Traffic Operational Analysis Report

SR A1A from South of SR 202 (J. Turner Butler Boulevard) to Fairfield Boulevard/Sawgrass Drive

Duval and St. Johns Counties, Florida

From Section 72004000 (MP 0.014) to Section 78001000 (MP 2.600)

FPIDs # 210404-4 & 210404-6

June 2026

Traffic Operational Analysis Report
for
SR A1A from South of SR 202 (J. Turner Butler Boulevard) to Fairfield Boulevard/Sawgrass Drive

FPIDs: 210404-4 & 210404-6

Prepared for:

Florida Department of Transportation

District Two

1109 South Marion Avenue,

Lake City, Florida 32025-5874

June 2026

PROFESSIONAL ENGINEER CERTIFICATION

I hereby certify that I am a registered professional engineer in the State of Florida practicing engineering for Osiris 9 Consulting LLC. and that I have supervised the preparation of and approve the analysis, findings, opinions, conclusions, and technical advice hereby reported for:

PROJECT: SR A1A From South of State Road 202 (J. Turner Butler Boulevard) to Fairfield Boulevard/Sawgrass Drive
Traffic Operational Analysis Report
FPIDs # 210404-4 & 210404-6
Duval and St. Johns Counties, Florida

The engineering work represented by this document was performed through the following duly authorized engineering business:

Osiris 9 Consulting, LLC.
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Certificate of Authorization No. 29670

This report provides preliminary engineering analyses for the proposed improvements along SR A1A from south of SR 202 (J. Turner Butler Boulevard) to Fairfield Boulevard/Sawgrass Drive. Any engineering analyses, documents, conclusions, or recommendations relied upon from other professional sources or provided by others are referenced accordingly in the following report.

FLORIDA REGISTERED ENGINEER

Satya Murty Kolluru, P.E., P.T.O.E.
P.E. #74459
June, 2026

Engineer of Record
This item has been digitally signed and sealed by

on the date adjacent to the seal.
Signature must be verified on any electronic copies.

Table of Contents

1.0 Introduction ... 1
1.1 Purpose and Need ... 1
1.2 Project Study Area ... 1
2.0 Methodology ... 3
2.1 Analysis Years ... 3
2.2 Data Collection ... 3
2.3 Existing Year Traffic Volumes ... 3
2.4 Future Year Traffic Volumes ... 6
2.5 Level of Service Criteria ... 12
2.6 Alternatives Evaluated ... 12
2.7 Traffic Operational Analysis ... 12
2.8 Crash Analysis ... 12
3.0 Existing Conditions ... 13
3.1 Existing Roadway Network ... 13
3.2 Existing Site Observation ... 13
3.3 Existing Conditions Operational Analysis ... 18
3.4 Historical Crash Analysis ... 22
4.0 No-Build Alternative ... 24
4.1 Description of No-Build Alternative ... 25
4.2 No-Build Alternative Operational Analysis ... 26
5.0 Build Alternative ... 33
5.1 Description of Build Alternative ... 33
5.2 Build Alternative Operational Analysis ... 36
6.0 System-Level Performance - Existing, No-Build, and Build Alternatives ... 42
7.0 Conclusions ... 46

List of Figures

Figure 1-1: Study Area Map 2
Figure 2-1: Existing Year (2023) TMCs 4
Figure 2-2: Opening Year (2030) DDHVs 8
Figure 2-3: Design Year (2050) DDHVs 10
Figure 3-1: Existing Year (2023) Lane Geometry 16
Figure 5-1: Build Alternative Lane Geometry 34
Figure 6-1: Vehicle Denied Entry 43
Figure 6-2: Total and Denied Delay per Vehicle 44
Figure 6-3: System-wide Total Travel Time 45

List of Tables

Table 2-1: Traffic Growth Rate Summary 7
Table 3-1: Existing Year (2023) Intersection Delays and LOS 20
Table 3-2: Existing Year (2023) 95th Percentile Queue Lengths (feet) 21
Table 3-3: Study Area Crash Severity Summary 22
Table 3-4: Study Area Crash Type Summary 22
Table 3-5: Segment Crash Rates 23
Table 3-6: Intersection Crash Rates 24
Table 4-1: No-Build Alternative - Opening Year (2030) - Average Delays and LOS 29
Table 4-2: No-Build Alternative - Design Year (2050) - Average Delays and LOS 30
Table 4-3: No-Build Alternative - Opening Year (2030) - 95th Percentile Queue Lengths (Feet) 31
Table 4-4: No-Build Alternative - Design Year (2050) - 95th Percentile Queue Lengths (Feet) 32
Table 5-1: Build Alternative - Opening Year (2030) – Average Delays and LOS 37
Table 5-2: Build Alternative - Design Year (2050) - Average Delays and LOS 38
Table 5-3: Build Alternative - Opening Year (2030) - 95th Percentile Queue Lengths (Feet) 38
Table 5-4: Build Alternative - Design Year (2050) - 95th Percentile Queue Lengths (Feet) 40
Table 5-5: Intersection Analysis Summary - No-Build vs. Build Alternatives 41
Table 6-1: SimTraffic Results - Alternatives Comparison 42

List of Appendices

Appendix A: Straight Line Diagram
Appendix B: Turning Movement Counts Data
Appendix C: Existing Year Signal Timing Data
Appendix D: Field Observations
Appendix E: Existing Year and Future Years Synchro Models and Output Reports
Appendix F: Build Alternative Concept
Appendix G: Existing Year and Future Years SimTraffic Output Reports

1.0 Introduction

The Florida Department of Transportation (FDOT) District Two is performing intersection modifications along State Road (SR) A1A from south of SR 202 (J. Turner Butler Boulevard) to Fairfield Boulevard/Sawgrass Drive in Duval County and St. Johns County, Florida. A Straight-Line Diagram (SLD) highlighting the study area is provided in **Appendix A**. Traffic operations were reviewed at all signalized and unsignalized intersections along SR A1A and concepts were developed to address operational deficiencies identified. This report documents the operational deficiencies in existing intersection conditions, describes the proposed improvements associated with the Build Alternative, and evaluates projected future traffic operations under the proposed improvements.

1.1 Purpose and Need

The purpose of this study is to evaluate the traffic operations with proposed geometric modifications that are anticipated to improve traffic operations and safety along SR A1A, from south of SR 202 (J. Turner Butler Boulevard) to Fairfield Boulevard/Sawgrass Drive in Duval County and St. Johns County, Florida.

The need for improvements at the study intersections along SR A1A is driven by the existing heavy traffic volumes and anticipated growth in residential and commercial areas within the study area.

1.2 Project Study Area

The project is located in the southeastern part of Duval County and northeastern part of St. Johns County, Florida. The project study area consists of seven signalized intersections and one unsignalized intersection along SR A1A listed below:

- SR A1A at Marsh Landing Parkway – Signalized
- SR A1A at Ponte Vedra Lakes Boulevard – Signalized
- SR A1A at Marlin Avenue – Signalized
- SR A1A at Solana Road – Signalized
- SR A1A at Library Boulevard – Signalized
- SR A1A at L'Atrium Circle/Sawgrass Village Drive – Signalized
- SR A1A at Country Club Boulevard/Tournament Players Club Boulevard – Signalized
- SR A1A at Fairfield Boulevard/Sawgrass Drive – Unsignalized

Figure 1-1 shows the project study area and the analyzed intersections.

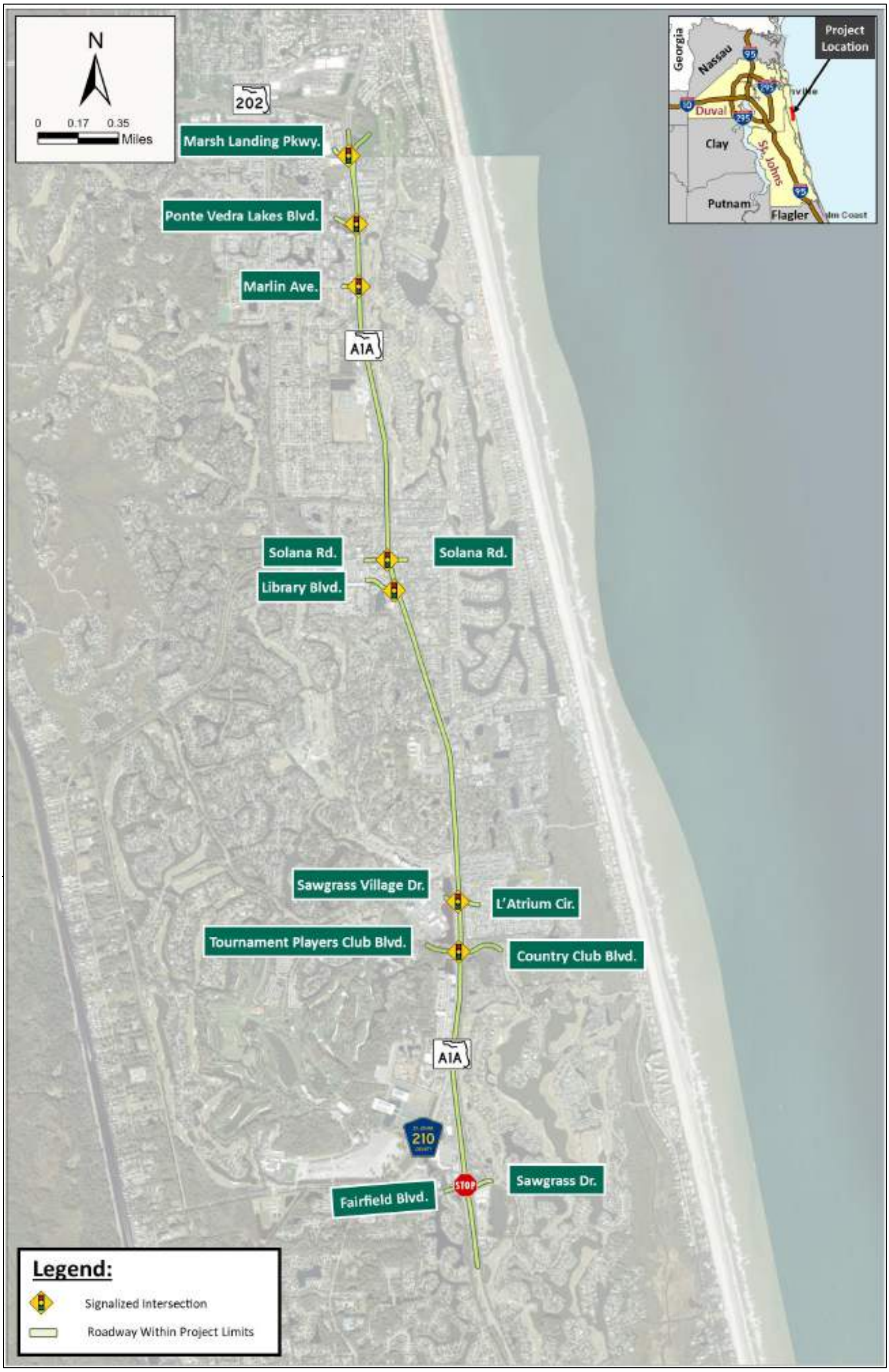

Figure 1-1: Study Area Map

2.0 Methodology

This section documents the methodology used to perform traffic operational analysis. The primary basis for traffic volumes used for this traffic operational analyses is the existing condition count data collected on Wednesday, September 13, 2023, and supplemented with the traffic signal study at the intersection of SR A1A at Fairfield Boulevard/Sawgrass Drive conducted in June 2016.

2.1 Analysis Years

The following study years were evaluated for this project:

- Existing Year: 2023
- Opening Year: 2030
- Design Year: 2050

2.2 Data Collection

The data sources used for this project include:

- Existing Roadway Characteristic Data (Source – Site Visits and Google Earth)
  - Roadway geometry
  - Number of lanes
- Traffic Volume and Population Data (Source – Traffic Count Data, FDOT Florida Traffic Online (FTO) and the University of Florida Bureau of Economic and Business Research (BEBR))
  - Turning Movement Counts (TMCs) are collected near the seven signalized intersections and the one unsignalized study intersection and are provided in **Appendix B**.
  - Annual Average Daily Traffic (AADT) values for the roadway segments
  - BEBR growth rate values for Duval County and St. Johns County
- Control Data (Source – Site Visits, City of Jacksonville, and St. Johns County)
  - Signal timing Data (provided in **Appendix C**)
  - Stop/Yield sign inventory
  - Regulatory/advisory speed limits
- Safety Data (Source – Signal Four Analytics (S4A))
  - Historical crash data 2020-2024 (supplemented with available crash data in 2025)

2.3 Existing Year Traffic Volumes

The Existing Year for this study is Year 2023. Year 2023 counts were available for all study intersections except the intersection of SR A1A and Fairfield Boulevard/Sawgrass Drive. The Year 2016 counts available for this location were used and were grown to Year 2023 using 0.5% growth rate and were field checked to be consistent. The AM peak hour is from 8:00 AM to 9:00 AM while the PM peak hour is from 4:30 PM to 5:30 PM. Existing Year (2023) peak hour TMCs is provided in **Figure 2-1**.

