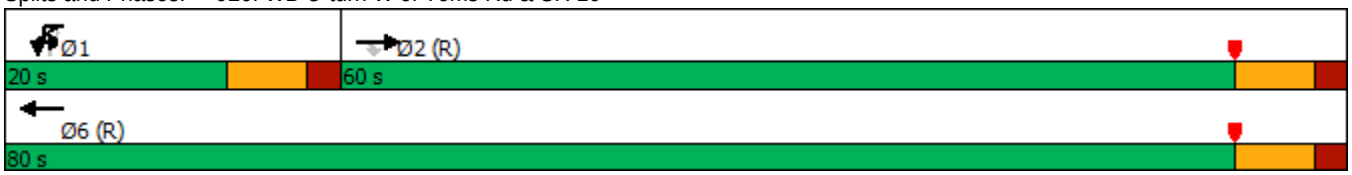


Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1555	15	235	0	2075	0	15
Future Volume (vph)	1555	15	235	0	2075	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		145		160		0	0
Storage Lanes		1		1		0	1
Taper Length (ft)				25		25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Frt		0.850					0.865
Flt Protected				0.950			
Satd. Flow (prot)	3574	1599	0	1787	3574	0	1627
Flt Permitted				0.950			
Satd. Flow (perm)	3574	1599	0	1787	3574	0	1627
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		15					43
Link Speed (mph)	45				45	45	
Link Distance (ft)	1976				329	398	
Travel Time (s)	29.9				5.0	6.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1603	15	242	0	2139	0	15
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1603	15	0	242	2139	0	15
Turn Type	NA	Perm	Prot	Prot	NA		Perm
Protected Phases	2		1	1	6		
Permitted Phases		2					1
Detector Phase	2	2	1	1	6		1
Switch Phase							
Minimum Initial (s)	18.0	18.0	6.0	6.0	18.0		6.0
Minimum Split (s)	24.8	24.8	12.8	12.8	24.8		12.8
Total Split (s)	60.0	60.0	20.0	20.0	80.0		20.0
Total Split (%)	75.0%	75.0%	25.0%	25.0%	100.0%		25.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.8
Lead/Lag	Lag	Lag	Lead	Lead			Lead
Lead-Lag Optimize?							
Recall Mode	C-Min	C-Min	None	None	C-Min		None
Act Effct Green (s)	51.7	51.7		14.7	80.0		14.7
Actuated g/C Ratio	0.65	0.65		0.18	1.00		0.18
v/c Ratio	0.69	0.01		0.74	0.60		0.04
Control Delay	12.5	2.2		41.4	0.4		1.7
Queue Delay	0.0	0.0		0.6	0.0		0.0
Total Delay	12.5	2.2		42.0	0.4		1.7
LOS	B	A		D	A		A
Approach Delay	12.4				4.6	1.7	
Approach LOS	B				A	A	
Queue Length 50th (ft)	650	0		136	0		0
Queue Length 95th (ft)	333	m4		m153	0		4

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Internal Link Dist (ft)	1896				249	318	
Turn Bay Length (ft)		145		160			
Base Capacity (vph)	2397	1077		338	3574		343
Starvation Cap Reductn	0	0		0	0		0
Spillback Cap Reductn	0	0		11	0		0
Storage Cap Reductn	0	0		0	0		0
Reduced v/c Ratio	0.67	0.01		0.74	0.60		0.04

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 8 (10%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 926: WB U-turn W of Toms Rd & SR 16



Lane Group	EBU	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations							
Traffic Volume (vph)	85	0	1835	2255	0	0	0
Future Volume (vph)	85	0	1835	2255	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250			0	0	0
Storage Lanes		1			0	0	0
Taper Length (ft)		25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt							
Flt Protected	0.950						
Satd. Flow (prot)	1787	0	3574	3574	0	0	0
Flt Permitted	0.950						
Satd. Flow (perm)	1787	0	3574	3574	0	0	0
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)							
Link Speed (mph)			45	45		45	
Link Distance (ft)			493	585		334	
Travel Time (s)			7.5	8.9		5.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	88	0	1892	2325	0	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	88	0	1892	2325	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	5		2	6			
Permitted Phases							
Detector Phase	5		2	6			
Switch Phase							
Minimum Initial (s)	6.0		18.0	18.0			
Minimum Split (s)	12.8		24.8	24.8			
Total Split (s)	15.0		80.0	65.0			
Total Split (%)	18.8%		100.0%	81.3%			
Yellow Time (s)	4.8		4.8	4.8			
All-Red Time (s)	2.0		2.0	2.0			
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	6.8		6.8	6.8			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?							
Recall Mode	None		C-Min	C-Min			
Act Effct Green (s)	7.6		80.0	62.7			
Actuated g/C Ratio	0.10		1.00	0.78			
v/c Ratio	0.52		0.53	0.83			
Control Delay	42.6		0.4	10.3			
Queue Delay	0.0		0.0	0.2			
Total Delay	42.6		0.4	10.5			
LOS	D		A	B			
Approach Delay			2.3	10.5			
Approach LOS			A	B			
Queue Length 50th (ft)	53		0	580			
Queue Length 95th (ft)	m62		0	703			

Lane Group	EBU	EBL	EBT	WBT	WBR	SWL	SWR
Internal Link Dist (ft)			413	505		254	
Turn Bay Length (ft)	250						
Base Capacity (vph)	183		3574	2803			
Starvation Cap Reductn	0		0	0			
Spillback Cap Reductn	0		0	83			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.48		0.53	0.85			

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 7 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 6.7	Intersection LOS: A
Intersection Capacity Utilization 76.3%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 927: SR 16 & EB U-turn E of Toms Rd

HCS Two-Lane Highway Report

Project Information

Analyst	RS&H	Date	2/2/2024
Agency	RS&H	Analysis Year	No-Build 2030
Jurisdiction	St. Johns County	Time Analyzed	AM Peak
Project Description	SR 16 Eastbound, East of Francis Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.8

Demand and Capacity

Directional Demand Flow Rate, veh/h	1371	Opposing Demand Flow Rate, veh/h	1041
Peak Hour Factor	0.97	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.81

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.6
Speed Slope Coefficient (m)	4.15531	Speed Power Coefficient (p)	0.43481
PF Slope Coefficient (m)	-1.23031	PF Power Coefficient (p)	0.79307
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	63.0

Vehicle Results

Average Speed, mi/h	63.0	Percent Followers, %	79.4
Segment Travel Time, minutes	0.95	Follower Density (FD), followers/mi/ln	17.3
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	333	0.36	17.3	E

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HCS Two-Lane Highway Report

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Project Description	SR 16 Eastbound, West of Francis Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	6.3

Demand and Capacity

Directional Demand Flow Rate, veh/h	1258	Opposing Demand Flow Rate, veh/h	948
Peak Hour Factor	0.97	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.74

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	66.7
Speed Slope Coefficient (m)	4.09264	Speed Power Coefficient (p)	0.44033
PF Slope Coefficient (m)	-1.23656	PF Power Coefficient (p)	0.79376
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	62.3

Vehicle Results

Average Speed, mi/h	62.3	Percent Followers, %	77.3
Segment Travel Time, minutes	0.96	Follower Density (FD), followers/mi/ln	15.6
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	305	0.32	15.6	E

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Project Information

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Jurisdiction	St. Johns County	Time Analyzed	AM Peak
Project Description	SR 16 Westbound, East of Francis Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.2

Demand and Capacity

Directional Demand Flow Rate, veh/h	1041	Opposing Demand Flow Rate, veh/h	1371
Peak Hour Factor	0.97	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.61

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	4.21279	Speed Power Coefficient (p)	0.42052
PF Slope Coefficient (m)	-1.22805	PF Power Coefficient (p)	0.78420
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	63.6

Vehicle Results

Average Speed, mi/h	63.6	Percent Followers, %	71.8
Segment Travel Time, minutes	0.94	Follower Density (FD), followers/mi/ln	11.8
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	253	0.24	11.8	D

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Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	6.3

Demand and Capacity

Directional Demand Flow Rate, veh/h	948	Opposing Demand Flow Rate, veh/h	1258
Peak Hour Factor	0.97	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.56

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	66.7
Speed Slope Coefficient (m)	4.14102	Speed Power Coefficient (p)	0.42462
PF Slope Coefficient (m)	-1.23866	PF Power Coefficient (p)	0.78459
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	62.8

Vehicle Results

Average Speed, mi/h	62.8	Percent Followers, %	69.5
Segment Travel Time, minutes	0.95	Follower Density (FD), followers/mi/ln	10.5
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	230	0.21	10.5	D

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HCS Two-Lane Highway Report

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Project Description	SR 16 Eastbound, East of Francis Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.8

Demand and Capacity

Directional Demand Flow Rate, veh/h	1041	Opposing Demand Flow Rate, veh/h	1371
Peak Hour Factor	0.97	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.61

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	4.21007	Speed Power Coefficient (p)	0.42052
PF Slope Coefficient (m)	-1.22886	PF Power Coefficient (p)	0.78363
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	63.6

Vehicle Results

Average Speed, mi/h	63.6	Percent Followers, %	71.9
Segment Travel Time, minutes	0.94	Follower Density (FD), followers/mi/ln	11.8
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	253	0.24	11.8	D

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HCS Two-Lane Highway Report

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Project Description	SR 16 Eastbound, West of Francis Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	6.3

Demand and Capacity

Directional Demand Flow Rate, veh/h	948	Opposing Demand Flow Rate, veh/h	1258
Peak Hour Factor	0.97	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.56

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	66.8
Speed Slope Coefficient (m)	4.14643	Speed Power Coefficient (p)	0.42462
PF Slope Coefficient (m)	-1.23808	PF Power Coefficient (p)	0.78440
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	62.9

Vehicle Results

Average Speed, mi/h	62.9	Percent Followers, %	69.5
Segment Travel Time, minutes	0.95	Follower Density (FD), followers/mi/ln	10.5
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	230	0.21	10.5	D

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HCS Two-Lane Highway Report

Project Information

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Jurisdiction	St. Johns County	Time Analyzed	PM Peak
Project Description	SR 16 Westbound, East of Francis Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.2

Demand and Capacity

Directional Demand Flow Rate, veh/h	1371	Opposing Demand Flow Rate, veh/h	1041
Peak Hour Factor	0.97	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.81

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.8
Speed Slope Coefficient (m)	4.16886	Speed Power Coefficient (p)	0.43481
PF Slope Coefficient (m)	-1.22844	PF Power Coefficient (p)	0.79326
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	63.2

Vehicle Results

Average Speed, mi/h	63.2	Percent Followers, %	79.4
Segment Travel Time, minutes	0.95	Follower Density (FD), followers/mi/ln	17.2
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	333	0.36	17.2	E

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HCS Two-Lane Highway Report

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Jurisdiction	St. Johns County	Time Analyzed	PM Peak
Project Description	SR 16 Westbound, West of Francis Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	6.3

Demand and Capacity

Directional Demand Flow Rate, veh/h	1258	Opposing Demand Flow Rate, veh/h	948
Peak Hour Factor	0.97	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.74

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	66.8
Speed Slope Coefficient (m)	4.09805	Speed Power Coefficient (p)	0.44033
PF Slope Coefficient (m)	-1.23605	PF Power Coefficient (p)	0.79356
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	62.4

Vehicle Results

Average Speed, mi/h	62.4	Percent Followers, %	77.3
Segment Travel Time, minutes	0.96	Follower Density (FD), followers/mi/ln	15.6
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	305	0.32	15.6	E

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HCS Multilane Highway Report

Project Information

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Jurisdiction	St. Johns County	Time Analyzed	AM Peak
Project Description	SR 16 East of Francis Rd	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.7
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	54.6	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1330	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.97	Flow Rate (V_p), pc/h/ln	712
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2091
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2024
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	13.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.4		

Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.1
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	54.7	Total Lateral Clearance (TLC), ft	12

Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity			
Volume (V) veh/h	1010	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.97	Flow Rate (V_p), pc/h/ln	541
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2095
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2028
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.4
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information

Analyst	RS&H	Date	2/2/2024
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Jurisdiction	St. Johns County	Time Analyzed	AM Peak
Project Description	SR 16 West of Francis Rd	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	2.7
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	54.3	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1220	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.97	Flow Rate (V_p), pc/h/ln	654
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2087
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2020
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.32

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	12.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.7		

Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	3.6
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	54.1	Total Lateral Clearance (TLC), ft	12

Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity			
Volume (V) veh/h	920	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.97	Flow Rate (V_p), pc/h/ln	493
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2081
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2014
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.7
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.9		

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HCS Multilane Highway Report

Project Information

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Project Description	SR 16 East of Francis Rd	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.7
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	54.6	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1010	Heavy Vehicle Adjustment Factor (f_{HV})	0.990
Peak Hour Factor	0.97	Flow Rate (V_p), pc/h/ln	526
Total Trucks, %	1.00	Capacity (c), pc/h/ln	2091
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2024
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.4		

Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.1
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	54.7	Total Lateral Clearance (TLC), ft	12

Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity			
Volume (V) veh/h	1330	Heavy Vehicle Adjustment Factor (f_{HV})	0.990
Peak Hour Factor	0.97	Flow Rate (V_p), pc/h/ln	692
Total Trucks, %	1.00	Capacity (c), pc/h/ln	2095
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2028
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.4
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	13.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information

Analyst	RS&H	Date	2/2/2024
Agency	RS&H	Analysis Year	Build 2030
Jurisdiction	St. Johns County	Time Analyzed	PM Peak
Project Description	SR 16 West of Francis Rd	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	2.7
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	54.3	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	920	Heavy Vehicle Adjustment Factor (f_{HV})	0.990
Peak Hour Factor	0.97	Flow Rate (V_p), pc/h/ln	479
Total Trucks, %	1.00	Capacity (c), pc/h/ln	2087
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2020
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.7		

Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	3.6
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	54.1	Total Lateral Clearance (TLC), ft	12

Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity			
Volume (V) veh/h	1220	Heavy Vehicle Adjustment Factor (f_{HV})	0.990
Peak Hour Factor	0.97	Flow Rate (V_p), pc/h/ln	635
Total Trucks, %	1.00	Capacity (c), pc/h/ln	2081
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2014
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.32

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.7
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	12.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.9		

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HCS Two-Lane Highway Report

Project Information

Analyst	RS&H	Date	2/2/2024
Agency	RS&H	Analysis Year	No-Build 2050
Jurisdiction	St. Johns County	Time Analyzed	AM Peak
Project Description	SR 16 Eastbound, East of Francis Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.8

Demand and Capacity

Directional Demand Flow Rate, veh/h	2062	Opposing Demand Flow Rate, veh/h	1557
Peak Hour Factor	0.97	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.21

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	-
Speed Slope Coefficient (m)	-	Speed Power Coefficient (p)	-
PF Slope Coefficient (m)	-	PF Power Coefficient (p)	-
In Passing Lane Effective Length?	-	Total Segment Density, veh/mi/ln	-
%Improvement to Percent Followers	-	%Improvement to Speed	-

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	-

Vehicle Results

Average Speed, mi/h	-	Percent Followers, %	-
Segment Travel Time, minutes	-	Follower Density (FD), followers/mi/ln	-
Vehicle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	-	-	-	F

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HCS Two-Lane Highway Report

Project Information

Analyst	RS&H	Date	2/2/2024
Agency	RS&H	Analysis Year	No-Build 2050
Jurisdiction	St. Johns County	Time Analyzed	AM Peak
Project Description	SR 16 Eastbound, West of Francis Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	6.3

Demand and Capacity

Directional Demand Flow Rate, veh/h	1876	Opposing Demand Flow Rate, veh/h	1412
Peak Hour Factor	0.97	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	-
Speed Slope Coefficient (m)	-	Speed Power Coefficient (p)	-
PF Slope Coefficient (m)	-	PF Power Coefficient (p)	-
In Passing Lane Effective Length?	-	Total Segment Density, veh/mi/ln	-
%Improvement to Percent Followers	-	%Improvement to Speed	-

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	-

Vehicle Results

Average Speed, mi/h	-	Percent Followers, %	-
Segment Travel Time, minutes	-	Follower Density (FD), followers/mi/ln	-
Vehicle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	-	-	-	F

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HCS Two-Lane Highway Report

Project Information

Analyst	RS&H	Date	2/2/2024
Agency	RS&H	Analysis Year	No-Build 2050
Jurisdiction	St. Johns County	Time Analyzed	AM Peak
Project Description	SR 16 Westbound, East of Francis Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.2

Demand and Capacity

Directional Demand Flow Rate, veh/h	1557	Opposing Demand Flow Rate, veh/h	2062
Peak Hour Factor	0.97	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.92

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	4.29964	Speed Power Coefficient (p)	0.40865
PF Slope Coefficient (m)	-1.20911	PF Power Coefficient (p)	0.76873
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	20.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	62.7

Vehicle Results

Average Speed, mi/h	62.7	Percent Followers, %	81.7
Segment Travel Time, minutes	0.96	Follower Density (FD), followers/mi/ln	20.3
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	378	0.45	20.3	E

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HCS Two-Lane Highway Report

Project Information

Analyst	RS&H	Date	2/2/2024
Agency	RS&H	Analysis Year	No-Build 2050
Jurisdiction	St. Johns County	Time Analyzed	AM Peak
Project Description	SR 16 Westbound, West of Francis Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	6.3

Demand and Capacity

Directional Demand Flow Rate, veh/h	1412	Opposing Demand Flow Rate, veh/h	1876
Peak Hour Factor	0.97	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.83

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	66.7
Speed Slope Coefficient (m)	4.22241	Speed Power Coefficient (p)	0.41003
PF Slope Coefficient (m)	-1.22668	PF Power Coefficient (p)	0.76971
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	62.0

Vehicle Results

Average Speed, mi/h	62.0	Percent Followers, %	79.8
Segment Travel Time, minutes	0.97	Follower Density (FD), followers/mi/ln	18.2
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	343	0.39	18.2	E

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HCS Two-Lane Highway Report

Project Information

Analyst	RS&H	Date	2/2/2024
Agency	RS&H	Analysis Year	No-Build 2050
Jurisdiction	St. Johns County	Time Analyzed	PM Peak
Project Description	SR 16 Eastbound, East of Francis Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.8

Demand and Capacity

Directional Demand Flow Rate, veh/h	1557	Opposing Demand Flow Rate, veh/h	2062
Peak Hour Factor	0.97	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.92

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	4.29693	Speed Power Coefficient (p)	0.40865
PF Slope Coefficient (m)	-1.20999	PF Power Coefficient (p)	0.76814
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	20.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	62.7

Vehicle Results

Average Speed, mi/h	62.7	Percent Followers, %	81.7
Segment Travel Time, minutes	0.96	Follower Density (FD), followers/mi/ln	20.3
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	378	0.45	20.3	E

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HCS Two-Lane Highway Report

Project Information

Analyst	RS&H	Date	2/2/2024
Agency	RS&H	Analysis Year	No-Build 2050
Jurisdiction	St. Johns County	Time Analyzed	PM Peak
Project Description	SR 16 Eastbound, West of Francis Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	6.3

Demand and Capacity

Directional Demand Flow Rate, veh/h	1412	Opposing Demand Flow Rate, veh/h	1876
Peak Hour Factor	0.97	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.83

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	66.8
Speed Slope Coefficient (m)	4.22782	Speed Power Coefficient (p)	0.41003
PF Slope Coefficient (m)	-1.22597	PF Power Coefficient (p)	0.76953
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	62.1

Vehicle Results

Average Speed, mi/h	62.1	Percent Followers, %	79.8
Segment Travel Time, minutes	0.97	Follower Density (FD), followers/mi/ln	18.2
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	343	0.39	18.2	E

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HCS Two-Lane Highway Report

Project Information

Analyst	RS&H	Date	2/2/2024
Agency	RS&H	Analysis Year	No-Build 2050
Jurisdiction	St. Johns County	Time Analyzed	PM Peak
Project Description	SR 16 Westbound, East of Francis Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.2

Demand and Capacity

Directional Demand Flow Rate, veh/h	2062	Opposing Demand Flow Rate, veh/h	1557
Peak Hour Factor	0.97	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.21

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	-
Speed Slope Coefficient (m)	-	Speed Power Coefficient (p)	-
PF Slope Coefficient (m)	-	PF Power Coefficient (p)	-
In Passing Lane Effective Length?	-	Total Segment Density, veh/mi/ln	-
%Improvement to Percent Followers	-	%Improvement to Speed	-

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	-

Vehicle Results

Average Speed, mi/h	-	Percent Followers, %	-
Segment Travel Time, minutes	-	Follower Density (FD), followers/mi/ln	-
Vehicle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	-	-	-	F

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HCS Two-Lane Highway Report

Project Information

Analyst	RS&H	Date	2/2/2024
Agency	RS&H	Analysis Year	No-Build 2050
Jurisdiction	St. Johns County	Time Analyzed	PM Peak
Project Description	SR 16 Westbound, West of Francis Rd	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	6.3

Demand and Capacity

Directional Demand Flow Rate, veh/h	1876	Opposing Demand Flow Rate, veh/h	1412
Peak Hour Factor	0.97	Total Trucks, %	1.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	-
Speed Slope Coefficient (m)	-	Speed Power Coefficient (p)	-
PF Slope Coefficient (m)	-	PF Power Coefficient (p)	-
In Passing Lane Effective Length?	-	Total Segment Density, veh/mi/ln	-
%Improvement to Percent Followers	-	%Improvement to Speed	-

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	-

Vehicle Results

Average Speed, mi/h	-	Percent Followers, %	-
Segment Travel Time, minutes	-	Follower Density (FD), followers/mi/ln	-
Vehicle LOS	F		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	-	-	-	F

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HCS Multilane Highway Report

Project Information

Analyst	RS&H	Date	2/2/2024
Agency	RS&H	Analysis Year	Build 2050
Jurisdiction	St. Johns County	Time Analyzed	AM Peak
Project Description	SR 16 East of Francis Rd	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.7
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	54.6	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	2000	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.97	Flow Rate (V_p), pc/h/ln	1072
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2091
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2024
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	20.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	0.4		

Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.1
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	54.7	Total Lateral Clearance (TLC), ft	12

Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity			
Volume (V) veh/h	1510	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.97	Flow Rate (V_p), pc/h/ln	809
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2095
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2028
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.4
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	15.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information

Analyst	RS&H	Date	2/2/2024
Agency	RS&H	Analysis Year	Build 2050
Jurisdiction	St. Johns County	Time Analyzed	AM Peak
Project Description	SR 16 West of Francis Rd	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	2.7
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	54.3	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1820	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.97	Flow Rate (V_p), pc/h/ln	975
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2087
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2020
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	18.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	0.7		

Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	3.6
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	54.1	Total Lateral Clearance (TLC), ft	12

Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity			
Volume (V) veh/h	1370	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.97	Flow Rate (V_p), pc/h/ln	734
Total Trucks, %	4.00	Capacity (c), pc/h/ln	2081
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2014
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.7
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	13.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.9		

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HCS Multilane Highway Report

Project Information

Analyst	RS&H	Date	2/2/2024
Agency	RS&H	Analysis Year	Build 2050
Jurisdiction	St. Johns County	Time Analyzed	PM Peak
Project Description	SR 16 East of Francis Rd	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.7
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	54.6	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1510	Heavy Vehicle Adjustment Factor (f_{HV})	0.990
Peak Hour Factor	0.97	Flow Rate (V_p), pc/h/ln	786
Total Trucks, %	1.00	Capacity (c), pc/h/ln	2091
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2024
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.39

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	14.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.4		

Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.1
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	54.7	Total Lateral Clearance (TLC), ft	12

Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity			
Volume (V) veh/h	2000	Heavy Vehicle Adjustment Factor (f_{HV})	0.990
Peak Hour Factor	0.97	Flow Rate (V_p), pc/h/ln	1042
Total Trucks, %	1.00	Capacity (c), pc/h/ln	2095
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2028
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.4
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	19.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information

Analyst	RS&H	Date	2/2/2024
Agency	RS&H	Analysis Year	Build 2050
Jurisdiction	St. Johns County	Time Analyzed	PM Peak
Project Description	SR 16 West of Francis Rd	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	2.7
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	54.3	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1370	Heavy Vehicle Adjustment Factor (f_{HV})	0.990
Peak Hour Factor	0.97	Flow Rate (V_p), pc/h/ln	714
Total Trucks, %	1.00	Capacity (c), pc/h/ln	2087
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2020
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	13.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.7		

Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	3.6
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	54.1	Total Lateral Clearance (TLC), ft	12

Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity			
Volume (V) veh/h	1820	Heavy Vehicle Adjustment Factor (f_{HV})	0.990
Peak Hour Factor	0.97	Flow Rate (V_p), pc/h/ln	948
Total Trucks, %	1.00	Capacity (c), pc/h/ln	2081
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2014
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.7
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	18.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.9		

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Appendix H

Future Conditions Safety Analysis Output

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	No Build From IGP to Verona Way
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	0.34
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	**35,400**
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	15
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	2
Minor commercial driveways (number)		--	1
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	0
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	40
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	20
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.07	1.00	0.93	1.00	1.00

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	3.663	1.000	3.663	1.00	1.00	3.667
Fatal and Injury (FI)	-16.22	1.66	0.65	1.093	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.286	1.048	1.00	1.00	1.049
Property Damage Only (PDO)	-15.62	1.69	0.87	2.727	$(5)_{TOTAL}-(5)_{FI}$ = 0.714	2.615	1.00	1.00	2.618

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	No Build From IGP to Verona Way
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	1.049	1.000	2.618	3.667
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	0.766	0.778	2.037	2.803
Head-on collision	0.068	0.071	0.004	0.010	0.082
Angle collision	0.085	0.089	0.079	0.207	0.296
Sideswipe, same direction	0.015	0.016	0.031	0.081	0.097
Sideswipe, opposite direction	0.073	0.077	0.055	0.144	0.221
Other multiple-vehicle collision	0.029	0.030	0.053	0.139	0.169

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	0.505	1.000	0.505	1.00	1.00	0.506
Fatal and Injury (FI)	-3.96	0.23	0.50	0.072	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.149	0.075	1.00	1.00	0.075
Property Damage Only (PDO)	-6.51	0.64	0.87	0.413	$(5)_{TOTAL}-(5)_{FI}$ = 0.851	0.430	1.00	1.00	0.430

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.075	1.000	0.430	0.506
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.002	0.066	0.028	0.030
Collision with fixed object	0.723	0.054	0.759	0.327	0.381
Collision with other object	0.010	0.001	0.013	0.006	0.006
Other single-vehicle collision	0.241	0.018	0.162	0.070	0.088

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	No Build From IGP to Verona Way
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	2	0.158	1.000	0.746	--
Minor commercial	1	0.050	1.000	0.118	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	0	0.023	1.000	0.000	
Major residential	0	0.083	1.000	0.000	
Minor residential	0	0.016	1.000	0.000	
Other	0	0.025	1.000	0.000	
Total	--	--	--	0.864	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.864	1.000	0.864	1.00	1.00	0.865
Fatal and injury (FI)	--	0.323	0.279	1.00	1.00	0.279
Property damage only (PDO)	--	0.677	0.585	1.00	1.00	0.585

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8	(5)*(6)
Total	3.667	0.506	0.865	5.038	0.005	0.025
Fatal and injury (FI)	--	--	--	--	--	0.025

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9	(5)*(6)
Total	3.667	0.506	0.865	5.038	0.004	0.020
Fatal and injury (FI)	--	--	--	--	--	0.020

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	No Build From IGP to Verona Way
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.766	2.037	2.803
Head-on collisions (from Worksheet 1D)	0.071	0.010	0.082
Angle collisions (from Worksheet 1D)	0.089	0.207	0.296
Sideswipe, same direction (from Worksheet 1D)	0.016	0.081	0.097
Sideswipe, opposite direction (from Worksheet 1D)	0.077	0.144	0.221
Driveway-related collisions (from Worksheet 1H)	0.279	0.585	0.865
Other multiple-vehicle collision (from Worksheet 1D)	0.030	0.139	0.169
Subtotal	1.329	3.203	4.532
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.002	0.028	0.030
Collision with fixed object (from Worksheet 1F)	0.054	0.327	0.381
Collision with other object (from Worksheet 1F)	0.001	0.006	0.006
Other single-vehicle collision (from Worksheet 1F)	0.018	0.070	0.088
Collision with pedestrian (from Worksheet 1I)	0.025	0.000	0.025
Collision with bicycle (from Worksheet 1J)	0.020	0.000	0.020
Subtotal	0.121	0.430	0.551
Total	1.449	3.634	5.083

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	5.1	0.34	15.0
Fatal and injury (FI)	1.4	0.34	4.3
Property damage only (PDO)	3.6	0.34	10.7

Segments 1-4 Total	78.9
Intersections 2-3 Total	12.8
Grand Total	91.7

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	No Build Verona Way to S Francis Road
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	1.4
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	**32,850**
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	15
Lighting (present / not present)		Not Present	Not Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	2
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	3
Major residential driveways (number)		--	1
Minor residential driveways (number)		--	13
Other driveways (number)		--	0
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	0
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	30
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	1.00	1.00	1.00	1.00

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	13.303	1.000	13.303	1.00	1.00	13.303
Fatal and Injury (FI)	-16.22	1.66	0.65	3.975	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.287	3.813	1.00	1.00	3.813
Property Damage Only (PDO)	-15.62	1.69	0.87	9.894	$(5)_{TOTAL}-(5)_{FI}$ 0.713	9.490	1.00	1.00	9.490

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	No Build Verona Way to S Francis Road
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	3.813	1.000	9.490	13.303
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	2.783	0.778	7.384	10.167
Head-on collision	0.068	0.259	0.004	0.038	0.297
Angle collision	0.085	0.324	0.079	0.750	1.074
Sideswipe, same direction	0.015	0.057	0.031	0.294	0.351
Sideswipe, opposite direction	0.073	0.278	0.055	0.522	0.800
Other multiple-vehicle collision	0.029	0.111	0.053	0.503	0.614

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	1.994	1.000	1.994	1.00	1.00	1.994
Fatal and Injury (FI)	-3.96	0.23	0.50	0.292	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.153	0.304	1.00	1.00	0.304
Property Damage Only (PDO)	-6.51	0.64	0.87	1.620	$(5)_{TOTAL}-(5)_{FI}$ = 0.847	1.690	1.00	1.00	1.690

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.304	1.000	1.690	1.994
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.008	0.066	0.112	0.119
Collision with fixed object	0.723	0.220	0.759	1.283	1.503
Collision with other object	0.010	0.003	0.013	0.022	0.025
Other single-vehicle collision	0.241	0.073	0.162	0.274	0.347

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	No Build Verona Way to S Francis Road
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.158	1.000	0.000	--
Minor commercial	2	0.050	1.000	0.219	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	3	0.023	1.000	0.151	
Major residential	1	0.083	1.000	0.182	
Minor residential	13	0.016	1.000	0.456	
Other	0	0.025	1.000	0.000	
Total	--	--	--	1.007	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	1.007	1.000	1.007	1.00	1.00	1.007
Fatal and injury (FI)	--	0.323	0.325	1.00	1.00	0.325
Property damage only (PDO)	--	0.677	0.682	1.00	1.00	0.682

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8	(5)*(6)
Total	13.303	1.994	1.007	16.305	0.005	0.082
Fatal and injury (FI)	--	--	--	--	--	0.082

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9	(5)*(6)
Total	13.303	1.994	1.007	16.305	0.004	0.065
Fatal and injury (FI)	--	--	--	--	--	0.065

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	No Build Verona Way to S Francis Road
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	2.783	7.384	10.167
Head-on collisions (from Worksheet 1D)	0.259	0.038	0.297
Angle collisions (from Worksheet 1D)	0.324	0.750	1.074
Sideswipe, same direction (from Worksheet 1D)	0.057	0.294	0.351
Sideswipe, opposite direction (from Worksheet 1D)	0.278	0.522	0.800
Driveway-related collisions (from Worksheet 1H)	0.325	0.682	1.007
Other multiple-vehicle collision (from Worksheet 1D)	0.111	0.503	0.614
Subtotal	4.138	10.172	14.310
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.008	0.112	0.119
Collision with fixed object (from Worksheet 1F)	0.220	1.283	1.503
Collision with other object (from Worksheet 1F)	0.003	0.022	0.025
Other single-vehicle collision (from Worksheet 1F)	0.073	0.274	0.347
Collision with pedestrian (from Worksheet 1I)	0.082	0.000	0.082
Collision with bicycle (from Worksheet 1J)	0.065	0.000	0.065
Subtotal	0.451	1.690	2.141
Total	4.589	11.862	16.451

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	16.5	1.40	11.8
Fatal and injury (FI)	4.6	1.40	3.3
Property damage only (PDO)	11.9	1.40	8.5

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	No Build S Francis Road to Atlantic Self Storage Entrance
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	2U
Length of segment, L (mi)		--	3.29
AADT (veh/day)	$AADT_{MAX}$ = 32,600 (veh/day)	--	**38,100**
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	15
Lighting (present / not present)		Not Present	Not Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	4
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	6
Minor residential driveways (number)		--	23
Other driveways (number)		--	3
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	0
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	30
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	1.00	1.00	1.00	1.00

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-15.22	1.68	0.84	40.104	1.000	40.104	1.00	1.00	40.104
Fatal and Injury (FI)	-16.22	1.66	0.65	11.947	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.286	11.457	1.00	1.00	11.457
Property Damage Only (PDO)	-15.62	1.69	0.87	29.873	$(5)_{TOTAL}-(5)_{FI}$ = 0.714	28.647	1.00	1.00	28.647

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	No Build S Francis Road to Atlantic Self Storage Entrance
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	11.457	1.000	28.647	40.104
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.730	8.364	0.778	22.287	30.651
Head-on collision	0.068	0.779	0.004	0.115	0.894
Angle collision	0.085	0.974	0.079	2.263	3.237
Sideswipe, same direction	0.015	0.172	0.031	0.888	1.060
Sideswipe, opposite direction	0.073	0.836	0.055	1.576	2.412
Other multiple-vehicle collision	0.029	0.332	0.053	1.518	1.851

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.47	0.56	0.81	5.092	1.000	5.092	1.00	1.00	5.092
Fatal and Injury (FI)	-3.96	0.23	0.50	0.710	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.145	0.738	1.00	1.00	0.738
Property Damage Only (PDO)	-6.51	0.64	0.87	4.185	$(5)_{TOTAL}-(5)_{FI}$ 0.855	4.354	1.00	1.00	4.354

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.738	1.000	4.354	5.092
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.026	0.019	0.066	0.287	0.307
Collision with fixed object	0.723	0.534	0.759	3.305	3.839
Collision with other object	0.010	0.007	0.013	0.057	0.064
Other single-vehicle collision	0.241	0.178	0.162	0.705	0.883

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	No Build S Francis Road to Atlantic Self Storage Entrance
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.158	1.000	0.000	--
Minor commercial	4	0.050	1.000	0.508	
Major industrial/institutional	0	0.172	1.000	0.000	
Minor industrial/institutional	0	0.023	1.000	0.000	
Major residential	6	0.083	1.000	1.265	
Minor residential	23	0.016	1.000	0.935	
Other	3	0.025	1.000	0.191	
Total	--	--	--	2.898	0.81

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	2.898	1.000	2.898	1.00	1.00	2.898
Fatal and injury (FI)	--	0.323	0.936	1.00	1.00	0.936
Property damage only (PDO)	--	0.677	1.962	1.00	1.00	1.962

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8	(5)*(6)
Total	40.104	5.092	2.898	48.095	0.005	0.240
Fatal and injury (FI)	--	--	--	--	--	0.240

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9	(5)*(6)
Total	40.104	5.092	2.898	48.095	0.004	0.192
Fatal and injury (FI)	--	--	--	--	--	0.192

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	No Build S Francis Road to Atlantic Self Storage Entrance
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	8.364	22.287	30.651
Head-on collisions (from Worksheet 1D)	0.779	0.115	0.894
Angle collisions (from Worksheet 1D)	0.974	2.263	3.237
Sideswipe, same direction (from Worksheet 1D)	0.172	0.888	1.060
Sideswipe, opposite direction (from Worksheet 1D)	0.836	1.576	2.412
Driveway-related collisions (from Worksheet 1H)	0.936	1.962	2.898
Other multiple-vehicle collision (from Worksheet 1D)	0.332	1.518	1.851
Subtotal	12.393	30.609	43.002
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.019	0.287	0.307
Collision with fixed object (from Worksheet 1F)	0.534	3.305	3.839
Collision with other object (from Worksheet 1F)	0.007	0.057	0.064
Other single-vehicle collision (from Worksheet 1F)	0.178	0.705	0.883
Collision with pedestrian (from Worksheet 1I)	0.240	0.000	0.240
Collision with bicycle (from Worksheet 1J)	0.192	0.000	0.192
Subtotal	1.171	4.354	5.525
Total	13.564	34.963	48.527

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	48.5	3.29	14.7
Fatal and injury (FI)	13.6	3.29	4.1
Property damage only (PDO)	35.0	3.29	10.6

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	No Build Atlantic Self Storage Entrance to I-95 SB Terminal
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	4D
Length of segment, L (mi)		--	0.86
AADT (veh/day)	$AADT_{MAX}$ = 66,000 (veh/day)	--	42,100
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	15
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	7
Minor commercial driveways (number)		--	15
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	
Other driveways (number)		--	2
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	0
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	30
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	1.00	0.91	1.00	0.91

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-12.34	1.36	1.32	7.317	1.000	7.317	0.91	1.00	6.687
Fatal and Injury (FI)	-12.76	1.28	1.31	2.051	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ / 0.266	1.947	0.91	1.00	1.779
Property Damage Only (PDO)	-12.81	1.38	1.34	5.658	$(5)_{TOTAL}-(5)_{FI}$ / 0.734	5.370	0.91	1.00	4.908

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	No Build Atlantic Self Storage Entrance to I-95 SB Terminal
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	1.779	1.000	4.908	6.687
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.832	1.480	0.662	3.249	4.729
Head-on collision	0.020	0.036	0.007	0.034	0.070
Angle collision	0.040	0.071	0.036	0.177	0.248
Sideswipe, same direction	0.050	0.089	0.223	1.094	1.183
Sideswipe, opposite direction	0.010	0.018	0.001	0.005	0.023
Other multiple-vehicle collision	0.048	0.085	0.071	0.348	0.434

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.05	0.47	0.86	0.822	1.000	0.822	0.91	1.00	0.751
Fatal and Injury (FI)	-8.71	0.66	0.28	0.160	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.192	0.158	0.91	1.00	0.145
Property Damage Only (PDO)	-5.04	0.45	1.06	0.671	$(5)_{TOTAL}-(5)_{FI}$ 0.808	0.664	0.91	1.00	0.606