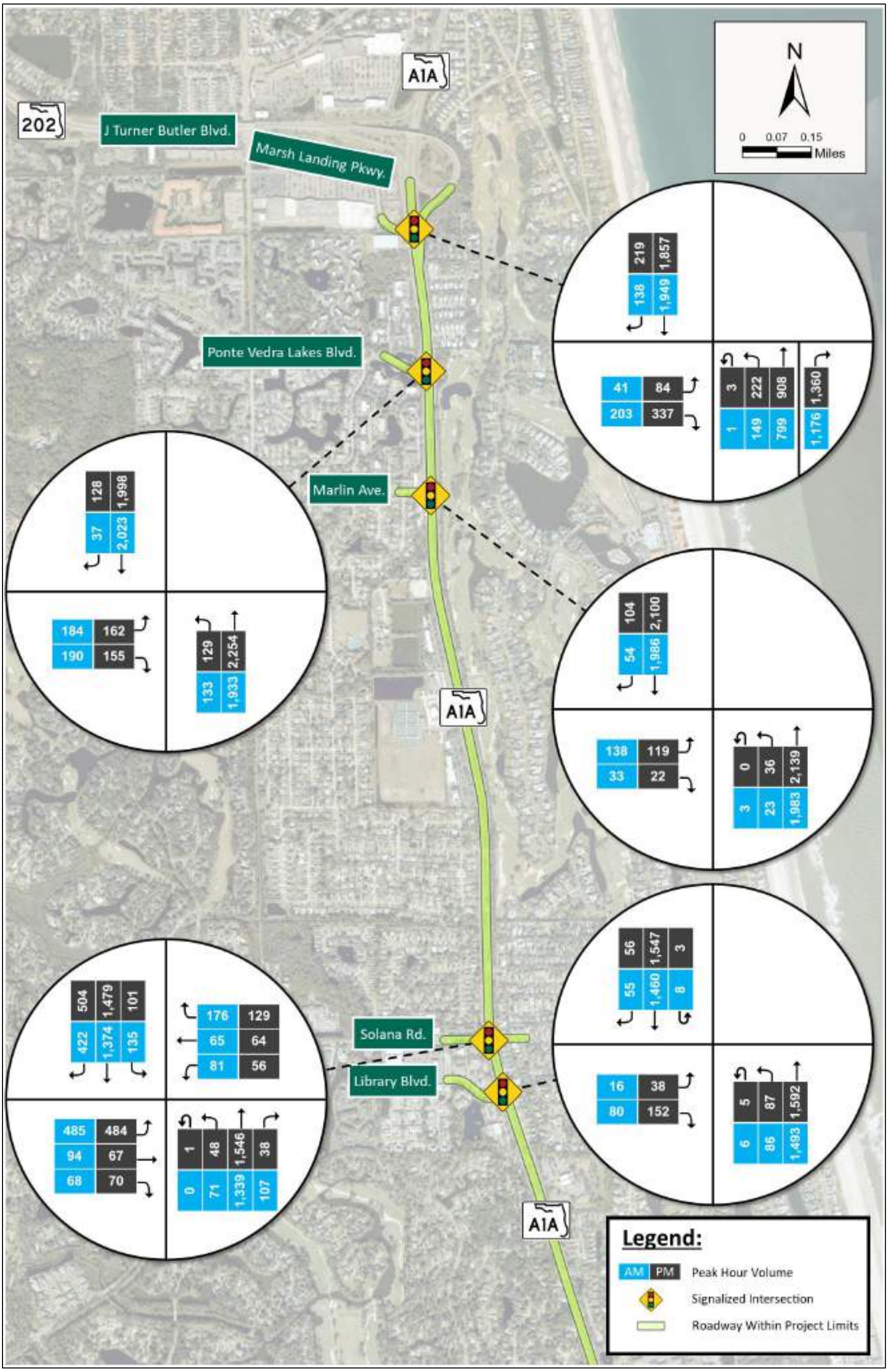

Figure 2-1: Existing Year (2023) TMCs – Sheet 1

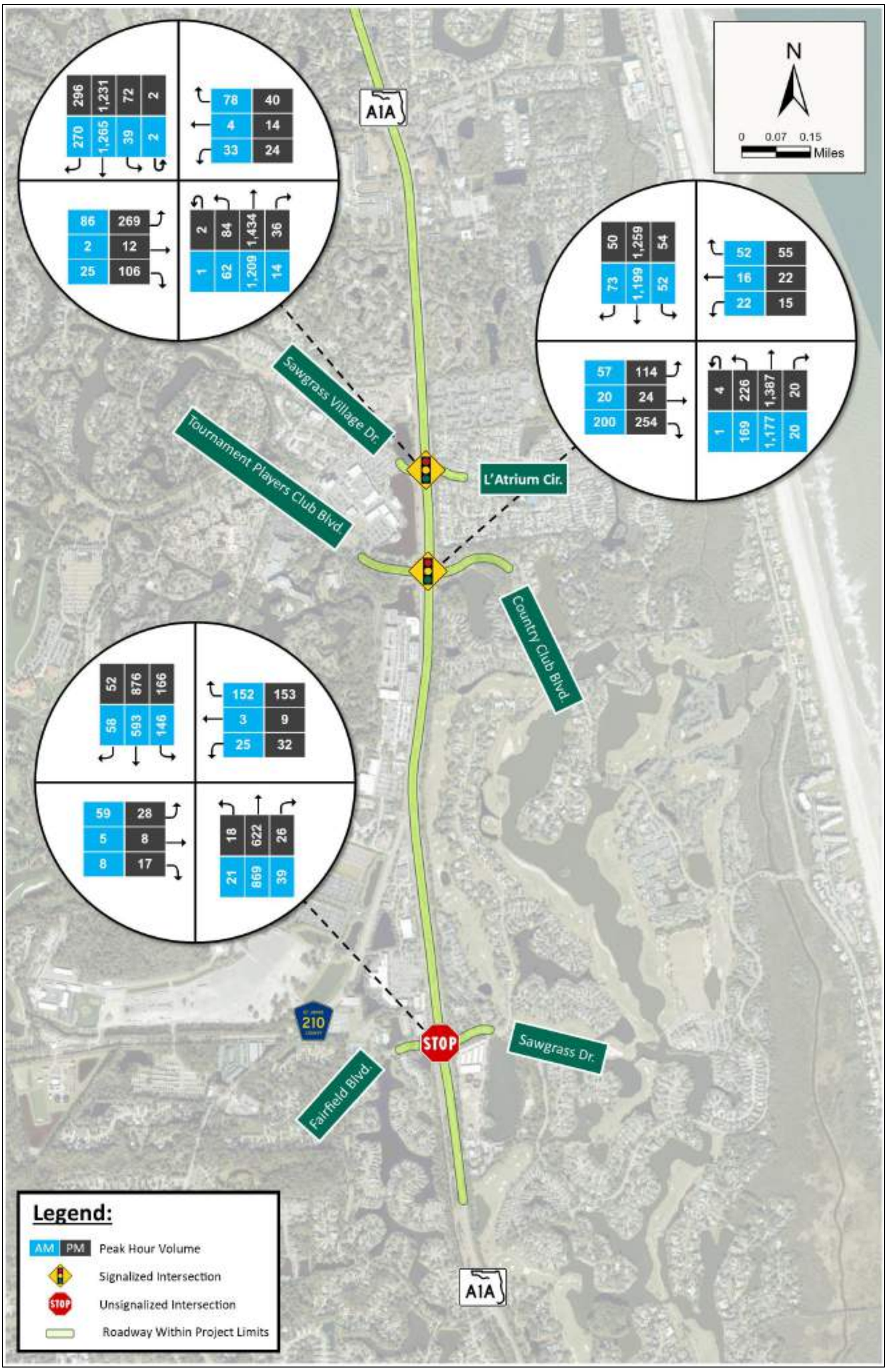

Figure 2-1: Existing Year (2023) TMCs – Sheet 2

2.4 Future Year Traffic Volumes

The FDOT District 2 approved Northeast Regional Planning Model (NERPM2020 V1.02) was used to develop future traffic projections within the study limits. The Base Year (2020) and the Horizon Year (2050) model volumes available from NERPM were used to estimate growth rates used to develop future traffic for this study. The NERPM is based on Florida Standard Urban Transportation Modeling Structure (FSUTMS) and is recognized by FDOT District 2 and Central Office as an acceptable travel demand forecasting tool to develop Design Traffic.

1. The traffic forecasting methodology used for this project was based on the "Factoring Procedure-Difference Method" per the National Cooperative Highway Research Program (NCHRP) report 765, (NCHRP) report 255 and the FDOT Project Traffic Forecasting Handbook (PTFH).
2. Future traffic forecasts (Opening Year (2030) and Design Year (2050) DDHVs) were then developed using a recommend growth rate for the project study area developed using a combination of the year 2020 and 2050 NERPM model runs, area historical growth rates, and BEBR estimates for the study area.
3. The Year 2020 AADTs from NERPM models were compared to the Year 2020 FTO counts. The difference (delta) between these two was calculated. Using the 2024 PTFH Section 4.7.4 "Adjusting Future Year Model Volumes Due to Base Year Model Volume Deviations" which outlines ratio, difference, and average equations, Future Year (2050) model AADTs and model-established growth rates were developed.
4. Final Year 2050 AADT volumes were developed by applying equations 4-5, 4-6, and 4-7 from the 2024 PTFH to the Year 2050 NERPM model runs.
5. A recommended growth rate for each of the roadway corridors within the project area of influence was developed from the model established growth rates (applying 2024 PTFH Section 4.7.4 procedures) and verified for reasonableness by comparing with other independent data sources, such as historical growth rates from FTO count stations and growth rates from population and employment data from BEBR.
6. Considering the following growth rates:
    - Historical growth rate of -0.3 percent,
    - BEBR growth rates of 1.8 percent for St. Johns County and 0.8 percent for Duval County, and
    - Average model growth rate of 1.0 percent.

    and, noting that the surrounding area within the project limits is fully developed, a growth rate of **0.5 percent** was recommended for this project and was confirmed with FDOT.

7. The anticipated growth rate of approximately 0.5 percent observed for the study area was applied to Existing Year (2023) turning movement count data to estimate the Opening Year (2030) and the Design Year (2050) DDHVs.

The traffic growth rate calculation is summarized in **Table 2-1**. The AM and PM peak Directional Design Hourly Volumes (DDHVs) for the Opening Year (2030) and the Design Year (2050) are presented in **Figure 2-2** and **Figure 2-3**.