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.145	1.000	0.606	0.751
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.038	0.038
Collision with fixed object	0.500	0.072	0.813	0.493	0.565
Collision with other object	0.028	0.004	0.016	0.010	0.014
Other single-vehicle collision	0.471	0.068	0.108	0.065	0.134

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	No Build Atlantic Self Storage Entrance to I-95 SB Terminal
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	7	0.033	1.106	0.723	--
Minor commercial	15	0.011	1.106	0.517	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	2	0.005	1.106	0.031	
Total	--	--	--	1.271	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	1.271	1.000	1.271	0.91	1.00	1.162
Fatal and injury (FI)	--	0.284	0.361	0.91	1.00	0.330
Property damage only (PDO)	--	0.716	0.910	0.91	1.00	0.832

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8	(5)*(6)
Total	6.687	0.751	1.162	8.600	0.019	0.163
Fatal and injury (FI)	--	--	--	--	--	0.163

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9	(5)*(6)
Total	6.687	0.751	1.162	8.600	0.005	0.043
Fatal and injury (FI)	--	--	--	--	--	0.043

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	No Build Atlantic Self Storage Entrance to I-95 SB Terminal
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	1.480	3.249	4.729
Head-on collisions (from Worksheet 1D)	0.036	0.034	0.070
Angle collisions (from Worksheet 1D)	0.071	0.177	0.248
Sideswipe, same direction (from Worksheet 1D)	0.089	1.094	1.183
Sideswipe, opposite direction (from Worksheet 1D)	0.018	0.005	0.023
Driveway-related collisions (from Worksheet 1H)	0.330	0.832	1.162
Other multiple-vehicle collision (from Worksheet 1D)	0.085	0.348	0.434
Subtotal	2.109	5.740	7.849
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.038	0.038
Collision with fixed object (from Worksheet 1F)	0.072	0.493	0.565
Collision with other object (from Worksheet 1F)	0.004	0.010	0.014
Other single-vehicle collision (from Worksheet 1F)	0.068	0.065	0.134
Collision with pedestrian (from Worksheet 1I)	0.163	0.000	0.163
Collision with bicycle (from Worksheet 1J)	0.043	0.000	0.043
Subtotal	0.351	0.606	0.957
Total	2.460	6.346	8.806

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	8.8	0.86	10.2
Fatal and injury (FI)	2.5	0.86	2.9
Property damage only (PDO)	6.3	0.86	7.4

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		**Location Information**	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build International Golf Parkway
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050
Input Data		**Base Conditions**	**Site Conditions**
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	53,600
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	**35,400**
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	4
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	4
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	4
Type of left-turn signal phasing for Leg #1		Permissive	Protected
Type of left-turn signal phasing for Leg #2		--	Protected
Type of left-turn signal phasing for Leg #3		--	Protected / Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Protected / Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			61
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	6

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.66	0.87	0.85	1.00	0.91	1.00	0.44

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	21.557	1.000	21.557	0.44	1.00	9.530
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	7.491	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.357	7.702	0.44	1.00	3.405
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	13.477	$(5)_{TOTAL}-(5)_{FI}$ 0.643	13.855	0.44	1.00	6.125

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	3.405	1.000	6.125	9.530
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	1.532	0.483	2.959	4.491
Head-on collision	0.049	0.167	0.030	0.184	0.351
Angle collision	0.347	1.182	0.244	1.495	2.676
Sideswipe	0.099	0.337	0.032	0.196	0.533
Other multiple-vehicle collision	0.055	0.187	0.211	1.292	1.480

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	1.023	1.000	1.023	0.44	1.00	0.452
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.217	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.214	0.219	0.44	1.00	0.097
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.796	$(5)_{TOTAL}-(5)_{FI}$ 0.786	0.804	0.44	1.00	0.356

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.097	1.000	0.356	0.452
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.001	0.001
Collision with fixed object	0.744	0.072	0.870	0.309	0.381
Collision with other object	0.072	0.007	0.070	0.025	0.032
Other single-vehicle collision	0.040	0.004	0.023	0.008	0.012
Single-vehicle noncollision	0.141	0.014	0.034	0.012	0.026

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections			
(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.35	1.12	1.51

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections										
(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.048	1.51	1.00	0.073
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.073

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections					
(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	9.530	0.452	9.983	0.015	0.150
Fatal and injury (FI)	--	--	--	--	0.150

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	1.532	2.959	4.491
Head-on collisions (from Worksheet 2D)	0.167	0.184	0.351
Angle collisions (from Worksheet 2D)	1.182	1.495	2.676
Sideswipe (from Worksheet 2D)	0.337	0.196	0.533
Other multiple-vehicle collision (from Worksheet 2D)	0.187	1.292	1.480
Subtotal	3.405	6.125	9.530
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.072	0.309	0.381
Collision with other object (from Worksheet 2F)	0.007	0.025	0.032
Other single-vehicle collision (from Worksheet 2F)	0.004	0.008	0.012
Single-vehicle noncollision (from Worksheet 2F)	0.014	0.012	0.026
Collision with pedestrian (from Worksheet 2G or 2I)	0.073	0.000	0.073
Collision with bicycle (from Worksheet 2J)	0.150	0.000	0.150
Subtotal	0.320	0.356	0.675
Total	3.725	6.481	10.206

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	10.2
Fatal and injury (FI)	3.7
Property damage only (PDO)	6.5

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		**Location Information**	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build St Francis Road
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050
Input Data		**Base Conditions**	**Site Conditions**
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 45,700 (veh/day)	--	38,900
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 9,300 (veh/day)	--	5,800
Intersection lighting (present/not present)		Not Present	Not Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Not Applicable
Type of left-turn signal phasing for Leg #2		--	Not Applicable
Type of left-turn signal phasing for Leg #3		--	Not Applicable
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Not Applicable
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			0
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.67	1.00	1.00	1.00	1.00	1.00	0.67

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build St Francis Road
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-13.36	1.11	0.41	0.80	6.850	1.000	6.850	0.67	1.00	4.589
Fatal and Injury (FI)	-14.01	1.16	0.30	0.69	2.338	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.295	2.019	0.67	1.00	1.353
Property Damage Only (PDO)	-15.38	1.20	0.51	0.77	5.595	$(5)_{TOTAL}-(5)_{FI}$ = 0.705	4.831	0.67	1.00	3.237

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	1.353	1.000	3.237	4.589
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.421	0.569	0.440	1.424	1.994
Head-on collision	0.045	0.061	0.023	0.074	0.135
Angle collision	0.343	0.464	0.262	0.848	1.312
Sideswipe	0.126	0.170	0.040	0.129	0.300
Other multiple-vehicle collision	0.065	0.088	0.235	0.761	0.849

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-6.81	0.16	0.51	1.14	0.497	1.000	0.497	0.67	1.00	0.333
Fatal and Injury (FI)	--	--	--	--	0.154	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.285	0.142	0.67	1.00	0.095
Property Damage Only (PDO)	-8.36	0.25	0.55	1.29	0.386	$(5)_{TOTAL}-(5)_{FI}$ = 0.715	0.355	0.67	1.00	0.238

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build St Francis Road
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.095	1.000	0.238	0.333
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.003	0.001	0.001
Collision with animal	0.003	0.000	0.018	0.004	0.005
Collision with fixed object	0.762	0.072	0.834	0.198	0.271
Collision with other object	0.090	0.009	0.092	0.022	0.030
Other single-vehicle collision	0.039	0.004	0.023	0.005	0.009
Single-vehicle noncollision	0.105	0.010	0.030	0.007	0.017

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	4.589	0.333	4.922	0.021	0.103
Fatal and injury (FI)	--	--	--	--	0.103

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.00	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	--

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build St Francis Road
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	4.589	0.333	4.922	0.016	0.079
Fatal and injury (FI)	--	--	--	--	0.079

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.569	1.424	1.994
Head-on collisions (from Worksheet 2D)	0.061	0.074	0.135
Angle collisions (from Worksheet 2D)	0.464	0.848	1.312
Sideswipe (from Worksheet 2D)	0.170	0.129	0.300
Other multiple-vehicle collision (from Worksheet 2D)	0.088	0.761	0.849
Subtotal	1.353	3.237	4.589
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.001	0.001
Collision with animal (from Worksheet 2F)	0.000	0.004	0.005
Collision with fixed object (from Worksheet 2F)	0.072	0.198	0.271
Collision with other object (from Worksheet 2F)	0.009	0.022	0.030
Other single-vehicle collision (from Worksheet 2F)	0.004	0.005	0.009
Single-vehicle noncollision (from Worksheet 2F)	0.010	0.007	0.017
Collision with pedestrian (from Worksheet 2G or 2I)	0.103	0.000	0.103
Collision with bicycle (from Worksheet 2J)	0.079	0.000	0.079
Subtotal	0.277	0.238	0.515
Total	1.630	3.475	5.104

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	5.1
Fatal and injury (FI)	1.6
Property damage only (PDO)	3.5

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		**Location Information**	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Tom's Road
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050
Input Data		**Base Conditions**	**Site Conditions**
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	44,700
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	5,800
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	3
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	3
Type of left-turn signal phasing for Leg #1		Permissive	Protected / Permissive
Type of left-turn signal phasing for Leg #2		--	Protected / Permissive
Type of left-turn signal phasing for Leg #3		--	Protected / Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			59
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	6
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	2

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.73	0.97	0.96	1.00	0.91	1.00	0.62

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Tom's Road
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	11.709	1.000	11.709	0.62	1.00	7.251
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	4.062	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.359	4.203	0.62	1.00	2.602
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	7.255	$(5)_{TOTAL}-(5)_{FI}$ = 0.641	7.506	0.62	1.00	4.648

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	2.602	1.000	4.648	7.251
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	1.171	0.483	2.245	3.416
Head-on collision	0.049	0.128	0.030	0.139	0.267
Angle collision	0.347	0.903	0.244	1.134	2.037
Sideswipe	0.099	0.258	0.032	0.149	0.406
Other multiple-vehicle collision	0.055	0.143	0.211	0.981	1.124

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.555	1.000	0.555	0.62	1.00	0.344
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.119	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.212	0.118	0.62	1.00	0.073
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.440	$(5)_{TOTAL}-(5)_{FI}$ = 0.788	0.437	0.62	1.00	0.271

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Tom's Road
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.073	1.000	0.271	0.344
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.001	0.001
Collision with fixed object	0.744	0.054	0.870	0.235	0.290
Collision with other object	0.072	0.005	0.070	0.019	0.024
Other single-vehicle collision	0.040	0.003	0.023	0.006	0.009
Single-vehicle noncollision	0.141	0.010	0.034	0.009	0.019

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.12	1.12

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.026	1.12	1.00	0.029
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.029

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Tom's Road
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	7.251	0.344	7.595	0.015	0.114
Fatal and injury (FI)	--	--	--	--	0.114

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	1.171	2.245	3.416
Head-on collisions (from Worksheet 2D)	0.128	0.139	0.267
Angle collisions (from Worksheet 2D)	0.903	1.134	2.037
Sideswipe (from Worksheet 2D)	0.258	0.149	0.406
Other multiple-vehicle collision (from Worksheet 2D)	0.143	0.981	1.124
Subtotal	2.602	4.648	7.251
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.054	0.235	0.290
Collision with other object (from Worksheet 2F)	0.005	0.019	0.024
Other single-vehicle collision (from Worksheet 2F)	0.003	0.006	0.009
Single-vehicle noncollision (from Worksheet 2F)	0.010	0.009	0.019
Collision with pedestrian (from Worksheet 2G or 2I)	0.029	0.000	0.029
Collision with bicycle (from Worksheet 2J)	0.114	0.000	0.114
Subtotal	0.216	0.271	0.487
Total	2.818	4.919	7.737

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	7.7
Fatal and injury (FI)	2.8
Property damage only (PDO)	4.9

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		**Location Information**	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Turnbull Creek Rd
Date Performed	07/22/24	Jurisdiction	St. Johns County
		Analysis Year	2050
Input Data		**Base Conditions**	**Site Conditions**
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 46,800 (veh/day)	--	38,900
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 5,900 (veh/day)	--	3,800
Intersection lighting (present/not present)		Not Present	Not Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	2
Number of major-road approaches with right-turn lanes (0,1,2)		0	2
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Not Applicable
Type of left-turn signal phasing for Leg #2		--	Not Applicable
Type of left-turn signal phasing for Leg #3		--	Not Applicable
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Not Applicable
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			0
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.53	1.00	0.74	1.00	1.00	1.00	0.39

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Turnbull Creek Rd
Date Performed	07/22/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-8.90	0.82	0.25	0.40	6.216	1.000	6.216	0.39	1.00	2.436
Fatal and Injury (FI)	-11.13	0.93	0.28	0.48	2.737	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.429	2.665	0.39	1.00	1.045
Property Damage Only (PDO)	-8.74	0.77	0.23	0.40	3.647	$(5)_{TOTAL}-(5)_{FI}$ 0.571	3.551	0.39	1.00	1.392