Table 2-1: Traffic Growth Rate Summary

Roadway	Location	2020 FTO	2024 FTO	VISUM NERPM		2020 Model to Count		2050 Smoothed Difference AADT (NCHRP 255)	2050 Factored AADT (NCHRP 765)	2050 Average (NCHRP 765)	Growth Rate						Recommended Growth Rate
				2020 Model Volume	2050 Model Volume	Difference	Percent Difference				Historical	BEBR		Smoothed Difference	Smoothed Ratio	Average of Model Growth Rate	
												St. Johns	Duval				
SR A1A	South of CR 210	20,500	22,000	21,000	27,500	-500	-2%	27,000	27,000	27,000	0.2%	1.8%	0.8%	1.1%	1.1%	1.1%	0.50%
	Ocean Pl to CR 210	38,500	40,500	40,000	53,500	-1,500	-4%	52,000	51,500	51,800	-0.3%	1.8%	0.8%	1.2%	1.1%	1.1%	
	Solana Road to Ocean Pl	40,000	42,500	40,000	50,000	0	0%	50,000	50,000	50,000	-0.7%	1.8%	0.8%	0.8%	0.8%	0.8%	
	Solana Rd to Marsh Landing Pkwy	48,000	52,500	55,000	65,000	-7,000	-15%	58,000	56,500	57,500	-0.5%	1.8%	0.8%	0.7%	0.6%	0.6%	
	N of Marsh Landing Pkwy	32,000	38,000	39,000	49,000	-7,000	-22%	42,000	40,000	41,000	-0.3%	1.8%	0.8%	1.0%	0.8%	0.9%	
Average											**-0.3%**	**1.8%**	**0.8%**	**1.0%**	**0.9%**	**0.9%**	

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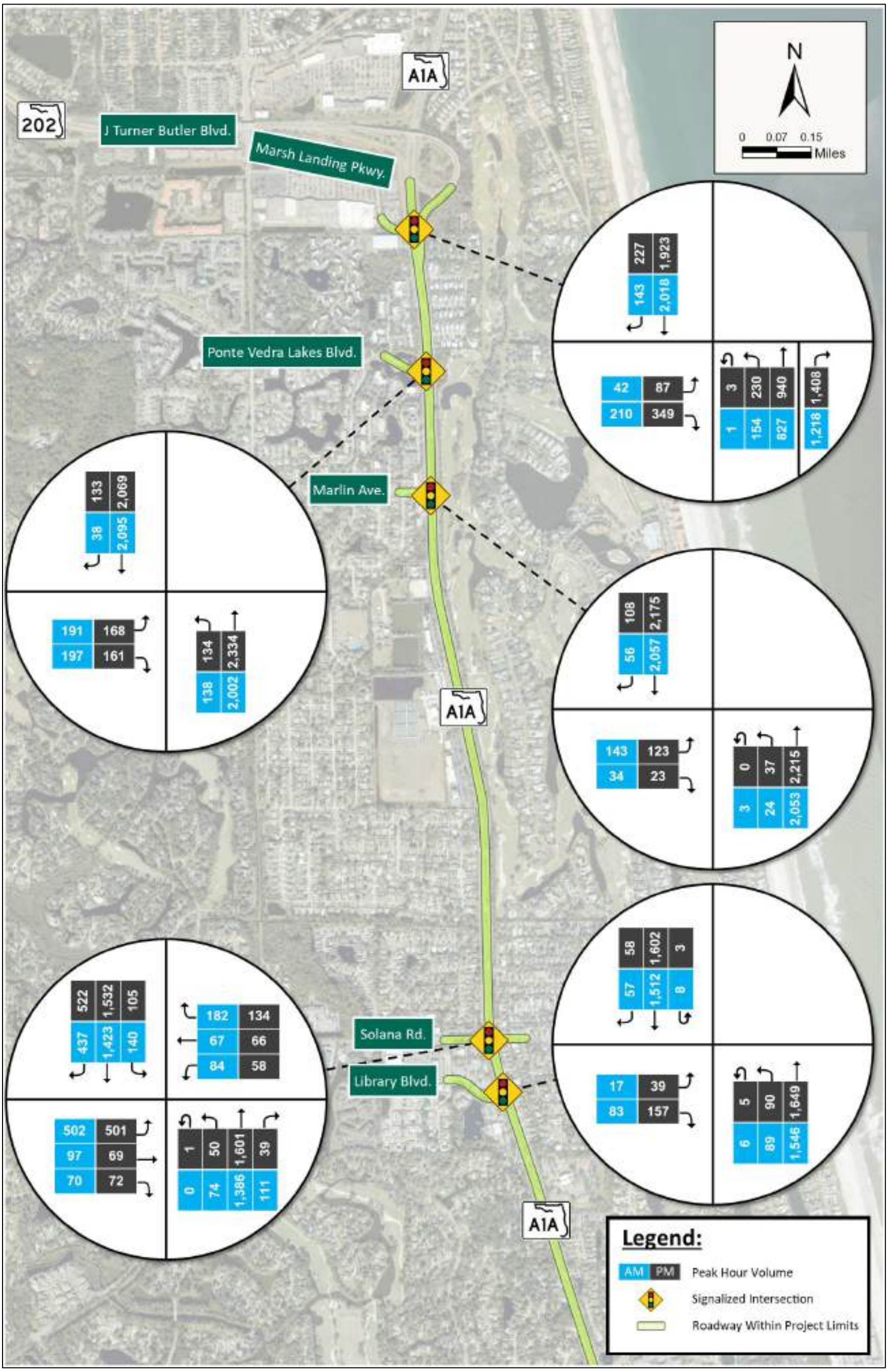