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	1.045	1.000	1.392	2.436
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.338	0.353	0.374	0.521	0.874
Head-on collision	0.041	0.043	0.030	0.042	0.085
Angle collision	0.440	0.460	0.335	0.466	0.926
Sideswipe	0.121	0.126	0.044	0.061	0.188
Other multiple-vehicle collision	0.060	0.063	0.217	0.302	0.365

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-5.33	0.33	0.12	0.65	0.426	1.000	0.426	0.39	1.00	0.167
Fatal and Injury (FI)	--	--	--	--	0.119	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.279	0.119	0.39	1.00	0.047
Property Damage Only (PDO)	-7.04	0.36	0.25	0.54	0.309	$(5)_{TOTAL}-(5)_{FI}$ 0.721	0.307	0.39	1.00	0.120

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Turnbull Creek Rd
Date Performed	07/22/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.047	1.000	0.120	0.167
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.026	0.003	0.003
Collision with fixed object	0.679	0.032	0.847	0.102	0.134
Collision with other object	0.089	0.004	0.070	0.008	0.013
Other single-vehicle collision	0.051	0.002	0.007	0.001	0.003
Single-vehicle noncollision	0.179	0.008	0.049	0.006	0.014

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	2.436	0.167	2.603	0.022	0.057
Fatal and injury (FI)	--	--	--	--	0.057

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.00	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	--

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Turnbull Creek Rd
Date Performed	07/22/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	2.436	0.167	2.603	0.018	0.047
Fatal and injury (FI)	--	--	--	--	0.047

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.353	0.521	0.874
Head-on collisions (from Worksheet 2D)	0.043	0.042	0.085
Angle collisions (from Worksheet 2D)	0.460	0.466	0.926
Sideswipe (from Worksheet 2D)	0.126	0.061	0.188
Other multiple-vehicle collision (from Worksheet 2D)	0.063	0.302	0.365
Subtotal	1.045	1.392	2.436
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.003	0.003
Collision with fixed object (from Worksheet 2F)	0.032	0.102	0.134
Collision with other object (from Worksheet 2F)	0.004	0.008	0.013
Other single-vehicle collision (from Worksheet 2F)	0.002	0.001	0.003
Single-vehicle noncollision (from Worksheet 2F)	0.008	0.006	0.014
Collision with pedestrian (from Worksheet 2G or 2I)	0.057	0.000	0.057
Collision with bicycle (from Worksheet 2J)	0.047	0.000	0.047
Subtotal	0.151	0.120	0.271
Total	1.195	1.512	2.708

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	2.7
Fatal and injury (FI)	1.2
Property damage only (PDO)	1.5

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		**Location Information**	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Windward Ranch Blvd
Date Performed	07/22/24	Jurisdiction	St. Johns County
		Analysis Year	2050
Input Data		**Base Conditions**	**Site Conditions**
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 45,700 (veh/day)	--	38,900
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 9,300 (veh/day)	--	3,700
Intersection lighting (present/not present)		Not Present	Not Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	1
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Not Applicable
Type of left-turn signal phasing for Leg #2		--	Not Applicable
Type of left-turn signal phasing for Leg #3		--	Not Applicable
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Not Applicable
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			0
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.67	1.00	0.86	1.00	1.00	1.00	0.58

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Windward Ranch Blvd
Date Performed	07/22/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-13.36	1.11	0.41	0.80	5.697	1.000	5.697	0.58	1.00	3.283
Fatal and Injury (FI)	-14.01	1.16	0.30	0.69	2.043	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.315	1.793	0.58	1.00	1.033
Property Damage Only (PDO)	-15.38	1.20	0.51	0.77	4.449	$(5)_{TOTAL}-(5)_{FI}$ = 0.685	3.904	0.58	1.00	2.249

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	1.033	1.000	2.249	3.283
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.421	0.435	0.440	0.990	1.425
Head-on collision	0.045	0.046	0.023	0.052	0.098
Angle collision	0.343	0.354	0.262	0.589	0.944
Sideswipe	0.126	0.130	0.040	0.090	0.220
Other multiple-vehicle collision	0.065	0.067	0.235	0.529	0.596

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-6.81	0.16	0.51	1.14	0.395	1.000	0.395	0.58	1.00	0.228
Fatal and Injury (FI)	--	--	--	--	0.122	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.289	0.114	0.58	1.00	0.066
Property Damage Only (PDO)	-8.36	0.25	0.55	1.29	0.302	$(5)_{TOTAL}-(5)_{FI}$ = 0.711	0.281	0.58	1.00	0.162

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Windward Ranch Blvd
Date Performed	07/22/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.066	1.000	0.162	0.228
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.003	0.000	0.001
Collision with animal	0.003	0.000	0.018	0.003	0.003
Collision with fixed object	0.762	0.050	0.834	0.135	0.185
Collision with other object	0.090	0.006	0.092	0.015	0.021
Other single-vehicle collision	0.039	0.003	0.023	0.004	0.006
Single-vehicle noncollision	0.105	0.007	0.030	0.005	0.012

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	3.283	0.228	3.510	0.021	0.074
Fatal and injury (FI)	--	--	--	--	0.074

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.00	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	--

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Windward Ranch Blvd
Date Performed	07/22/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	3.283	0.228	3.510	0.016	0.056
Fatal and injury (FI)	--	--	--	--	0.056

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.435	0.990	1.425
Head-on collisions (from Worksheet 2D)	0.046	0.052	0.098
Angle collisions (from Worksheet 2D)	0.354	0.589	0.944
Sideswipe (from Worksheet 2D)	0.130	0.090	0.220
Other multiple-vehicle collision (from Worksheet 2D)	0.067	0.529	0.596
Subtotal	1.033	2.249	3.283
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.001
Collision with animal (from Worksheet 2F)	0.000	0.003	0.003
Collision with fixed object (from Worksheet 2F)	0.050	0.135	0.185
Collision with other object (from Worksheet 2F)	0.006	0.015	0.021
Other single-vehicle collision (from Worksheet 2F)	0.003	0.004	0.006
Single-vehicle noncollision (from Worksheet 2F)	0.007	0.005	0.012
Collision with pedestrian (from Worksheet 2G or 2I)	0.074	0.000	0.074
Collision with bicycle (from Worksheet 2J)	0.056	0.000	0.056
Subtotal	0.196	0.162	0.358
Total	1.229	2.411	3.640

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	3.6
Fatal and injury (FI)	1.2
Property damage only (PDO)	2.4

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		**Location Information**	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Downs Corner Rd
Date Performed	07/22/24	Jurisdiction	St. Johns County
		Analysis Year	2050
Input Data		**Base Conditions**	**Site Conditions**
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 45,700 (veh/day)	--	38,900
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 9,300 (veh/day)	--	250
Intersection lighting (present/not present)		Not Present	Not Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	1
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Not Applicable
Type of left-turn signal phasing for Leg #2		--	Not Applicable
Type of left-turn signal phasing for Leg #3		--	Not Applicable
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Not Applicable
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			0
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	0.86	1.00	1.00	1.00	0.86

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Downs Corner Rd
Date Performed	07/22/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-13.36	1.11	0.41	0.80	1.887	1.000	1.887	0.86	1.00	1.623
Fatal and Injury (FI)	-14.01	1.16	0.30	0.69	0.910	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.447	0.844	0.86	1.00	0.726
Property Damage Only (PDO)	-15.38	1.20	0.51	0.77	1.126	$(5)_{TOTAL}-(5)_{FI}$ 0.553	1.043	0.86	1.00	0.897

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.726	1.000	0.897	1.623
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.421	0.306	0.440	0.395	0.700
Head-on collision	0.045	0.033	0.023	0.021	0.053
Angle collision	0.343	0.249	0.262	0.235	0.484
Sideswipe	0.126	0.091	0.040	0.036	0.127
Other multiple-vehicle collision	0.065	0.047	0.235	0.211	0.258

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-6.81	0.16	0.51	1.14	0.100	1.000	0.100	0.86	1.00	0.086
Fatal and Injury (FI)	--	--	--	--	0.031	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.311	0.031	0.86	1.00	0.027
Property Damage Only (PDO)	-8.36	0.25	0.55	1.29	0.068	$(5)_{TOTAL}-(5)_{FI}$ 0.689	0.069	0.86	1.00	0.059

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Downs Corner Rd
Date Performed	07/22/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.027	1.000	0.059	0.086
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.003	0.000	0.000
Collision with animal	0.003	0.000	0.018	0.001	0.001
Collision with fixed object	0.762	0.020	0.834	0.049	0.070
Collision with other object	0.090	0.002	0.092	0.005	0.008
Other single-vehicle collision	0.039	0.001	0.023	0.001	0.002
Single-vehicle noncollision	0.105	0.003	0.030	0.002	0.005

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	1.623	0.086	1.709	0.021	0.036
Fatal and injury (FI)	--	--	--	--	0.036

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.00	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	--

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Downs Corner Rd
Date Performed	07/22/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	1.623	0.086	1.709	0.016	0.027
Fatal and injury (FI)	--	--	--	--	0.027

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.306	0.395	0.700
Head-on collisions (from Worksheet 2D)	0.033	0.021	0.053
Angle collisions (from Worksheet 2D)	0.249	0.235	0.484
Sideswipe (from Worksheet 2D)	0.091	0.036	0.127
Other multiple-vehicle collision (from Worksheet 2D)	0.047	0.211	0.258
Subtotal	0.726	0.897	1.623
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.020	0.049	0.070
Collision with other object (from Worksheet 2F)	0.002	0.005	0.008
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.002
Single-vehicle noncollision (from Worksheet 2F)	0.003	0.002	0.005
Collision with pedestrian (from Worksheet 2G or 2I)	0.036	0.000	0.036
Collision with bicycle (from Worksheet 2J)	0.027	0.000	0.027
Subtotal	0.090	0.059	0.149
Total	0.816	0.957	1.772

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	1.8
Fatal and injury (FI)	0.8
Property damage only (PDO)	1.0

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		**Location Information**	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Whisper Ridge Dr
Date Performed	07/22/24	Jurisdiction	St. Johns County
		Analysis Year	2050
Input Data		**Base Conditions**	**Site Conditions**
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 45,700 (veh/day)	--	38,900
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 9,300 (veh/day)	--	2,200
Intersection lighting (present/not present)		Not Present	Not Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	1
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	0
Type of left-turn signal phasing for Leg #1		Permissive	Not Applicable
Type of left-turn signal phasing for Leg #2		--	Not Applicable
Type of left-turn signal phasing for Leg #3		--	Not Applicable
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Not Applicable
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			0
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.67	1.00	0.86	1.00	1.00	1.00	0.58

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Whisper Ridge Dr
Date Performed	07/22/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-13.36	1.11	0.41	0.80	4.603	1.000	4.603	0.58	1.00	2.652
Fatal and Injury (FI)	-14.01	1.16	0.30	0.69	1.748	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.339	1.559	0.58	1.00	0.898
Property Damage Only (PDO)	-15.38	1.20	0.51	0.77	3.413	$(5)_{TOTAL}-(5)_{FI}$ 0.661	3.044	0.58	1.00	1.754

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.898	1.000	1.754	2.652
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.421	0.378	0.440	0.772	1.150
Head-on collision	0.045	0.040	0.023	0.040	0.081
Angle collision	0.343	0.308	0.262	0.460	0.768
Sideswipe	0.126	0.113	0.040	0.070	0.183
Other multiple-vehicle collision	0.065	0.058	0.235	0.412	0.471

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-6.81	0.16	0.51	1.14	0.303	1.000	0.303	0.58	1.00	0.175
Fatal and Injury (FI)	--	--	--	--	0.094	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.293	0.089	0.58	1.00	0.051
Property Damage Only (PDO)	-8.36	0.25	0.55	1.29	0.227	$(5)_{TOTAL}-(5)_{FI}$ 0.707	0.214	0.58	1.00	0.123

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Whisper Ridge Dr
Date Performed	07/22/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.051	1.000	0.123	0.175
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.003	0.000	0.000
Collision with animal	0.003	0.000	0.018	0.002	0.002
Collision with fixed object	0.762	0.039	0.834	0.103	0.142
Collision with other object	0.090	0.005	0.092	0.011	0.016
Other single-vehicle collision	0.039	0.002	0.023	0.003	0.005
Single-vehicle noncollision	0.105	0.005	0.030	0.004	0.009

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	2.652	0.175	2.827	0.021	0.059
Fatal and injury (FI)	--	--	--	--	0.059

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.00	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	--

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	No Build Whisper Ridge Dr
Date Performed	07/22/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	2.652	0.175	2.827	0.016	0.045
Fatal and injury (FI)	--	--	--	--	0.045