Figure 2-2: Opening Year (2030) DDHVs - Sheet 1

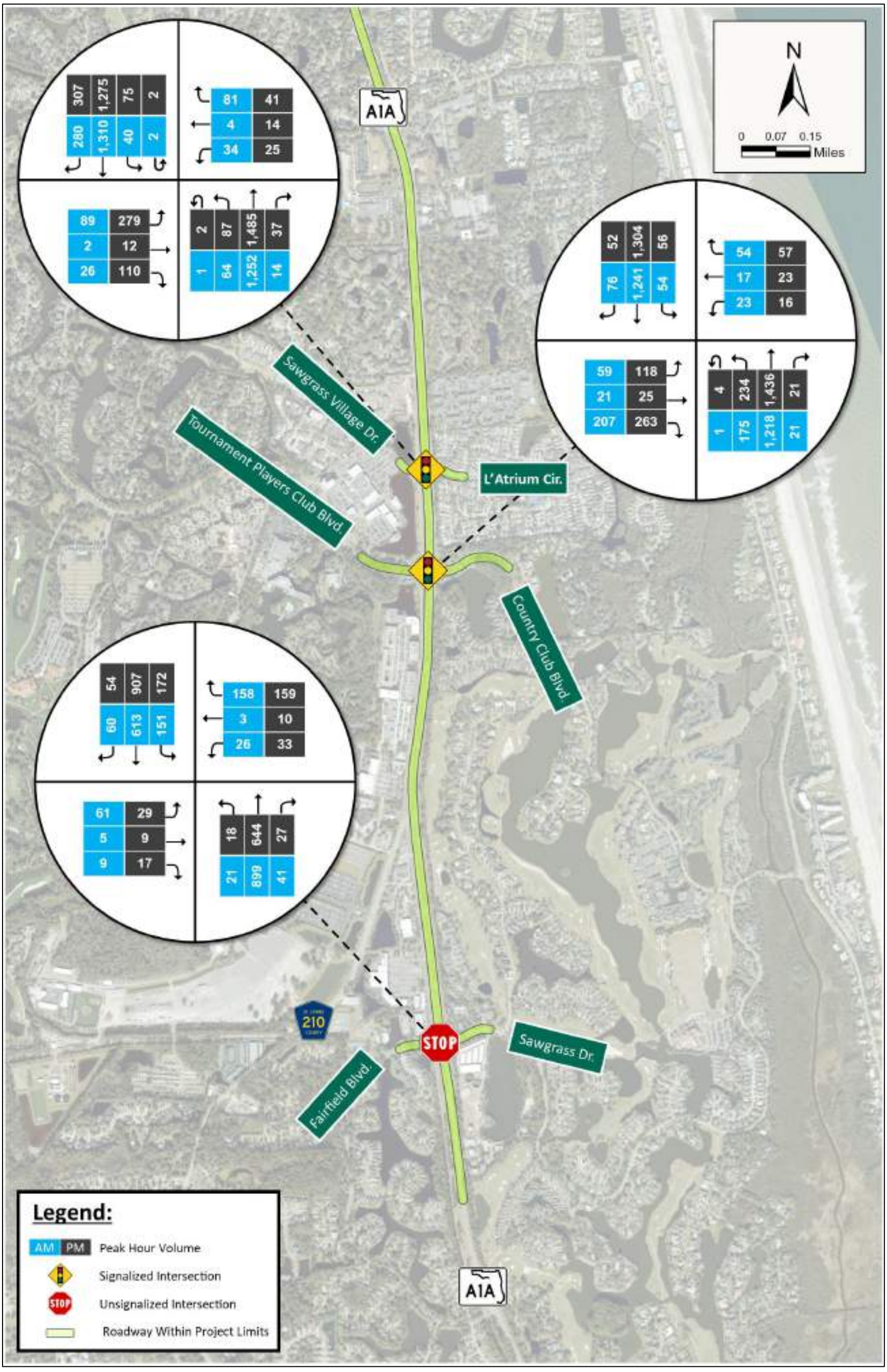


Figure 2-2: Opening Year (2030) DDHVs - Sheet 2

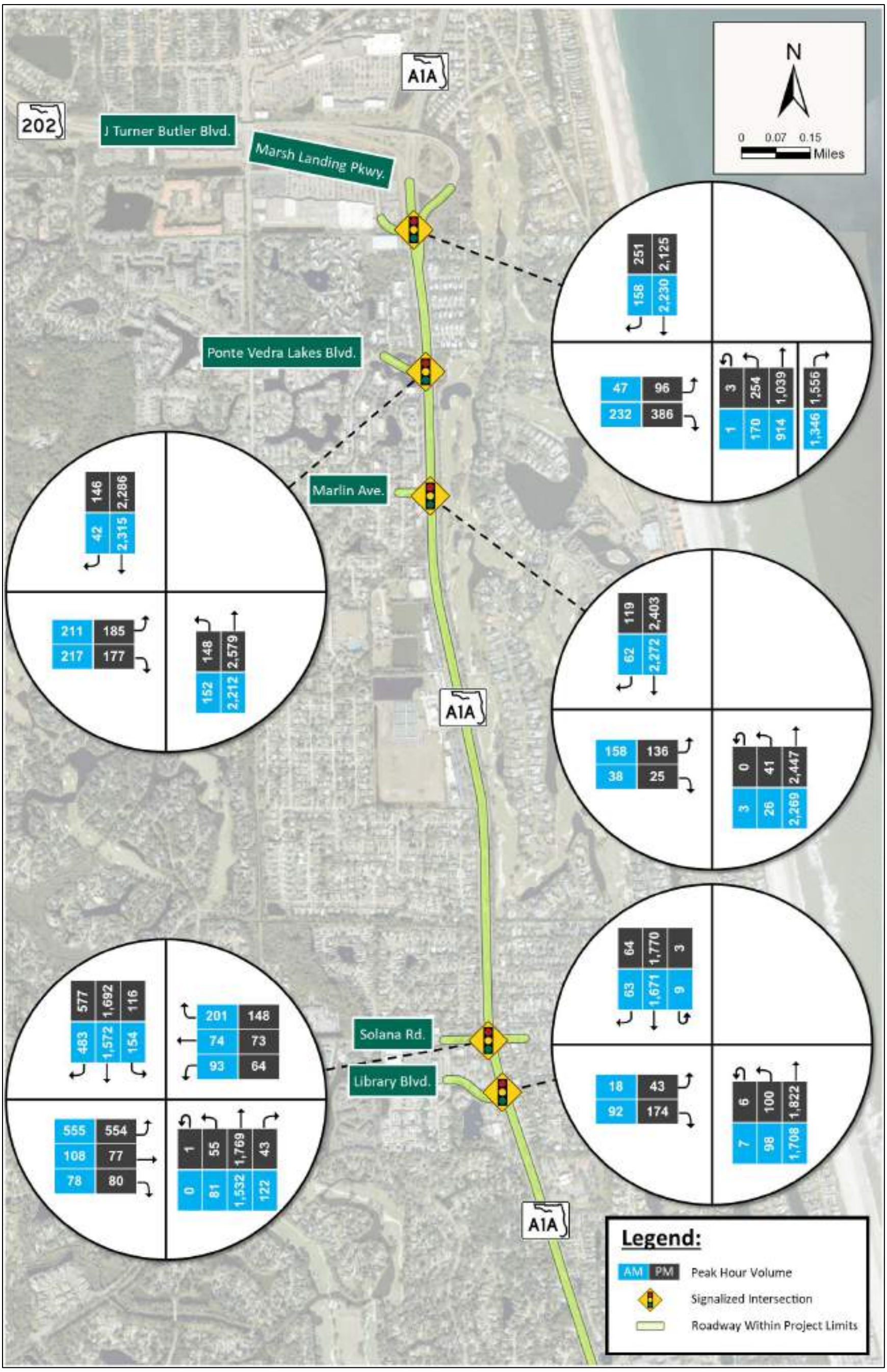


Figure 2-3: Design Year (2050) DDHVs - Sheet 1

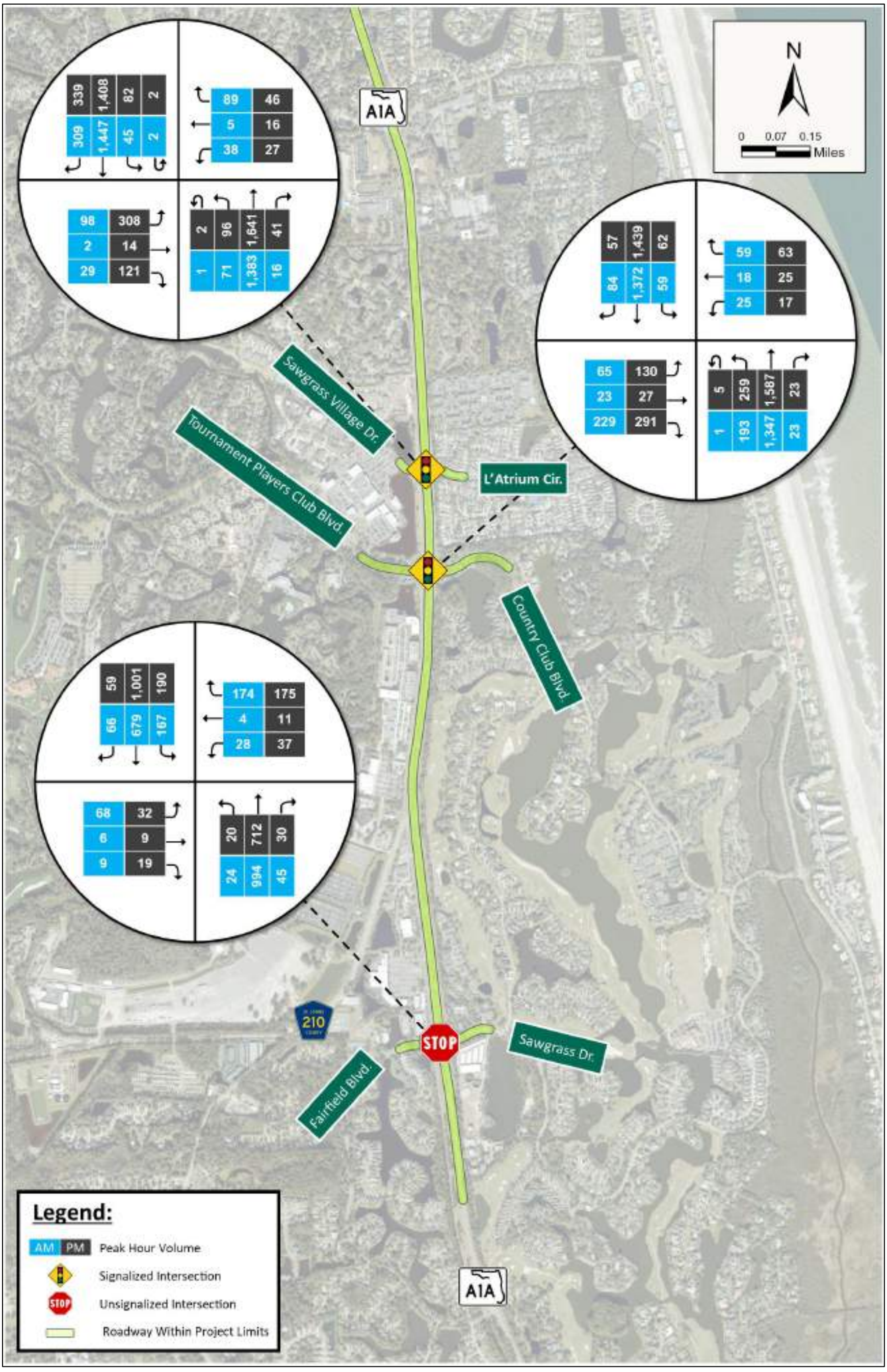


Figure 2-3: Design Year (2050) DDHVs - Sheet 2

2.5 Level of Service Criteria

The FDOT established Level of Service (LOS) target for this project is LOS D or better. The improvements for the study area intersections were targeted toward achieving this LOS.

2.6 Alternatives Evaluated

The following scenarios were analyzed for this project during the AM and PM peak hours:

- Existing Year (2023)
- No-Build Alternative – Opening Year (2030) and Design Year (2050)
- Build Alternative – Opening Year (2030) and Design Year (2050)

The existing conditions are described in **Section 3.1** and **Section 3.2**. The No-Build and the Build Alternatives are described in **Section 4.1** and **Section 5.1**, respectively.

2.7 Traffic Operational Analysis

Traffic operational analyses were conducted using Existing Year (2023) volumes and projected the Opening Year (2030) and the Design Year (2050) volumes for the No-Build and the Build Alternatives. Intersection capacity analyses were performed for the study intersections in the study area.

Synchro Version 12 was used to perform the operational analyses for the study area intersections and SimTraffic Version 12 was used to compute arterial operational effectiveness, such as overall system performance and average delay as a result of the proposed improvements.

2.8 Crash Analysis

Crash analysis was performed with the crash data obtained from S4A for the latest five years of available data (2020-2024), supplemented with available crash data in 2025. The historical crash data was reviewed to examine the crash patterns and assess the corridor's existing safety deficiencies within the study area.

3.0 Existing Conditions

This section provides an evaluation and discussion of existing conditions within the study area.

3.1 Existing Roadway Network

SR A1A is under the State Highway System (SHS) with a FDOT Roadway ID as 72004000 and 78001000. SR A1A within the study area is a four-lane divided roadway.

SR A1A is oriented north-south, with a context classification of C3C Suburban Commercial north of Marsh Landing Parkway and C3R Suburban Residential south of Marsh Landing Parkway and is classified as "Urban Minor Arterial" under the SHS. SR A1A has a posted speed limit of 45 Miles Per Hour (MPH) within the study area.

The existing lane configuration is shown in **Figure 3-1**.

3.2 Existing Site Observation

Site visits were conducted on Tuesday August 26, 2025 and Wednesday April 1, 2026, during the AM and PM peak hours to observe traffic operations and travel patterns within the study area and to collect control and roadway geometry data. Drone photos of the field conditions are provided in **Appendix D**. A brief description of the traffic operations observed within the study area in the AM and PM peak hours is presented below:

<u>AM Peak Hour Observations</u>

SR A1A at Marsh Landing Parkway

- Southbound queues extend from the downstream intersection.

SR A1A at Ponte Vedra Lakes Boulevard

- Eastbound left-turn queues exceed the available eastbound storage and block the eastbound right-turn traffic.

SR A1A at Marlin Avenue

- Eastbound left-turn queues exceed the available eastbound storage and block the eastbound right-turn traffic.

SR A1A at Solana Road

- Northbound queues extend to the upstream intersection,
- Southbound queues of approximately 1,000 feet that result in vehicles using multiple signal cycles to cross the intersection, and
- Eastbound left-turn queues exceed the available storage length.

SR A1A at Library Boulevard

- Northbound queues extend from Solana Road limiting the available gap for eastbound left-turn traffic to turn onto SR A1A.

SR A1A at L'Atrium Circle/Sawgrass Village Drive

- Southbound queues of approximately 1,000 feet result in vehicles using multiple signal cycles to cross the intersection.

SR A1A at Tournament Player Club Boulevard/Country Club Boulevard

- Eastbound right-turn queues of approximately 350 feet result in vehicles using multiple signal cycles to turn onto SR A1A.

SR A1A at Fairfield Boulevard/Sawgrass Drive

- Turning vehicles stop at the median opening to find available gaps to turn onto or cross SR A1A.

<u>PM Peak Hour Observations</u>

SR A1A at Marsh Landing Parkway

- Southbound queues extend from the downstream intersection, and
- Northbound through queues blocks the left-turn traffic entering onto the left-turn storage lanes.

SR A1A at Ponte Vedra Lakes Boulevard

- Eastbound left-turn queues exceed the available eastbound storage and block the eastbound right turn traffic,
- Northbound left-turn traffic often stops passing the stop bar, and
- Southbound through queues can extend to upstream intersection while the eastbound traffic was being served.

SR A1A at Marlin Avenue

- Eastbound left-turn queues exceed the available eastbound storage and block the eastbound right turn traffic.

SR A1A at Solana Road

- Eastbound left-turn queues exceed the available storage length causing traffic to stop on the median yellow striping.

SR A1A at Library Boulevard

- No major operational deficiencies observed at this intersection.

SR A1A at L'Atrium Circle/Sawgrass Village Drive

- Eastbound left-turn queues exceed the available storage length, and
- Northbound and southbound through queues exceed the available northbound and southbound right-turn storages and block the right turn traffic.

SR A1A at Tournament Player Club Boulevard/Country Club Boulevard

- Eastbound right-turn queues of approximately 300 feet result in vehicles using multiple signal cycles to turn onto SR A1A, and

- Northbound left-turn queues exceeding the available storage length causing traffic to stop on the yellow striping.

SR A1A at Fairfield Boulevard/Sawgrass Drive

- Turning vehicles stop at the median opening to find available gaps to turn onto or cross SR A1A.

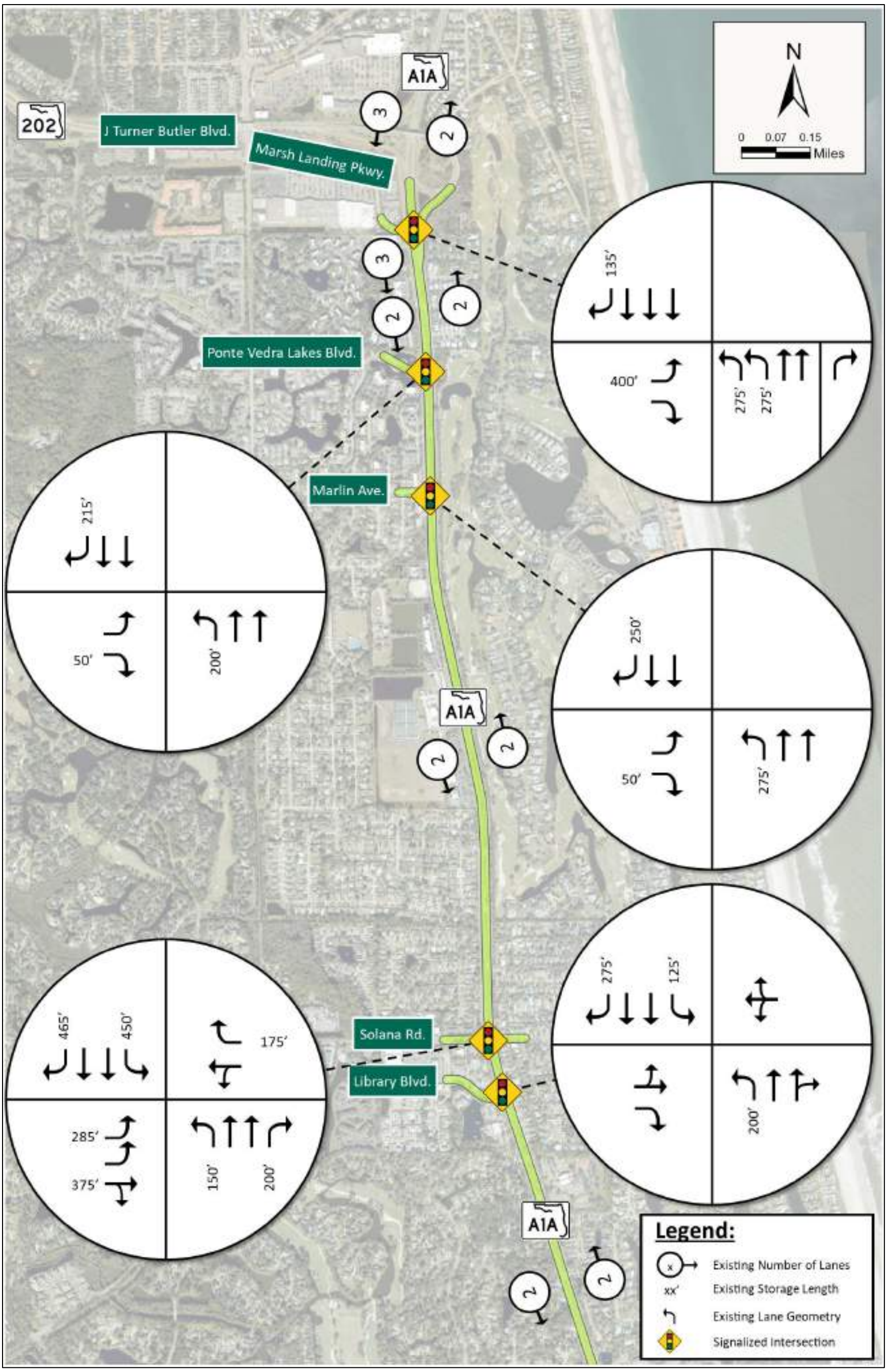


Figure 3-1: Existing Year (2023) Lane Geometry – Sheet 1

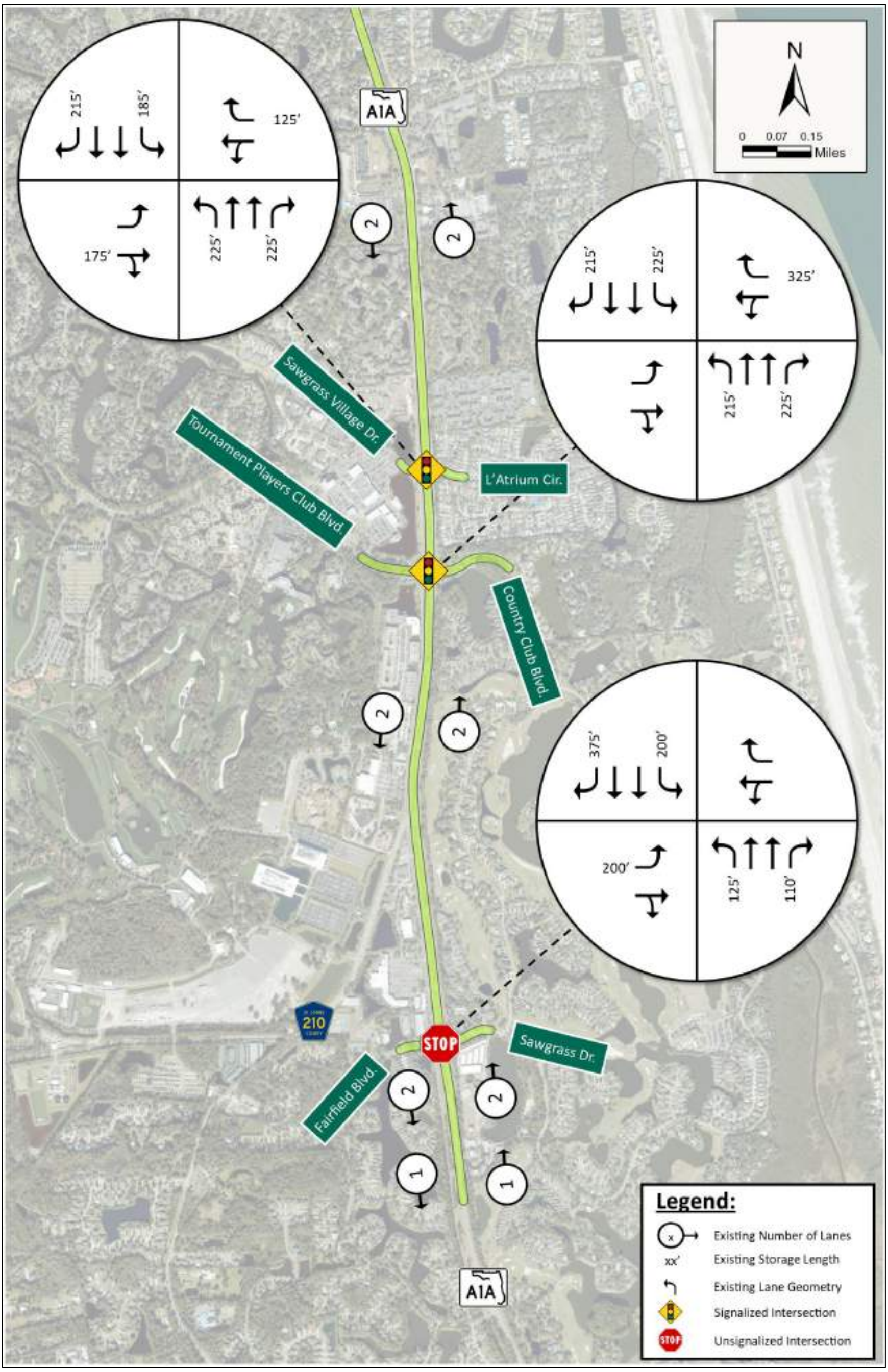


Figure 3-1: Existing Year (2023) Lane Geometry – Sheet 2

3.3 Existing Conditions Operational Analysis

Intersection capacity analyses were conducted for the AM and PM peak hours for Existing Year (2023) traffic conditions using Synchro Version 12. Existing signal timing information was obtained from the City of Jacksonville and St. Johns County (provided in **Appendix C**). Peak hour factor and heavy vehicle percentages were applied to the models based on the TMCs received as identified in **Section 2.2**. **Appendix E** provides the Synchro models and analysis reports for the existing conditions.

The overall intersection LOS for all intersections are within the acceptable threshold. However, there are several movement delays that fail with LOS F, which are listed below:

SR A1A at Ponte Vedra Lakes Boulevard

- Eastbound left-turn movement in both the AM and PM peak hours, and
- Northbound left-turn movement in the AM peak hour.

SR A1A at Marlin Avenue

- Eastbound left-turn movement in both the AM and PM peak hours.

SR A1A at Solana Road

- Eastbound and northbound left-turn movements in both the AM and PM peak hours, and
- Westbound through movement in both the AM and PM peak hours.

SR A1A at Library Boulevard

- Eastbound left-turn movement in both the AM and PM peak hours, and
- Eastbound right-turn movement in the AM peak hour.

SR A1A at L'Atrium Circle/Sawgrass Village Drive

- Eastbound left-turn movement in the PM peak hour, and
- Westbound through movement in the PM peak hour.

SR A1A at Tournament Player Club Boulevard/Country Club Boulevard

- Eastbound left-turn movement in both the AM and PM peak hours, and
- Westbound through movement in the PM peak hour.

SR A1A at Fairfield Boulevard/Sawgrass Drive

- Eastbound and westbound left-turn movements in both the AM and PM peak hours.

The Existing Year (2023) Delays and LOS results from the operational analysis are provided in **Table 3-1**. The existing conditions operational analysis validates the observations made during the site visits. As traffic continues to grow in this area, the operations along this corridor will further deteriorate and will cause extensive delays to commuters.

Overall, the 95th percentile queues were within the available storage length except for a few movements at the following intersections:

SR A1A at Ponte Vedra Lakes Boulevard

- Eastbound right-turn movement in both the AM and PM peak hours, and
- Northbound left-turn movement in the AM peak hour.

SR A1A at Marlin Avenue

- Eastbound right-turn movement in the AM peak hour.

SR A1A at Solana Road

- Eastbound left-turn movement in both the AM and PM peak hours, and
- Northbound left-turn and through movements in the AM peak hour.

SR A1A at L'Atrium Circle/Sawgrass Village Drive

- Eastbound left-turn movement in the PM peak hour.

The Existing Year (2023) 95th percentile queue lengths are provided in **Table 3-2**.

Table 3-1: Existing Year (2023) Intersection Delays and LOS

Intersection	Eastbound						Westbound						Northbound						Southbound						Intersection	
	Left		Through		Right		Left		Through		Right		Left		Through		Right		Left		Through		Right			
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
AM Peak Hour																										
SR A1A at Marsh Landing Pkwy	68.9	E	-	-	67.6	E	-	-	-	-	-	-	68.9	E	2.5	A	-	-	-	-	10.6	B	6.6	A	15.5	B
SR A1A at Ponte Vedra Lakes Blvd	93.1	F	-	-	79.0	E	-	-	-	-	-	-	99.7	F	3.4	A	-	-	-	-	26.3	C	9.4	A	23.5	C
SR A1A at Marlin Ave	91.3	F	-	-	72.8	E	-	-	-	-	-	-	3.5	A	1.4	A	-	-	-	-	5.9	A	3.3	A	7.1	A
SR A1A at Solana Rd	130.8	F	77.2	E	-	-	-	-	112.5	F	59.0	E	99.2	F	38.0	D	14.0	B	60.8	E	13.0	B	9.5	A	43.6	D
SR A1A at Library Blvd	85.2	F	-	-	83.2	F	-	-	-	-	-	-	5.0	A	5.1	A	-	-	1.4	A	2.1	A	3.6	A	6.1	A
SR A1A at L'Atrium Cir/Sawgrass Village Dr	77.9	E	53.9	D	-	-	-	-	77.5	E	71.2	E	4.5	A	10.4	B	9.5	A	10.8	B	17.4	B	12.1	B	17.9	B
SR A1A at Country Club Blvd/TPC Blvd	81.2	F	59.9	E	-	-	-	-	77.1	E	70.5	E	14.1	B	13.5	B	8.3	A	10.1	B	13.8	B	11.1	B	19.9	B
SR A1A at Fairfield Blvd/Sawgrass Dr	275.4	F	36.4	E	-	-	121.6	F	13.8	B	-	-	9.0	A	-	-	-	-	11.2	B	-	-	-	-	12.2	B
PM Peak Hour																										
SR A1A at Marsh Landing Pkwy	61.8	E	-	-	76.0	E	-	-	-	-	-	-	69.2	E	4.7	A	-	-	-	-	15.6	B	11.1	B	22.6	C
SR A1A at Ponte Vedra Lakes Blvd	88.2	F	-	-	72.0	E	-	-	-	-	-	-	74.7	E	5.8	A	-	-	-	-	22.8	C	9.1	A	19.7	B
SR A1A at Marlin Ave	88.1	F	-	-	70.3	E	-	-	-	-	-	-	33.7	C	1.8	A	-	-	-	-	2.9	A	0.1	A	5.2	A
SR A1A at Solana Rd	126.6	F	69.3	E	-	-	-	-	114.2	F	60.8	E	128.3	F	16.7	B	17.8	B	64.5	E	10.5	B	5.1	A	32.7	C
SR A1A at Library Blvd	80.2	F	-	-	76.6	E	-	-	-	-	-	-	11.5	B	12.6	B	-	-	1.4	A	2.0	A	4.3	A	11.3	B
SR A1A at L'Atrium Cir/Sawgrass Village Dr	146.0	F	51.0	D	-	-	-	-	86.6	F	76.4	E	19.8	B	16.0	B	14.3	B	23.1	C	25.4	C	17.8	B	31.8	C
SR A1A at Country Club Blvd/TPC Blvd	87.1	F	60.1	E	-	-	-	-	81.9	F	75.6	E	32.4	C	18.0	B	10.0	A	22.2	C	25.5	C	16.1	B	28.9	C
SR A1A at Fairfield Blvd/Sawgrass Dr	435.9	F	47.9	E	-	-	280.2	F	12.4	B	-	-	10.4	B	-	-	-	-	10.1	B	-	-	-	-	14.3	B

Table 3-2: Existing Year (2023) 95th Percentile Queue Lengths (feet)

Intersection	Peak Period	Eastbound			Westbound			Northbound			Southbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
SR A1A at Marsh Landing Pkwy	AM	81	-	95	-	-	-	116	116	-	-	454	51
	PM	123	-	220	-	-	-	153	202	-	-	529	111
	Storage Length (ft)	400	-	400	-	-	-	275	>1,500	-	-	>1,500	135
SR A1A at Ponte Vedra Lakes Blvd	AM	304	-	227	-	-	-	m#225	164	-	-	1,191	24
	PM	262	-	172	-	-	-	m154	410	-	-	1,093	54
	Storage Length (ft)	>1,000	-	50	-	-	-	200	1,200	-	-	>1,500	215
SR A1A at Marlin Ave	AM	234	-	54	-	-	-	m2	m56	-	-	265	m4
	PM	206	-	40	-	-	-	m1	m34	-	-	90	m0
	Storage Length (ft)	>1,000	-	50	-	-	-	275	>1,500	-	-	1,200	250
SR A1A at Solana Rd	AM	#472	268	-	-	#309	158	#157	826	20	m228	472	58
	PM	#427	198	-	-	#257	83	m#103	58	m0	m144	283	52
	Storage Length (ft)	285	375	-	-	>1,000	175	150	500	200	450	>1,500	465
SR A1A at Library Blvd	AM	49	-	36	-	-	-	20	342	-	m1	88	m0
	PM	86	-	77	-	-	-	m25	m903	-	m0	87	m0
	Storage Length (ft)	600	-	600	-	-	-	200	>1,500	-	125	500	275
SR A1A at L'Atrium Cir/Sawgrass Village Dr	AM	153	31	-	-	83	27	11	588	m0	27	547	79
	PM	#540	66	-	-	87	0	50	294	m0	66	738	166
	Storage Length (ft)	500	175	-	-	350	125	225	1,000	225	185	>1,500	215
SR A1A at Country Club Blvd/TPC Blvd	AM	113	124	-	-	83	0	89	476	0	m35	321	1
	PM	204	144	-	-	85	0	211	648	0	m37	891	m9
	Storage Length (ft)	500	500	-	-	875	325	215	>1,500	225	225	1,000	215
SR A1A at Fairfield Blvd/Sawgrass Dr	AM	128	8	-	50	28	-	3	-	-	20	-	-
	PM	90	23	-	103	25	-	3	-	-	20	-	-
	Storage Length (ft)	315	315	-	450	450	-	125	-	-	225	-	-

m = Volume for 95th percentile queue is metered by upstream signal.
# = 95th percentile volume exceeds capacity, queue may be longer.