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.378	0.772	1.150
Head-on collisions (from Worksheet 2D)	0.040	0.040	0.081
Angle collisions (from Worksheet 2D)	0.308	0.460	0.768
Sideswipe (from Worksheet 2D)	0.113	0.070	0.183
Other multiple-vehicle collision (from Worksheet 2D)	0.058	0.412	0.471
Subtotal	0.898	1.754	2.652
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.002	0.002
Collision with fixed object (from Worksheet 2F)	0.039	0.103	0.142
Collision with other object (from Worksheet 2F)	0.005	0.011	0.016
Other single-vehicle collision (from Worksheet 2F)	0.002	0.003	0.005
Single-vehicle noncollision (from Worksheet 2F)	0.005	0.004	0.009
Collision with pedestrian (from Worksheet 2G or 2I)	0.059	0.000	0.059
Collision with bicycle (from Worksheet 2J)	0.045	0.000	0.045
Subtotal	0.156	0.123	0.279
Total	1.054	1.877	2.932

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	2.9
Fatal and injury (FI)	1.1
Property damage only (PDO)	1.9

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	Build From IGP to Verona Way
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	4D
Length of segment, L (mi)		--	0.34
AADT (veh/day)	$AADT_{MAX}$ = 66,000 (veh/day)	--	35,400
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	15
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	2
Minor commercial driveways (number)		--	1
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	0
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	40
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	20
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.05	1.00	0.91	1.00	0.96

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-12.34	1.36	1.32	2.285	1.000	2.285	0.96	1.00	2.184
Fatal and Injury (FI)	-12.76	1.28	1.31	0.650	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.269	0.616	0.96	1.00	0.588
Property Damage Only (PDO)	-12.81	1.38	1.34	1.761	$(5)_{TOTAL}-(5)_{FI}$ = 0.731	1.669	0.96	1.00	1.595

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	Build From IGP to Verona Way
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.588	1.000	1.595	2.184
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.832	0.490	0.662	1.056	1.546
Head-on collision	0.020	0.012	0.007	0.011	0.023
Angle collision	0.040	0.024	0.036	0.057	0.081
Sideswipe, same direction	0.050	0.029	0.223	0.356	0.385
Sideswipe, opposite direction	0.010	0.006	0.001	0.002	0.007
Other multiple-vehicle collision	0.048	0.028	0.071	0.113	0.142

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.05	0.47	0.86	0.299	1.000	0.299	0.96	1.00	0.286
Fatal and Injury (FI)	-8.71	0.66	0.28	0.056	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.187	0.056	0.96	1.00	0.053
Property Damage Only (PDO)	-5.04	0.45	1.06	0.245	$(5)_{TOTAL}-(5)_{FI}$ = 0.813	0.243	0.96	1.00	0.233

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.053	1.000	0.233	0.286
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.015	0.015
Collision with fixed object	0.500	0.027	0.813	0.189	0.216
Collision with other object	0.028	0.001	0.016	0.004	0.005
Other single-vehicle collision	0.471	0.025	0.108	0.025	0.050

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	Build From IGP to Verona Way
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	2	0.033	1.106	0.171	--
Minor commercial	1	0.011	1.106	0.028	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.199	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.199	1.000	0.199	0.96	1.00	0.190
Fatal and injury (FI)	--	0.284	0.057	0.96	1.00	0.054
Property damage only (PDO)	--	0.716	0.143	0.96	1.00	0.136

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8	(5)*(6)
Total	2.184	0.286	0.190	2.660	0.019	0.051
Fatal and injury (FI)	--	--	--	--	--	0.051

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9	(5)*(6)
Total	2.184	0.286	0.190	2.660	0.005	0.013
Fatal and injury (FI)	--	--	--	--	--	0.013

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	Build From IGP to Verona Way
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.490	1.056	1.546
Head-on collisions (from Worksheet 1D)	0.012	0.011	0.023
Angle collisions (from Worksheet 1D)	0.024	0.057	0.081
Sideswipe, same direction (from Worksheet 1D)	0.029	0.356	0.385
Sideswipe, opposite direction (from Worksheet 1D)	0.006	0.002	0.007
Driveway-related collisions (from Worksheet 1H)	0.054	0.136	0.190
Other multiple-vehicle collision (from Worksheet 1D)	0.028	0.113	0.142
Subtotal	0.642	1.731	2.374
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.015	0.015
Collision with fixed object (from Worksheet 1F)	0.027	0.189	0.216
Collision with other object (from Worksheet 1F)	0.001	0.004	0.005
Other single-vehicle collision (from Worksheet 1F)	0.025	0.025	0.050
Collision with pedestrian (from Worksheet 1I)	0.051	0.000	0.051
Collision with bicycle (from Worksheet 1J)	0.013	0.000	0.013
Subtotal	0.117	0.233	0.350
Total	0.760	1.964	2.724

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	2.7	0.34	8.0
Fatal and injury (FI)	0.8	0.34	2.2
Property damage only (PDO)	2.0	0.34	5.8

Segments 1-4 Total	50.5
Intersections 2-3 Total	8.54438365
Grand Total	59.0

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	Build Verona Way to S Francis Road
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	4D
Length of segment, L (mi)		--	1.4
AADT (veh/day)	$AADT_{MAX}$ = 66,000 (veh/day)	--	32,850
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	15
Lighting (present / not present)		Not Present	Not Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	2
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	3
Major residential driveways (number)		--	1
Minor residential driveways (number)		--	13
Other driveways (number)		--	0
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	0
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	30
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	1.00	1.00	1.00	1.00

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-12.34	1.36	1.32	8.500	1.000	8.500	1.00	1.00	8.500
Fatal and Injury (FI)	-12.76	1.28	1.31	2.431	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.271	2.303	1.00	1.00	2.303
Property Damage Only (PDO)	-12.81	1.38	1.34	6.541	$(5)_{TOTAL}-(5)_{FI}$ = 0.729	6.197	1.00	1.00	6.197

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	Build Verona Way to S Francis Road
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	2.303	1.000	6.197	8.500
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.832	1.916	0.662	4.103	6.019
Head-on collision	0.020	0.046	0.007	0.043	0.089
Angle collision	0.040	0.092	0.036	0.223	0.315
Sideswipe, same direction	0.050	0.115	0.223	1.382	1.497
Sideswipe, opposite direction	0.010	0.023	0.001	0.006	0.029
Other multiple-vehicle collision	0.048	0.111	0.071	0.440	0.551

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.05	0.47	0.86	1.190	1.000	1.190	1.00	1.00	1.190
Fatal and Injury (FI)	-8.71	0.66	0.28	0.221	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.185	0.220	1.00	1.00	0.220
Property Damage Only (PDO)	-5.04	0.45	1.06	0.977	$(5)_{TOTAL}-(5)_{FI}$ = 0.815	0.971	1.00	1.00	0.971

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.220	1.000	0.971	1.190
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.061	0.061
Collision with fixed object	0.500	0.110	0.813	0.789	0.899
Collision with other object	0.028	0.006	0.016	0.016	0.022
Other single-vehicle collision	0.471	0.103	0.108	0.105	0.208

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	Build Verona Way to S Francis Road
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.033	1.106	0.000	--
Minor commercial	2	0.011	1.106	0.052	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	3	0.005	1.106	0.036	
Major residential	1	0.018	1.106	0.043	
Minor residential	13	0.003	1.106	0.093	
Other	0	0.005	1.106	0.000	
Total	--	--	--	0.224	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.224	1.000	0.224	1.00	1.00	0.224
Fatal and injury (FI)	--	0.284	0.064	1.00	1.00	0.064
Property damage only (PDO)	--	0.716	0.160	1.00	1.00	0.160

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8	(5)*(6)
Total	8.500	1.190	0.224	9.914	0.019	0.188
Fatal and injury (FI)	--	--	--	--	--	0.188

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9	(5)*(6)
Total	8.500	1.190	0.224	9.914	0.005	0.050
Fatal and injury (FI)	--	--	--	--	--	0.050

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	Build Verona Way to S Francis Road
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	1.916	4.103	6.019
Head-on collisions (from Worksheet 1D)	0.046	0.043	0.089
Angle collisions (from Worksheet 1D)	0.092	0.223	0.315
Sideswipe, same direction (from Worksheet 1D)	0.115	1.382	1.497
Sideswipe, opposite direction (from Worksheet 1D)	0.023	0.006	0.029
Driveway-related collisions (from Worksheet 1H)	0.064	0.160	0.224
Other multiple-vehicle collision (from Worksheet 1D)	0.111	0.440	0.551
Subtotal	2.366	6.357	8.724
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.061	0.061
Collision with fixed object (from Worksheet 1F)	0.110	0.789	0.899
Collision with other object (from Worksheet 1F)	0.006	0.016	0.022
Other single-vehicle collision (from Worksheet 1F)	0.103	0.105	0.208
Collision with pedestrian (from Worksheet 1I)	0.188	0.000	0.188
Collision with bicycle (from Worksheet 1J)	0.050	0.000	0.050
Subtotal	0.458	0.971	1.428
Total	2.824	7.328	10.152

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	10.2	1.40	7.3
Fatal and injury (FI)	2.8	1.40	2.0
Property damage only (PDO)	7.3	1.40	5.2

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	Build S Francis Road to Atlantic Self Storage Entrance
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	4D
Length of segment, L (mi)		--	3.29
AADT (veh/day)	$AADT_{MAX}$ = 66,000 (veh/day)	--	38,100
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	15
Lighting (present / not present)		Not Present	Not Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	4
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	6
Minor residential driveways (number)		--	23
Other driveways (number)		--	3
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	0
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	30
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	1.00	1.00	1.00	1.00

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-12.34	1.36	1.32	24.438	1.000	24.438	1.00	1.00	24.438
Fatal and Injury (FI)	-12.76	1.28	1.31	6.905	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ / 0.268	6.549	1.00	1.00	6.549
Property Damage Only (PDO)	-12.81	1.38	1.34	18.861	$(5)_{TOTAL}-(5)_{FI}$ / 0.732	17.888	1.00	1.00	17.888

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	Build S Francis Road to Atlantic Self Storage Entrance
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	6.549	1.000	17.888	24.438
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.832	5.449	0.662	11.842	17.291
Head-on collision	0.020	0.131	0.007	0.125	0.256
Angle collision	0.040	0.262	0.036	0.644	0.906
Sideswipe, same direction	0.050	0.327	0.223	3.989	4.317
Sideswipe, opposite direction	0.010	0.065	0.001	0.018	0.083
Other multiple-vehicle collision	0.048	0.314	0.071	1.270	1.584

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.05	0.47	0.86	2.999	1.000	2.999	1.00	1.00	2.999
Fatal and Injury (FI)	-8.71	0.66	0.28	0.573	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.189	0.568	1.00	1.00	0.568
Property Damage Only (PDO)	-5.04	0.45	1.06	2.453	$(5)_{TOTAL}-(5)_{FI}$ = 0.811	2.432	1.00	1.00	2.432

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.568	1.000	2.432	2.999
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.001	0.001	0.063	0.153	0.154
Collision with fixed object	0.500	0.284	0.813	1.977	2.261
Collision with other object	0.028	0.016	0.016	0.039	0.055
Other single-vehicle collision	0.471	0.267	0.108	0.263	0.530

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	Build S Francis Road to Atlantic Self Storage Entrance
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.033	1.106	0.000	--
Minor commercial	4	0.011	1.106	0.123	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	6	0.018	1.106	0.303	
Minor residential	23	0.003	1.106	0.193	
Other	3	0.005	1.106	0.042	
Total	--	--	--	0.662	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.662	1.000	0.662	1.00	1.00	0.662
Fatal and injury (FI)	--	0.284	0.188	1.00	1.00	0.188
Property damage only (PDO)	--	0.716	0.474	1.00	1.00	0.474

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8	(5)*(6)
Total	24.438	2.999	0.662	28.099	0.019	0.534
Fatal and injury (FI)	--	--	--	--	--	0.534

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9	(5)*(6)
Total	24.438	2.999	0.662	28.099	0.005	0.140
Fatal and injury (FI)	--	--	--	--	--	0.140

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	Build S Francis Road to Atlantic Self Storage Entrance
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	5.449	11.842	17.291
Head-on collisions (from Worksheet 1D)	0.131	0.125	0.256
Angle collisions (from Worksheet 1D)	0.262	0.644	0.906
Sideswipe, same direction (from Worksheet 1D)	0.327	3.989	4.317
Sideswipe, opposite direction (from Worksheet 1D)	0.065	0.018	0.083
Driveway-related collisions (from Worksheet 1H)	0.188	0.474	0.662
Other multiple-vehicle collision (from Worksheet 1D)	0.314	1.270	1.584
Subtotal	6.737	18.362	25.099
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.153	0.154
Collision with fixed object (from Worksheet 1F)	0.284	1.977	2.261
Collision with other object (from Worksheet 1F)	0.016	0.039	0.055
Other single-vehicle collision (from Worksheet 1F)	0.267	0.263	0.530
Collision with pedestrian (from Worksheet 1I)	0.534	0.000	0.534
Collision with bicycle (from Worksheet 1J)	0.140	0.000	0.140
Subtotal	1.242	2.432	3.674
Total	7.979	20.794	28.773

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	28.8	3.29	8.7
Fatal and injury (FI)	8.0	3.29	2.4
Property damage only (PDO)	20.8	3.29	6.3

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	Build Atlantic Self Storage Entrance to I-95 SB Terminal
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	4D
Length of segment, L (mi)		--	0.86
AADT (veh/day)	$AADT_{MAX}$ = 66,000 (veh/day)	--	42,100
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	15
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	7
Minor commercial driveways (number)		--	15
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	
Other driveways (number)		--	2
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	0
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	30
Calibration Factor, Cr		1.00	1.00

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.00	1.00	0.91	1.00	0.91

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-12.34	1.36	1.32	7.317	1.000	7.317	0.91	1.00	6.687
Fatal and Injury (FI)	-12.76	1.28	1.31	2.051	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.266	1.947	0.91	1.00	1.779
Property Damage Only (PDO)	-12.81	1.38	1.34	5.658	$(5)_{TOTAL}-(5)_{FI}$ = 0.734	5.370	0.91	1.00	4.908

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	Build Atlantic Self Storage Entrance to I-95 SB Terminal
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	1.779	1.000	4.908	6.687
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.832	1.480	0.662	3.249	4.729
Head-on collision	0.020	0.036	0.007	0.034	0.070
Angle collision	0.040	0.071	0.036	0.177	0.248
Sideswipe, same direction	0.050	0.089	0.223	1.094	1.183
Sideswipe, opposite direction	0.010	0.018	0.001	0.005	0.023
Other multiple-vehicle collision	0.048	0.085	0.071	0.348	0.434

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-5.05	0.47	0.86	0.822	1.000	0.822	0.91	1.00	0.751
Fatal and Injury (FI)	-8.71	0.66	0.28	0.160	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.192	0.158	0.91	1.00	0.145
Property Damage Only (PDO)	-5.04	0.45	1.06	0.671	$(5)_{TOTAL}-(5)_{FI}$ = 0.808	0.664	0.91	1.00	0.606

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.145	1.000	0.606	0.751
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.001	0.000	0.063	0.038	0.038
Collision with fixed object	0.500	0.072	0.813	0.493	0.565
Collision with other object	0.028	0.004	0.016	0.010	0.014
Other single-vehicle collision	0.471	0.068	0.108	0.065	0.134

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	Build Atlantic Self Storage Entrance to I-95 SB Terminal
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	7	0.033	1.106	0.723	--
Minor commercial	15	0.011	1.106	0.517	
Major industrial/institutional	0	0.036	1.106	0.000	
Minor industrial/institutional	0	0.005	1.106	0.000	
Major residential	0	0.018	1.106	0.000	
Minor residential	0	0.003	1.106	0.000	
Other	2	0.005	1.106	0.031	
Total	--	--	--	1.271	1.39

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	1.271	1.000	1.271	0.91	1.00	1.162
Fatal and injury (FI)	--	0.284	0.361	0.91	1.00	0.330
Property damage only (PDO)	--	0.716	0.910	0.91	1.00	0.832

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8	(5)*(6)
Total	6.687	0.751	1.162	8.600	0.019	0.163
Fatal and injury (FI)	--	--	--	--	--	0.163

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-19

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(8)*
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9	(5)*(6)
Total	6.687	0.751	1.162	8.600	0.005	0.043
Fatal and injury (FI)	--	--	--	--	--	0.043

* Column 7 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-20

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Roadway Section	Build Atlantic Self Storage Entrance to I-95 SB Terminal
Date Performed	01/18/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	1.480	3.249	4.729
Head-on collisions (from Worksheet 1D)	0.036	0.034	0.070
Angle collisions (from Worksheet 1D)	0.071	0.177	0.248
Sideswipe, same direction (from Worksheet 1D)	0.089	1.094	1.183
Sideswipe, opposite direction (from Worksheet 1D)	0.018	0.005	0.023
Driveway-related collisions (from Worksheet 1H)	0.330	0.832	1.162
Other multiple-vehicle collision (from Worksheet 1D)	0.085	0.348	0.434
Subtotal	2.109	5.740	7.849
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.000	0.038	0.038
Collision with fixed object (from Worksheet 1F)	0.072	0.493	0.565
Collision with other object (from Worksheet 1F)	0.004	0.010	0.014
Other single-vehicle collision (from Worksheet 1F)	0.068	0.065	0.134
Collision with pedestrian (from Worksheet 1I)	0.163	0.000	0.163
Collision with bicycle (from Worksheet 1J)	0.043	0.000	0.043
Subtotal	0.351	0.606	0.957
Total	2.460	6.346	8.806

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	8.8	0.86	10.2
Fatal and injury (FI)	2.5	0.86	2.9
Property damage only (PDO)	6.3	0.86	7.4

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build International Golf Parkway
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	53,600
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	**35,400**
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	4
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	4
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	4
Type of left-turn signal phasing for Leg #1		Permissive	Protected
Type of left-turn signal phasing for Leg #2		--	Protected
Type of left-turn signal phasing for Leg #3		--	Protected / Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Protected / Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			61
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	6

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		**Location Information**	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build St Francis Road
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050
Input Data		**Base Conditions**	**Site Conditions**
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 58,100 (veh/day)	--	38,900
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 16,400 (veh/day)	--	5,800
Intersection lighting (present/not present)		Not Present	Not Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	1
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	1
Type of left-turn signal phasing for Leg #1		Permissive	Protected
Type of left-turn signal phasing for Leg #2		--	Not Applicable
Type of left-turn signal phasing for Leg #3		--	Not Applicable
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Not Applicable
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			1
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	3
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.93	0.94	0.96	1.00	1.00	1.00	0.84

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build St Francis Road
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-12.13	1.11	0.26	0.33	6.388	1.000	6.388	0.84	1.00	5.361
Fatal and Injury (FI)	-11.58	1.02	0.17	0.30	1.961	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.324	2.071	0.84	1.00	1.738
Property Damage Only (PDO)	-13.24	1.14	0.30	0.36	4.088	$(5)_{TOTAL}-(5)_{FI}$ 0.676	4.317	0.84	1.00	3.623

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	1.738	1.000	3.623	5.361
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.549	0.954	0.546	1.978	2.932
Head-on collision	0.038	0.066	0.020	0.072	0.138
Angle collision	0.280	0.487	0.204	0.739	1.226
Sideswipe	0.076	0.132	0.032	0.116	0.248
Other multiple-vehicle collision	0.057	0.099	0.198	0.717	0.816

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-9.02	0.42	0.40	0.36	0.328	1.000	0.328	0.84	1.00	0.275
Fatal and Injury (FI)	-9.75	0.27	0.51	0.24	0.084	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.266	0.087	0.84	1.00	0.073
Property Damage Only (PDO)	-9.08	0.45	0.33	0.53	0.231	$(5)_{TOTAL}-(5)_{FI}$ 0.734	0.241	0.84	1.00	0.202

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build St Francis Road
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.073	1.000	0.202	0.275
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.003	0.001	0.001
Collision with fixed object	0.653	0.048	0.895	0.181	0.229
Collision with other object	0.091	0.007	0.069	0.014	0.021
Other single-vehicle collision	0.045	0.003	0.018	0.004	0.007
Single-vehicle noncollision	0.209	0.015	0.014	0.003	0.018

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-6.60	0.05	0.24	0.41	0.09	0.52	0.002	1.00	1.00	0.002
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.002

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build St Francis Road
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	5.361	0.275	5.636	0.011	0.062
Fatal and injury (FI)	--	--	--	--	0.062

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.954	1.978	2.932
Head-on collisions (from Worksheet 2D)	0.066	0.072	0.138
Angle collisions (from Worksheet 2D)	0.487	0.739	1.226
Sideswipe (from Worksheet 2D)	0.132	0.116	0.248
Other multiple-vehicle collision (from Worksheet 2D)	0.099	0.717	0.816
Subtotal	1.738	3.623	5.361
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.048	0.181	0.229
Collision with other object (from Worksheet 2F)	0.007	0.014	0.021
Other single-vehicle collision (from Worksheet 2F)	0.003	0.004	0.007
Single-vehicle noncollision (from Worksheet 2F)	0.015	0.003	0.018
Collision with pedestrian (from Worksheet 2G or 2I)	0.002	0.000	0.002
Collision with bicycle (from Worksheet 2J)	0.062	0.000	0.062
Subtotal	0.137	0.202	0.339
Total	1.875	3.825	5.700

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	5.7
Fatal and injury (FI)	1.9
Property damage only (PDO)	3.8

CMF	0.6508
Total Crashes	3.70949527

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		**Location Information**	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Tom's Road
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050
Input Data		**Base Conditions**	**Site Conditions**
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	44,700
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	5,800
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	3
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	3
Type of left-turn signal phasing for Leg #1		Permissive	Protected / Permissive
Type of left-turn signal phasing for Leg #2		--	Protected / Permissive
Type of left-turn signal phasing for Leg #3		--	Protected / Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			59
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	6
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	2

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.73	0.97	0.92	1.00	0.91	1.00	0.59

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Tom's Road
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}*(5)$	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	11.709	1.000	11.709	0.59	1.00	6.961
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	4.062	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.359	4.203	0.59	1.00	2.498
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	7.255	$(5)_{TOTAL}-(5)_{FI}$ = 0.641	7.506	0.59	1.00	4.463

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	2.498	1.000	4.463	6.961
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	1.124	0.483	2.155	3.280
Head-on collision	0.049	0.122	0.030	0.134	0.256
Angle collision	0.347	0.867	0.244	1.089	1.956
Sideswipe	0.099	0.247	0.032	0.143	0.390
Other multiple-vehicle collision	0.055	0.137	0.211	0.942	1.079

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}*(5)$	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.555	1.000	0.555	0.59	1.00	0.330
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.119	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.212	0.118	0.59	1.00	0.070
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.440	$(5)_{TOTAL}-(5)_{FI}$ = 0.788	0.437	0.59	1.00	0.260

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Tom's Road
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.070	1.000	0.260	0.330
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.001	0.001
Collision with fixed object	0.744	0.052	0.870	0.226	0.278
Collision with other object	0.072	0.005	0.070	0.018	0.023
Other single-vehicle collision	0.040	0.003	0.023	0.006	0.009
Single-vehicle noncollision	0.141	0.010	0.034	0.009	0.019

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.12	1.12

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.026	1.12	1.00	0.029
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.029

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Tom's Road
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	6.961	0.330	7.291	0.015	0.109
Fatal and injury (FI)	--	--	--	--	0.109

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	1.124	2.155	3.280
Head-on collisions (from Worksheet 2D)	0.122	0.134	0.256
Angle collisions (from Worksheet 2D)	0.867	1.089	1.956
Sideswipe (from Worksheet 2D)	0.247	0.143	0.390
Other multiple-vehicle collision (from Worksheet 2D)	0.137	0.942	1.079
Subtotal	2.498	4.463	6.961
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.052	0.226	0.278
Collision with other object (from Worksheet 2F)	0.005	0.018	0.023
Other single-vehicle collision (from Worksheet 2F)	0.003	0.006	0.009
Single-vehicle noncollision (from Worksheet 2F)	0.010	0.009	0.019
Collision with pedestrian (from Worksheet 2G or 2I)	0.029	0.000	0.029
Collision with bicycle (from Worksheet 2J)	0.109	0.000	0.109
Subtotal	0.208	0.260	0.468
Total	2.707	4.722	7.429

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	7.4
Fatal and injury (FI)	2.7
Property damage only (PDO)	4.7

CMF	0.6508
Total Crashes	4.83488838

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		**Location Information**	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Turnbull Creek Rd
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050
Input Data		**Base Conditions**	**Site Conditions**
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	38,900
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	3,800
Intersection lighting (present/not present)		Not Present	Not Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	1
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	4
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	4
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	4
Type of left-turn signal phasing for Leg #1		Permissive	Protected
Type of left-turn signal phasing for Leg #2		--	Protected
Type of left-turn signal phasing for Leg #3		--	Protected
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Protected
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			7
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	6
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.66	0.78	0.85	1.00	1.00	1.00	0.44

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Turnbull Creek Rd
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	9.156	1.000	9.156	0.44	1.00	4.007
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	3.141	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$	3.257	0.44	1.00	1.426
						0.356				
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	5.688	$(5)_{TOTAL}-(5)_{FI}$	5.899	0.44	1.00	2.582
						0.644				

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	1.426	1.000	2.582	4.007
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.642	0.483	1.247	1.888
Head-on collision	0.049	0.070	0.030	0.077	0.147
Angle collision	0.347	0.495	0.244	0.630	1.125
Sideswipe	0.099	0.141	0.032	0.083	0.224
Other multiple-vehicle collision	0.055	0.078	0.211	0.545	0.623

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.450	1.000	0.450	0.44	1.00	0.197
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.099	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$	0.098	0.44	1.00	0.043
						0.218				
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.355	$(5)_{TOTAL}-(5)_{FI}$	0.352	0.44	1.00	0.154
						0.782				