3.4 Historical Crash Analysis

A total of 1,061 crashes occurred along SR A1A from SR 202 (J. Turner Butler Boulevard) to Fairfield Boulevard/Sawgrass Drive from January 2020 to December 2024 (supplemented with available crash data in June 2025). The average of approximately 194 crashes per year is based on complete data from 2020 to 2024, excluding 2025 since the year is still ongoing. Of the 1,061 crashes, 560 occurred at the eight intersections within the study area, while the remaining 501 occurred along the roadway segments between them. The leading crash types were rear-end with 525 crashes (49.5%), left-turn with 129 crashes (12.2%), and sideswipe with 86 crashes (8.1%). Based on severity, there was one fatal crash (0.1%), 196 injury crashes (18.5%), and 864 property damage-only (PDO) crashes (81.4%). The one fatal crash occurred at the intersection of SR A1A at L'Atrium Circle/Sawgrass Village Drive. The detailed causes of the fatal crash are further discussed in the Intersection Crashes section. Additionally, 21 pedestrian and bicycle crashes (2.0%) were reported; four of them occurred within the study intersections while the remaining 17 occurred along the roadway segments between them. The majority of crashes occurred during daylight hours (87.0%) and occurred on dry pavement (87.8%).

Table 3-3 and **Table 3-4** provide a summary of crash severity and crash types recorded within the study area, respectively.

Table 3-3: Study Area Crash Severity Summary

Crash Severity	Number of Crashes Per Year						Total	Percentage
	2020	2021	2022	2023	2024	2025		
Fatality	1	0	0	0	0	0	1	0.1%
Serious Injury	4	0	3	5	4	0	16	1.5%
Injury	26	33	40	32	32	17	180	17.0%
PDO	145	161	176	141	165	76	864	81.4%
Total	**176**	**194**	**219**	**178**	**201**	**93**	**1,061**	**100.0%**

Table 3-4: Study Area Crash Type Summary

Crash Type	Number of Crashes Per Year						Total	Percentage
	2020	2021	2022	2023	2024	2025		
Rear End	90	107	101	87	90	50	525	49.4%
Left Turn	16	24	28	22	30	9	129	12.2%
Sideswipe	18	15	19	12	21	1	86	8.1%
Off Road	12	8	11	11	11	3	56	5.3%
Angle	6	7	11	8	12	8	52	4.9%
Right Turn	1	3	3	6	2	3	18	1.7%
Bicycle	3	1	4	2	2	1	13	1.2%
Pedestrian	1	4	2	1	0	0	8	0.8%
Head On	1	0	2	0	0	0	3	0.3%
Rollover	0	1	0	0	0	1	2	0.2%
Animal	1	0	0	1	0	0	2	0.2%
Other	27	20	34	28	32	17	158	14.9%
Unknown	0	4	4	0	1	0	9	0.8%
Total	**176**	**194**	**219**	**178**	**201**	**93**	**1,061**	**100%**

Segment Crashes

A total of 501 crashes were documented within this segment. The average of about 90 crashes per year is based on complete data from 2020 to 2024, excluding the ongoing 2025. The leading crash types were rear-end with 207 crashes (41.3%), left-turn with 58 crashes (11.6%), and sideswipe with 44 crashes (8.8%). There were also 11 bicycle crashes (2.2%) and six pedestrian crashes (1.2%) recorded within these segments. Based on severity, there were no fatal crashes, seven serious injury crashes (1.4%), 75 injury crashes (15.0%), and 419 PDO crashes (83.6%).

The segment of SR A1A from Tournament Players Club Boulevard/Country Club Boulevard to Palm Valley Boulevard was found to have the highest segment crashes along the corridor. Segments along the SR A1A were analyzed for crash rates, the segments from Tournament Players Club Boulevard/Country Club Boulevard to Palm Valley Boulevard, and from Palm Valley Boulevard to Fairfield Boulevard/Sawgrass Drive, were found to be higher than the average crash rates. This suggests that these locations may have specific operational or geometric characteristics contributing to elevated crash risk. A summary of the segments with higher crash rates than the statewide five-year segment crash average is highlighted in **Table 3-5**.

Table 3-5: Segment Crash Rates

Roadway Segments	No. of Crashes (2020-2024)	Segment Length (Miles)	AADT[a]	MVM[b]	Statewide Average Crash Rate[c]	Observed Crash Rate[c,d]
SR A1A from Marsh Landing Pkwy to Ponte Vedra Lakes Blvd	31	0.31	52,500	29.7	1.75	1.044
SR A1A from Ponte Vedra Lakes Blvd to Marlin Ave	27	0.26	52,500	24.9	1.75	1.084
SR A1A from Marlin Ave to Solana Rd	55	1.20	52,500	115.0	1.75	0.478
SR A1A from Library Blvd to L'Atrium Cir/Sawgrass Village Dr	170	1.40	42,500	108.6	1.75	1.566
SR A1A from L'Atrium Cir/Sawgrass Village Dr to Country Club Blvd/TPC Blvd	1	0.22	40,500	16.3	1.75	0.061
SR A1A from Country Club Blvd/TPC Blvd to Palm Valley Blvd	119	0.54	40,500	39.9	1.75	2.982
SR A1A from Palm Valley Blvd/Fairfield Blvd/Sawgrass Dr	46	0.49	19,600	17.5	1.75	2.624

Note:

a. *AADT = Annual Average Daily Traffic*
b. *Million Vehicle-Miles (MVM) = Length of the Segment × AADT × 365 × Number of Years of Analysis Period / 1,000,000*
c. *Average/Observed Crash Rate (R) = Total Number of Segment Crashes in Study Period / MVM, given in number of crashes per million vehicle-miles.*
d. *= High Crash Location.*

Intersection Crashes

A total of 560 crashes were documented within the study intersections. The average of about 104 crashes per year is based on complete data from 2020 to 2024, excluding the ongoing 2025. The leading crash types were rear-end with 318 crashes (56.8%), left-turn with 71 crashes (12.7%), and sideswipe with 42 crashes (7.5%). There were also two bicycle crashes (0.4%) and two pedestrian crashes (0.4%) recorded within these intersections. Based on severity, there were one fatal crash (0.2%), nine serious injury crashes (1.6%), 105 injury crashes (18.8%), and 445 PDO crashes (79.4%).

The fatal crash (Crash ID 88254177) occurred at the intersection SR A1A and L'Atrium Circle/Sawgrass Village Drive was a left turn crash which occurred on February 17, 2020. The crash report indicated that the at-fault vehicle (V1), which was traveling northbound collided with V2 traveling southbound, while attempting to make a left turn onto L'Atrium Circle.

The intersection of SR A1A at Fairfield Boulevard/Sawgrass Drive was found to have the highest intersection crashes along the corridor. Intersections along the SR A1A were analyzed for crash rates, and all of the studied locations, including Marsh Landing Parkway, Ponte Vedra Lakes Boulevard, Marlin Avenue, Solana Road, Library Boulevard, L'Atrium Circle/Sawgrass Village Drive, Country Club Boulevard/Tournament Players Club Boulevard, and Fairfield Boulevard/Sawgrass Drive, were found to have higher-than-average crash rates. This indicates that these intersections may have operational or geometric characteristics contributing to elevated crash risk. A summary of the intersections with higher crash rates than the statewide five-year intersection crash average is highlighted in **Table 3-6**.

Table 3-6: Intersection Crash Rates

Intersection Name	No. of Crashes (2020-2024)	Total Entering Vehicles	MEV[a]	Statewide Average Crash Rate[b]	Observed Crash Rate[c]
SR A1A at Marsh Landing Pkwy	59	44900	81.9	0.27	0.720
SR A1A at Ponte Vedra Lakes Blvd	57	55300	100.9	0.27	0.565
SR A1A at Marlin Ave	50	55000	100.4	0.27	0.498
SR A1A at Solana Rd	107	61700	112.6	0.53	0.950
SR A1A at Library Blvd	71	44100	80.5	0.27	0.882
SR A1A at L'Atrium Cir/Sawgrass Village Dr	67	44400	81.0	0.53	0.827
SR A1A at Country Club Blvd/TPC Blvd	67	45200	82.5	0.53	0.812
SR A1A at Fairfield Blvd/Sawgrass Dr	41	22400	40.9	0.53	1.003

Note:

a. *Million Entering Vehicles (MEV) = AADT × 365 × Number of Years of Analysis Period / 1,000,000*
b. *Average/Observed Crash Rate (R) = Total Number of Intersection Crashes in Study Period × 1,000,000/365 × Number of Years of Analysis Period × MEV, given in number of crashes per million vehicle-miles.*
c. *= High Crash Location.*

4.0 No-Build Alternative

This section provides a discussion and evaluation of the No-Build Alternative. It summarizes projected future traffic operations in the study area if no improvements are performed.

Intersection capacity analyses were conducted for the AM and PM peak hours for the Opening Year (2030) and the Design Year (2050) traffic conditions using Synchro V12. Traffic volumes developed using procedures outlined in **Section 2.4** were utilized for this analysis.

4.1 Description of No-Build Alternative

The No-Build Alternative proposes no improvements to be made as a result of this study. This option is required for evaluation purposes to provide a comparison with the alternative that include modifications to the transportation network beyond minor safety and maintenance activities.

The No-Build Alternative does not satisfy the objectives of this project based on the evaluation conducted in this Section. The consequences of this option are continued increase in congestion and reduction in safety for the eight intersections along SR A1A. If no improvements are performed along this corridor, peak spreading will occur creating peak periods that occur longer than typically anticipated.

4.2 No-Build Alternative Operational Analysis

The Opening Year (2030) and the Design Year (2050) No-Build Alternative Delay and LOS results obtained from the operational analysis are provided in **Table 4-1** and **Table 4-2**. The Opening Year (2030) and the Design Year (2050) No-Build Alternative 95th percentile queue lengths are provided in **Table 4-3** and **Table 4-4**. **Appendix E** provides the Synchro reports and models for the Opening Year (2030) and the Design Year (2050) No-Build Alternative.

Opening Year (2030)

The overall intersection LOS for all intersections are within the acceptable threshold (LOS D or better). However, there are several movement delays that fail with LOS F, which are listed below:

SR A1A at Ponte Vedra Lakes Boulevard

- Eastbound left-turn movement in both the AM and PM peak hours, and
- Northbound left-turn movement in the AM peak hour.

SR A1A at Marlin Avenue

- Eastbound left-turn movement in both the AM and PM peak hours.

SR A1A at Solana Road

- Eastbound and northbound left-turn movements in both the AM and PM peak hours, and
- Westbound through movement in both the AM and PM peak hours.

SR A1A at Library Boulevard

- Eastbound left-turn movement in both the AM and PM peak hours, and
- Eastbound right-turn movement in the AM peak hour.

SR A1A at L'Atrium Circle/Sawgrass Village Drive

- Eastbound left-turn movement in the PM peak hour, and
- Westbound through movement in the PM peak hour.

SR A1A at Tournament Player Club Boulevard/Country Club Boulevard

- Eastbound left-turn movement in both the AM and PM peak hours, and
- Westbound through movement in the PM peak hour.

SR A1A at Fairfield Boulevard/Sawgrass Drive

- Eastbound and westbound left-turn movements in both the AM and PM peak hours, and
- Eastbound through movement in the PM peak hour.

Overall, the 95th percentile queues were within the available storage length except for several movements at the following intersections:

SR A1A at Ponte Vedra Lakes Boulevard

- Eastbound right-turn movement in both the AM and PM peak hours, and
- Northbound left-turn movement in the AM peak hour.

SR A1A at Marlin Avenue

- Eastbound right-turn movement in the AM peak hour.

SR A1A at Solana Road

- Eastbound left-turn movement in both the AM and PM peak hours, and
- Northbound left-turn and through movements in the AM peak hour.

SR A1A at L'Atrium Circle/Sawgrass Village Drive

- Eastbound left-turn movement in the PM peak hour.
- SR A1A at Tournament Player Club Boulevard/Country Club Boulevard

SR A1A at Tournament Player Club Boulevard/Country Club Boulevard

- Northbound left-turn movement in the PM peak hour.

Design Year (2050)

The overall intersection for all intersections are within the acceptable threshold (LOS D or better) except for SR A1A at Solana Road and SR A1A at Fairfield Boulevard/Sawgrass Drive with LOS E. However, there are several movement delays that fail with LOS F, which are listed below:

SR A1A at Ponte Vedra Lakes Boulevard

- Eastbound and northbound left-turn movements in both the AM and PM peak hours, and
- Eastbound right-turn movement in the AM peak hour.

SR A1A at Marlin Avenue

- Eastbound left-turn movement in both the AM and PM peak hours, and
- Northbound left-turn movement in the PM peak hour.

SR A1A at Solana Road

- Eastbound and northbound left-turn movements in both the AM and PM peak hours,
- Eastbound through movement in the AM peak hour, and
- Westbound through movement in both the AM and PM peak hours.

SR A1A at Library Boulevard

- Eastbound left-turn movement in both the AM and PM peak hours, and
- Eastbound right-turn movement in the AM peak hour.