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Turnbull Creek Rd
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.043	1.000	0.154	0.197
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.000
Collision with fixed object	0.744	0.032	0.870	0.134	0.166
Collision with other object	0.072	0.003	0.070	0.011	0.014
Other single-vehicle collision	0.040	0.002	0.023	0.004	0.005
Single-vehicle noncollision	0.141	0.006	0.034	0.005	0.011

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.009	1.00	1.00	0.009
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.009

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Turnbull Creek Rd
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	4.007	0.197	4.204	0.015	0.063
Fatal and injury (FI)	--	--	--	--	0.063

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.642	1.247	1.888
Head-on collisions (from Worksheet 2D)	0.070	0.077	0.147
Angle collisions (from Worksheet 2D)	0.495	0.630	1.125
Sideswipe (from Worksheet 2D)	0.141	0.083	0.224
Other multiple-vehicle collision (from Worksheet 2D)	0.078	0.545	0.623
Subtotal	1.426	2.582	4.007
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.032	0.134	0.166
Collision with other object (from Worksheet 2F)	0.003	0.011	0.014
Other single-vehicle collision (from Worksheet 2F)	0.002	0.004	0.005
Single-vehicle noncollision (from Worksheet 2F)	0.006	0.005	0.011
Collision with pedestrian (from Worksheet 2G or 2I)	0.009	0.000	0.009
Collision with bicycle (from Worksheet 2J)	0.063	0.000	0.063
Subtotal	0.115	0.154	0.269
Total	1.540	2.736	4.276

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	4.3
Fatal and injury (FI)	1.5
Property damage only (PDO)	2.7

CMF	0.6508
Total Crashes	2.78280654

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		**Location Information**	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Windward Ranch Blvd
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050
Input Data		**Base Conditions**	**Site Conditions**
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 58,100 (veh/day)	--	38,900
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 16,400 (veh/day)	--	3,700
Intersection lighting (present/not present)		Not Present	Not Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	1
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	2
Type of left-turn signal phasing for Leg #1		Permissive	Protected
Type of left-turn signal phasing for Leg #2		--	Protected
Type of left-turn signal phasing for Leg #3		--	Not Applicable
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Not Applicable
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			3
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.86	0.88	0.92	1.00	1.00	1.00	0.70

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Windward Ranch Blvd
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-12.13	1.11	0.26	0.33	5.683	1.000	5.683	0.70	1.00	3.980
Fatal and Injury (FI)	-11.58	1.02	0.17	0.30	1.816	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.337	1.916	0.70	1.00	1.342
Property Damage Only (PDO)	-13.24	1.14	0.30	0.36	3.572	$(5)_{TOTAL}-(5)_{FI}$ 0.663	3.767	0.70	1.00	2.638

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	1.342	1.000	2.638	3.980
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.549	0.737	0.546	1.441	2.177
Head-on collision	0.038	0.051	0.020	0.053	0.104
Angle collision	0.280	0.376	0.204	0.538	0.914
Sideswipe	0.076	0.102	0.032	0.084	0.186
Other multiple-vehicle collision	0.057	0.076	0.198	0.522	0.599

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-9.02	0.42	0.40	0.36	0.274	1.000	0.274	0.70	1.00	0.192
Fatal and Injury (FI)	-9.75	0.27	0.51	0.24	0.067	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.251	0.069	0.70	1.00	0.048
Property Damage Only (PDO)	-9.08	0.45	0.33	0.53	0.199	$(5)_{TOTAL}-(5)_{FI}$ 0.749	0.205	0.70	1.00	0.144

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Windward Ranch Blvd
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.048	1.000	0.144	0.192
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.003	0.000	0.000
Collision with fixed object	0.653	0.031	0.895	0.129	0.160
Collision with other object	0.091	0.004	0.069	0.010	0.014
Other single-vehicle collision	0.045	0.002	0.018	0.003	0.005
Single-vehicle noncollision	0.209	0.010	0.014	0.002	0.012

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.35	1.00	1.35

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-6.60	0.05	0.24	0.41	0.09	0.52	0.003	1.35	1.00	0.004
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.004

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Windward Ranch Blvd
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	3.980	0.192	4.172	0.011	0.046
Fatal and injury (FI)	--	--	--	--	0.046

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.737	1.441	2.177
Head-on collisions (from Worksheet 2D)	0.051	0.053	0.104
Angle collisions (from Worksheet 2D)	0.376	0.538	0.914
Sideswipe (from Worksheet 2D)	0.102	0.084	0.186
Other multiple-vehicle collision (from Worksheet 2D)	0.076	0.522	0.599
Subtotal	1.342	2.638	3.980
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.031	0.129	0.160
Collision with other object (from Worksheet 2F)	0.004	0.010	0.014
Other single-vehicle collision (from Worksheet 2F)	0.002	0.003	0.005
Single-vehicle noncollision (from Worksheet 2F)	0.010	0.002	0.012
Collision with pedestrian (from Worksheet 2G or 2I)	0.004	0.000	0.004
Collision with bicycle (from Worksheet 2J)	0.046	0.000	0.046
Subtotal	0.098	0.144	0.242
Total	1.440	2.782	4.222

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	4.2
Fatal and injury (FI)	1.4
Property damage only (PDO)	2.8

CMF	0.6508
Total Crashes	2.74775953

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		**Location Information**	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Downs Corner Rd
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050
Input Data		**Base Conditions**	**Site Conditions**
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 58,100 (veh/day)	--	38,900
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 16,400 (veh/day)	--	250
Intersection lighting (present/not present)		Not Present	Not Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	1
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	2
Type of left-turn signal phasing for Leg #1		Permissive	Protected
Type of left-turn signal phasing for Leg #2		--	Protected
Type of left-turn signal phasing for Leg #3		--	Not Applicable
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Not Applicable
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			1
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.86	0.88	0.92	1.00	1.00	1.00	0.70

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Downs Corner Rd
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-12.13	1.11	0.26	0.33	2.820	1.000	2.820	0.70	1.00	1.975
Fatal and Injury (FI)	-11.58	1.02	0.17	0.30	1.149	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.419	1.182	0.70	1.00	0.828
Property Damage Only (PDO)	-13.24	1.14	0.30	0.36	1.592	$(5)_{TOTAL}-(5)_{FI}$ 0.581	1.638	0.70	1.00	1.147

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.828	1.000	1.147	1.975
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.549	0.455	0.546	0.626	1.081
Head-on collision	0.038	0.031	0.020	0.023	0.054
Angle collision	0.280	0.232	0.204	0.234	0.466
Sideswipe	0.076	0.063	0.032	0.037	0.100
Other multiple-vehicle collision	0.057	0.047	0.198	0.227	0.274

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-9.02	0.42	0.40	0.36	0.093	1.000	0.093	0.70	1.00	0.065
Fatal and Injury (FI)	-9.75	0.27	0.51	0.24	0.017	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ 0.171	0.016	0.70	1.00	0.011
Property Damage Only (PDO)	-9.08	0.45	0.33	0.53	0.082	$(5)_{TOTAL}-(5)_{FI}$ 0.829	0.077	0.70	1.00	0.054

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Downs Corner Rd
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.011	1.000	0.054	0.065
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.003	0.000	0.000
Collision with fixed object	0.653	0.007	0.895	0.048	0.056
Collision with other object	0.091	0.001	0.069	0.004	0.005
Other single-vehicle collision	0.045	0.001	0.018	0.001	0.001
Single-vehicle noncollision	0.209	0.002	0.014	0.001	0.003

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-6.60	0.05	0.24	0.41	0.09	0.52	0.001	1.00	1.00	0.001
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.001

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Downs Corner Rd
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	1.975	0.065	2.041	0.011	0.022
Fatal and injury (FI)	--	--	--	--	0.022

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.455	0.626	1.081
Head-on collisions (from Worksheet 2D)	0.031	0.023	0.054
Angle collisions (from Worksheet 2D)	0.232	0.234	0.466
Sideswipe (from Worksheet 2D)	0.063	0.037	0.100
Other multiple-vehicle collision (from Worksheet 2D)	0.047	0.227	0.274
Subtotal	0.828	1.147	1.975
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.007	0.048	0.056
Collision with other object (from Worksheet 2F)	0.001	0.004	0.005
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.001
Single-vehicle noncollision (from Worksheet 2F)	0.002	0.001	0.003
Collision with pedestrian (from Worksheet 2G or 2I)	0.001	0.000	0.001
Collision with bicycle (from Worksheet 2J)	0.022	0.000	0.022
Subtotal	0.035	0.054	0.089
Total	0.863	1.201	2.064

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	2.1
Fatal and injury (FI)	0.9
Property damage only (PDO)	1.2

CMF	0.6508
Total Crashes	1.34327255

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections			
General Information		**Location Information**	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Whisper Ridge Dr
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050
Input Data		**Base Conditions**	**Site Conditions**
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 58,100 (veh/day)	--	38,900
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 16,400 (veh/day)	--	2,200
Intersection lighting (present/not present)		Not Present	Not Present
Calibration factor, C_i		1.00	1.00
Data for unsignalized intersections only:		--	--
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	1
Data for signalized intersections only:		--	--
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	2
Type of left-turn signal phasing for Leg #1		Permissive	Protected
Type of left-turn signal phasing for Leg #2		--	Protected
Type of left-turn signal phasing for Leg #3		--	Not Applicable
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Not Applicable
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			1
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft) of the intersection		0	0
Schools within 300 m (1,000 ft) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft) of the intersection		0	0

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.86	0.88	0.92	1.00	1.00	1.00	0.70

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Whisper Ridge Dr
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-12.13	1.11	0.26	0.33	4.965	1.000	4.965	0.70	1.00	3.477
Fatal and Injury (FI)	-11.58	1.02	0.17	0.30	1.663	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$	1.749	0.70	1.00	1.225
						0.352				
Property Damage Only (PDO)	-13.24	1.14	0.30	0.36	3.056	$(5)_{TOTAL}-(5)_{FI}$	3.215	0.70	1.00	2.252
						0.648				

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	1.225	1.000	2.252	3.477
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.549	0.673	0.546	1.229	1.902
Head-on collision	0.038	0.047	0.020	0.045	0.092
Angle collision	0.280	0.343	0.204	0.459	0.802
Sideswipe	0.076	0.093	0.032	0.072	0.165
Other multiple-vehicle collision	0.057	0.070	0.198	0.446	0.516

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-9.02	0.42	0.40	0.36	0.223	1.000	0.223	0.70	1.00	0.156
Fatal and Injury (FI)	-9.75	0.27	0.51	0.24	0.051	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$	0.052	0.70	1.00	0.036
						0.234				
Property Damage Only (PDO)	-9.08	0.45	0.33	0.53	0.168	$(5)_{TOTAL}-(5)_{FI}$	0.171	0.70	1.00	0.119
						0.766				

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Whisper Ridge Dr
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	$(9)_{FI}$ from Worksheet 2E	from Table 12-13	$(9)_{PDO}$ from Worksheet 2E	$(9)_{PDO}$ from Worksheet 2E
Total	1.000	0.036	1.000	0.119	0.156
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.003	0.000	0.000
Collision with fixed object	0.653	0.024	0.895	0.107	0.131
Collision with other object	0.091	0.003	0.069	0.008	0.012
Other single-vehicle collision	0.045	0.002	0.018	0.002	0.004
Single-vehicle noncollision	0.209	0.008	0.014	0.002	0.009

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16	(4)*(5)
Total	--	--	--	--	--
Fatal and injury (FI)	--	--	--	--	--

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-30

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
1.00	1.00	1.00	1.00

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-6.60	0.05	0.24	0.41	0.09	0.52	0.002	1.00	1.00	0.002
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.00	0.002

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	RSH	Roadway	SR 16
Agency or Company	RSH	Intersection	Build Whisper Ridge Dr
Date Performed	01/17/24	Jurisdiction	St. Johns County
		Analysis Year	2050

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(7)*
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17	(4)*(5)
Total	3.477	0.156	3.633	0.011	0.040
Fatal and injury (FI)	--	--	--	--	0.040

* Column 6 has been removed due to redundant application of calibration factors and inconsistency with HSM Equation 12-31

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.673	1.229	1.902
Head-on collisions (from Worksheet 2D)	0.047	0.045	0.092
Angle collisions (from Worksheet 2D)	0.343	0.459	0.802
Sideswipe (from Worksheet 2D)	0.093	0.072	0.165
Other multiple-vehicle collision (from Worksheet 2D)	0.070	0.446	0.516
Subtotal	1.225	2.252	3.477
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.024	0.107	0.131
Collision with other object (from Worksheet 2F)	0.003	0.008	0.012
Other single-vehicle collision (from Worksheet 2F)	0.002	0.002	0.004
Single-vehicle noncollision (from Worksheet 2F)	0.008	0.002	0.009
Collision with pedestrian (from Worksheet 2G or 2I)	0.002	0.000	0.002
Collision with bicycle (from Worksheet 2J)	0.040	0.000	0.040
Subtotal	0.078	0.119	0.198
Total	1.303	2.371	3.674

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	3.7
Fatal and injury (FI)	1.3
Property damage only (PDO)	2.4

CMF	0.6508
Total Crashes	2.39131337