SR A1A at L'Atrium Circle/Sawgrass Village Drive

- Eastbound left-turn movement in the PM peak hour, and
- Westbound through movement in both the AM and PM peak hours.

SR A1A at Tournament Player Club Boulevard/Country Club Boulevard

- Eastbound left-turn movement in the PM peak hour, and
- Westbound through movement in the PM peak hour.

SR A1A at Fairfield Boulevard/Sawgrass Drive

- Eastbound and westbound left-turn movements in both the AM and PM peak hours, and
- Eastbound through movement in both the AM and PM peak hours.

Overall, the 95th percentile queues were within the available storage length except for several movements at the following intersections:

SR A1A at Marsh Landing Parkway

- Southbound right-turn movement in the PM peak hour.

SR A1A at Ponte Vedra Lakes Boulevard

- Eastbound right-turn movement in both the AM and PM peak hours,
- Northbound left-turn movement in the AM peak hour, and
- Southbound through movement in both the AM and PM peak hours.

SR A1A at Marlin Avenue

- Eastbound right-turn movement in the AM peak hour.

SR A1A at Solana Road

- Eastbound left-turn movement in both the AM and PM peak hours,
- Westbound right-turn movement in the AM peak hour, and
- Northbound left-turn and through movements in the AM peak hour.

SR A1A at L'Atrium Circle/Sawgrass Village Drive

- Eastbound left-turn movement in the PM peak hour.

SR A1A at Tournament Player Club Boulevard/Country Club Boulevard

- Northbound left-turn movement in the PM peak hour, and
- Southbound through movement in the PM peak hour.

With regards to the 95th percentile queue lengths, there were a total of eight individual movements that showed queue lengths exceeding available storages in the Opening Year (2030) and a total of 12 individual movements showed queue lengths that exceeded available storages in the Design Year (2050). The locations where the queue lengths exceeded available storage correlated with the deficient operations that resulted in LOS E/F operations.

Table 4-1: No-Build Alternative - Opening Year (2030) - Average Delays and LOS

Intersection	Eastbound						Westbound						Northbound						Southbound						Intersection	
	Left		Through		Right		Left		Through		Right		Left		Through		Right		Left		Through		Right			
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
AM Peak Hour																										
SR A1A at Marsh Landing Pkwy	68.5	E	-	-	68.0	E	-	-	-	-	-	-	69.0	E	2.7	A	-	-	-	-	11.2	B	6.8	A	15.9	B
SR A1A at Ponte Vedra Lakes Blvd	94.0	F	-	-	79.6	E	-	-	-	-	-	-	103.2	F	3.8	A	-	-	-	-	29.6	C	9.7	A	25.3	C
SR A1A at Marlin Ave	91.1	F	-	-	72.4	E	-	-	-	-	-	-	5.0	A	1.6	A	-	-	-	-	6.6	A	4.0	A	7.5	A
SR A1A at Solana Rd	146.8	F	78.8	E	-	-	-	-	116.0	F	59.0	E	101.5	F	39.4	D	14.0	B	61.0	E	13.0	B	9.1	A	45.9	D
SR A1A at Library Blvd	85.2	F	-	-	83.2	F	-	-	-	-	-	-	6.0	A	5.4	A	-	-	1.4	A	2.2	A	3.8	A	6.3	A
SR A1A at L'Atrium Cir/Sawgrass Village Dr	78.1	E	53.6	D	-	-	-	-	77.7	E	71.2	E	5.9	A	10.7	B	9.7	A	11.4	B	18.1	B	12.3	B	18.4	B
SR A1A at Country Club Blvd/TPC Blvd	81.2	F	60.0	E	-	-	-	-	77.1	E	70.2	E	16.6	B	14.2	B	8.5	A	10.9	B	14.9	B	11.9	B	20.8	C
SR A1A at Fairfield Blvd/Sawgrass Dr	362.5	F	38.0	E	-	-	149.4	F	14.3	B	-	-	9.1	A	-	-	-	-	11.4	B	-	-	-	-	15.2	C
PM Peak Hour																										
SR A1A at Marsh Landing Pkwy	60.7	E	-	-	77.4	E	-	-	-	-	-	-	69.3	E	5.1	A	-	-	-	-	16.9	B	11.8	B	23.6	C
SR A1A at Ponte Vedra Lakes Blvd	89.1	F	-	-	72.2	E	-	-	-	-	-	-	79.3	E	6.8	A	-	-	-	-	25.4	C	9.4	A	21.4	C
SR A1A at Marlin Ave	89.5	F	-	-	70.0	E	-	-	-	-	-	-	58.4	E	2.0	A	-	-	-	-	3.7	A	0.1	A	5.9	A
SR A1A at Solana Rd	139.5	F	70.0	E	-	-	-	-	119.5	F	60.9	E	135.1	F	17.6	B	17.8	B	66.0	E	11.1	B	5.6	A	34.9	C
SR A1A at Library Blvd	80.0	F	-	-	76.5	E	-	-	-	-	-	-	15.8	B	13.2	B	-	-	1.5	A	2.1	A	4.4	A	11.7	B
SR A1A at L'Atrium Cir/Sawgrass Village Dr	159.5	F	51.0	D	-	-	-	-	88.5	F	76.4	E	21.2	C	16.8	B	14.4	B	27.1	C	25.8	C	16.9	B	33.4	C
SR A1A at Country Club Blvd/TPC Blvd	88.4	F	60.3	E	-	-	-	-	81.8	F	75.3	E	41.6	D	19.0	B	10.2	B	26.1	C	28.5	C	17.3	B	31.1	C
SR A1A at Fairfield Blvd/Sawgrass Dr	619.8	F	59.9	F	-	-	392.3	F	12.6	B	-	-	10.6	B	-	-	-	-	10.3	B	-	-	-	-	19.4	C

Table 4-2: No-Build Alternative - Design Year (2050) - Average Delays and LOS

Intersection	Eastbound						Westbound						Northbound						Southbound						Intersection	
	Left		Through		Right		Left		Through		Right		Left		Through		Right		Left		Through		Right			
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
AM Peak Hour																										
SR A1A at Marsh Landing Pkwy	67.3	E	-	-	70.0	E	-	-	-	-	-	-	68.9	E	3.1	A	-	-	-	-	13.5	B	7.6	A	17.4	B
SR A1A at Ponte Vedra Lakes Blvd	96.6	F	-	-	81.9	F	-	-	-	-	-	-	109.0	F	5.1	A	-	-	-	-	50.9	D	10.5	B	35.8	D
SR A1A at Marlin Ave	93.4	F	-	-	71.6	E	-	-	-	-	-	-	78.4	E	2.1	A	-	-	-	-	7.9	A	4.7	A	8.9	A
SR A1A at Solana Rd	204.9	F	87.7	F	-	-	-	-	129.0	F	59.2	E	107.1	F	45.7	D	14.0	B	62.7	E	14.8	B	8.9	A	55.7	E
SR A1A at Library Blvd	84.9	F	-	-	82.8	F	-	-	-	-	-	-	11.0	B	6.2	A	-	-	1.6	A	2.7	A	0.1	A	7.0	A
SR A1A at L'Atrium Cir/Sawgrass Village Dr	79.3	E	52.9	D	-	-	-	-	80.2	F	71.0	E	18.9	B	11.1	B	10.0	B	13.8	B	20.5	C	13.2	B	20.0	B
SR A1A at Country Club Blvd/TPC Blvd	75.9	E	59.4	E	-	-	-	-	78.2	E	69.7	E	35.8	D	16.9	B	9.4	A	15.2	B	21.0	C	14.8	B	25.3	C
SR A1A at Fairfield Blvd/Sawgrass Dr	856.3	F	60.4	F	-	-	327.2	F	15.8	C	-	-	9.4	A	-	-	-	-	12.5	B	-	-	-	-	33.0	D
PM Peak Hour																										
SR A1A at Marsh Landing Pkwy	57.2	E	-	-	78.2	E	-	-	-	-	-	-	69.2	E	6.7	A	-	-	-	-	21.7	C	14.3	B	26.6	C
SR A1A at Ponte Vedra Lakes Blvd	91.7	F	-	-	73.4	E	-	-	-	-	-	-	83.1	F	11.9	B	-	-	-	-	39.7	D	10.2	B	30.0	C
SR A1A at Marlin Ave	93.3	F	-	-	69.6	E	-	-	-	-	-	-	87.0	F	3.1	A	-	-	-	-	6.5	A	0.1	A	8.0	A
SR A1A at Solana Rd	189.9	F	72.8	E	-	-	-	-	135.3	F	62.3	E	116.6	F	22.2	C	17.1	B	78.4	E	14.3	B	6.7	A	43.5	D
SR A1A at Library Blvd	80.0	F	-	-	76.3	E	-	-	-	-	-	-	32.4	C	14.3	B	-	-	1.7	A	2.2	A	0.0	A	12.6	B
SR A1A at L'Atrium Cir/Sawgrass Village Dr	200.9	F	50.9	D	-	-	-	-	91.2	F	76.1	E	30.4	C	19.8	B	14.7	B	39.0	D	26.8	C	14.2	B	38.2	D
SR A1A at Country Club Blvd/TPC Blvd	91.5	F	61.2	E	-	-	-	-	89.7	F	75.0	E	67.5	E	23.1	C	11.2	B	45.3	D	34.3	C	19.4	B	37.1	D
SR A1A at Fairfield Blvd/Sawgrass Dr	1,716.5	F	92.9	F	-	-	917.3	F	13.6	B	-	-	11.2	B	-	-	-	-	10.9	B	-	-	-	-	46.3	E

Table 4-3: No-Build Alternative - Opening Year (2030) - 95th Percentile Queue Lengths (Feet)

Intersection	Peak Period	Eastbound			Westbound			Northbound			Southbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
SR A1A at Marsh Landing Pkwy	AM	82	-	105	-	-	-	119	127	-	-	494	55
	PM	126	-	235	-	-	-	158	220	-	-	575	120
	Storage Length (ft)	400	-	400	-	-	-	275	>1,500	-	-	>1,500	135
SR A1A at Ponte Vedra Lakes Blvd	AM	315	-	239	-	-	-	m#223	201	-	-	1,298	25
	PM	271	-	180	-	-	-	m160	441	-	-	1,187	57
	Storage Length (ft)	>1,000	-	50	-	-	-	200	1,200	-	-	>1,500	215
SR A1A at Marlin Ave	AM	241	-	55	-	-	-	m2	m59	-	-	275	m4
	PM	213	-	41	-	-	-	m2	m37	-	-	94	m0
	Storage Length (ft)	>1,000	-	50	-	-	-	275	>1,500	-	-	1,200	250
SR A1A at Solana Rd	AM	#494	277	-	-	#326	168	#166	874	22	m221	518	67
	PM	#448	207	-	-	#269	90	m#111	70	m0	m145	371	55
	Storage Length (ft)	285	375	-	-	>1,000	175	150	500	200	450	>1,500	465
SR A1A at Library Blvd	AM	51	-	41	-	-	-	20	366	-	m1	95	m0
	PM	87	-	78	-	-	-	m24	m930	-	m0	90	m0
	Storage Length (ft)	600	-	600	-	-	-	200	>1,500	-	125	500	275
SR A1A at L'Atrium Cir/Sawgrass Village Dr	AM	158	32	-	-	84	30	15	623	m0	28	578	87
	PM	#568	68	-	-	89	0	m54	328	m0	m79	792	175
	Storage Length (ft)	500	175	-	-	350	125	225	1,000	225	185	>1,500	215
SR A1A at Country Club Blvd/TPC Blvd	AM	116	136	-	-	87	0	107	508	0	m37	348	m4
	PM	209	163	-	-	88	0	244	693	0	m36	921	m9
	Storage Length (ft)	500	500	-	-	875	325	215	>1,500	225	225	1,000	215
SR A1A at Fairfield Blvd/Sawgrass Dr	AM	145	10	-	58	30	-	3	-	-	20	-	-
	PM	103	30	-	120	28	-	3	-	-	20	-	-
	Storage Length (ft)	315	315	-	450	450	-	125	-	-	225	-	-

m = Volume for 95th percentile queue is metered by upstream signal.
# = 95th percentile volume exceeds capacity, queue may be longer.

Table 4-4: No-Build Alternative - Design Year (2050) - 95th Percentile Queue Lengths (Feet)

Intersection	Peak Period	Eastbound			Westbound			Northbound			Southbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
SR A1A at Marsh Landing Pkwy	AM	88	-	141	-	-	-	128	150	-	-	613	65
	PM	129	-	278	-	-	-	172	281	-	-	735	151
	Storage Length (ft)	400	-	400	-	-	-	275	>1,500	-	-	>1,500	135
SR A1A at Ponte Vedra Lakes Blvd	AM	347	-	270	-	-	-	m#216	264	-	-	#1,694	27
	PM	298	-	206	-	-	-	m161	632	-	-	#1,568	64
	Storage Length (ft)	>1,000	-	50	-	-	-	200	1,200	-	-	>1,500	215
SR A1A at Marlin Ave	AM	264	-	62	-	-	-	m2	m69	-	-	m291	m4
	PM	#232	-	48	-	-	-	m4	m45	-	-	m157	m0
	Storage Length (ft)	>1,000	-	50	-	-	-	275	>1,500	-	-	1,200	250
SR A1A at Solana Rd	AM	#569	#330	-	-	#375	194	#187	1,036	26	m220	717	m106
	PM	#516	230	-	-	#303	108	m#109	388	m0	m144	548	m60
	Storage Length (ft)	285	375	-	-	>1,000	175	150	500	200	450	>1,500	465
SR A1A at Library Blvd	AM	53	-	55	-	-	-	24	466	-	m1	119	m0
	PM	94	-	82	-	-	-	m22	m1,059	-	m0	101	m0
	Storage Length (ft)	600	-	600	-	-	-	200	>1,500	-	125	500	275
SR A1A at L'Atrium Cir/Sawgrass Village Dr	AM	172	33	-	-	92	43	m31	731	m0	31	686	110
	PM	#644	72	-	-	96	0	m66	451	m0	m92	946	184
	Storage Length (ft)	500	175	-	-	350	125	225	1,000	225	185	>1,500	215
SR A1A at Country Club Blvd/TPC Blvd	AM	124	175	-	-	92	0	189	620	0	m44	433	m11
	PM	229	213	-	-	95	0	344	853	0	m38	1,011	m5
	Storage Length (ft)	500	500	-	-	875	325	215	>1,500	225	225	1,000	215
SR A1A at Fairfield Blvd/Sawgrass Dr	AM	203	18	-	88	38	-	3	-	-	25	-	-
	PM	138	45	-	165	33	-	3	-	-	25	-	-
	Storage Length (ft)	315	315	-	450	450	-	125	-	-	225	-	-

m = Volume for 95th percentile queue is metered by upstream signal.
# = 95th percentile volume exceeds capacity, queue may be longer.

5.0 Build Alternative

A Build Alternative was developed to improve traffic operations within the study area. Detailed traffic operational analysis was performed on the Build Alternative and a summary of its operations when compared with the No-Build Alternative is provided in this report.

5.1 Description of Build Alternative

The proposed geometric modifications with this alternative are described below.

- Extending the existing three southbound through lanes along SR A1A from Professional Drive/Avenue C to Marlin Avenue.
- A thru-cut is proposed at SR A1A and Solana Road, restricting northbound left-turn and westbound through movement. Northbound left-turns and westbound through traffic will make a U-turn at a new signalized intersection approximately 325 feet north of Solana Road.
- Median U-turns (MUTs) are proposed at SR A1A and L'Atrium Circle/Sawgrass Village Drive and at SR A1A and Fairfield Boulevard/Sawgrass Drive. Eastbound and westbound through movements are restricted at these intersections, and traffic is redirected to the respective MUTs, each with a new signal: one approximately 400 feet south of L'Atrium Circle/Sawgrass Village Drive, and the other approximately 400 feet north of Fairfield Boulevard/Sawgrass Drive.
- A thru-cut is proposed at SR A1A and Fairfield Boulevard/Sawgrass Drive, restricting eastbound and westbound left-turn and through movements. Eastbound through and left-turn will make a U-turn at a new unsignalized intersection approximately 525 feet south of Fairfield Boulevard/Sawgrass Drive. Westbound through and left-turn will make a U-turn at the unsignalized intersection SR A1A and Ponte Vedra Pointe Drive approximately 625 feet north of Fairfield Boulevard/Sawgrass Drive.

The Build Alternative also considered signal timing and phasing improvements that include signal cycle optimization, enhanced phasing and splits, and optimized offsets.

The lane configuration proposed with the Build Alternative is presented in **Figure 5-1**. A preliminary design of the Build Alternative was provided by FDOT and is shown in **Appendix F.**

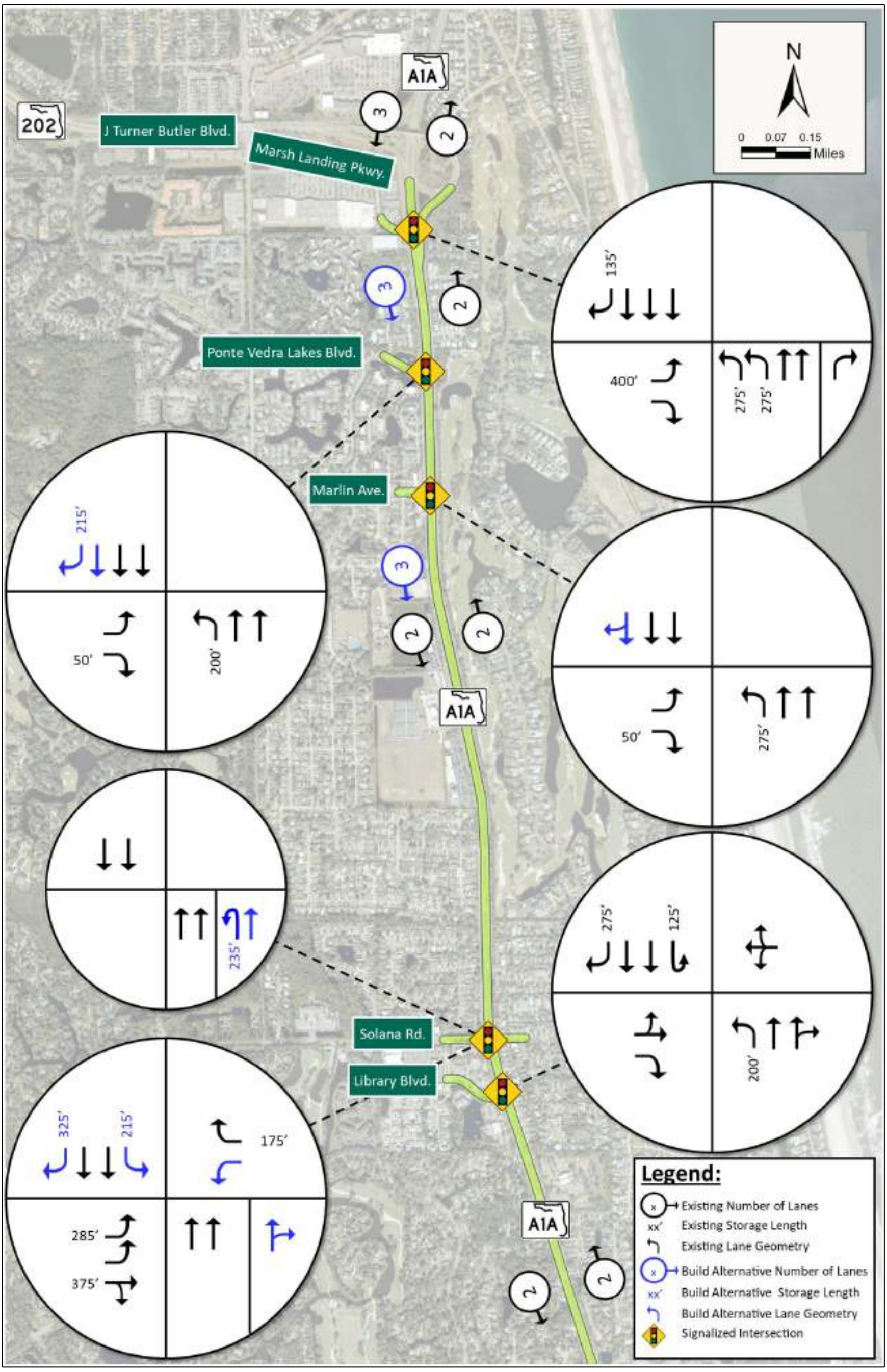


Figure 5-1: Build Alternative Lane Geometry - Sheet 1

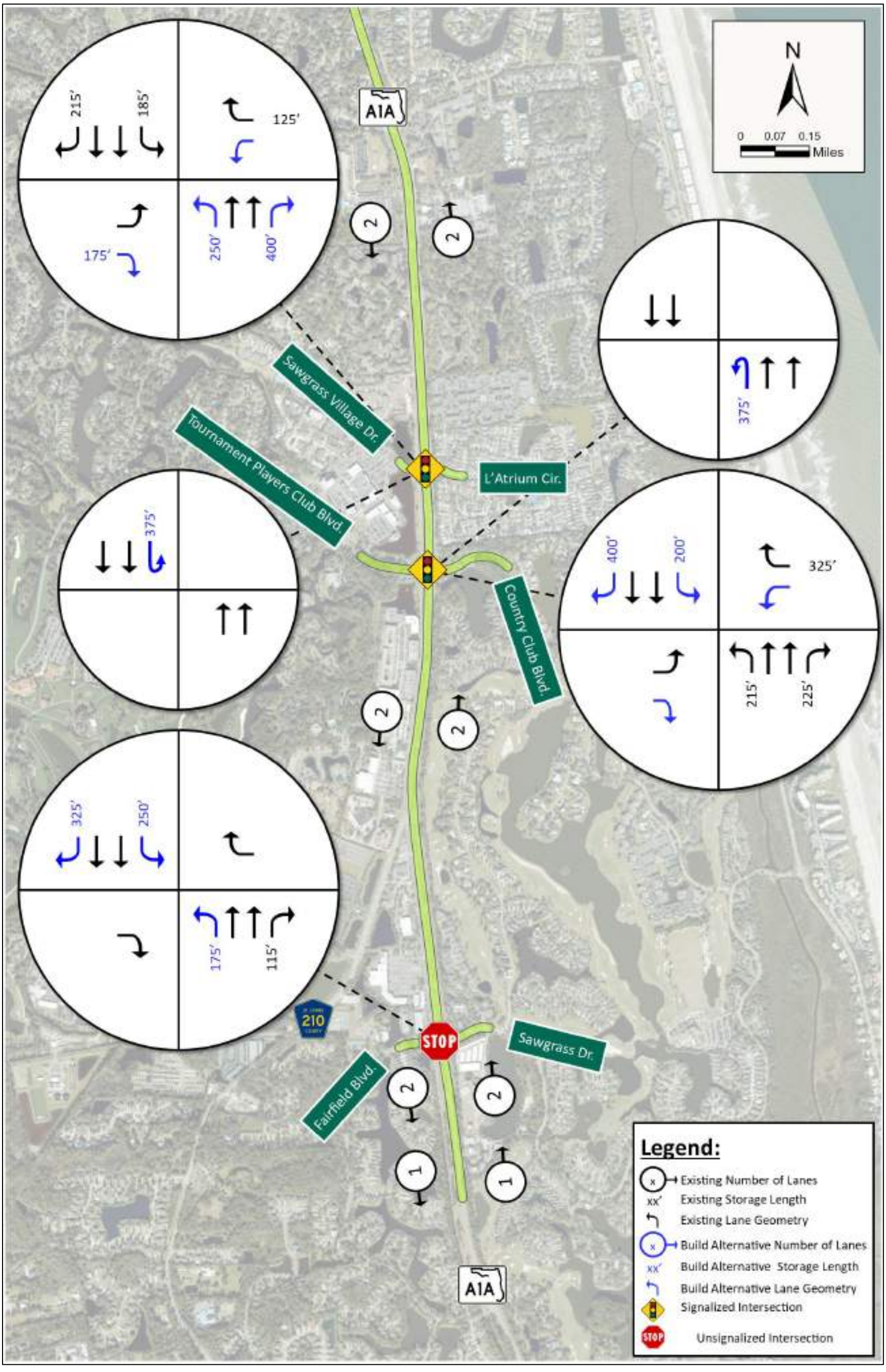


Figure 5-1: Build Alternative Lane Geometry - Sheet 2

5.2 Build Alternative Operational Analysis

This section discusses the operational analyses of the Build Alternative developed for this project. The operational performance of this concept when compared with the No-Build Alternative is presented.

Intersection capacity analyses were conducted for the AM and PM peak hours for the Opening Year (2030) and the Design Year (2050) traffic conditions for the Build Alternative using Synchro 12 software. Traffic volumes were developed utilizing the procedures outlined in **Section 2.4** for this analysis. These volumes were previously presented in **Figure 2-2** and **Figure 2-3**. The signal timing was optimized for cycle lengths, splits, and offsets for the Build Alternative.

Opening Year (2030) and Design Year (2050) Build Alternative delay and LOS are presented in **Table 5-1** and **Table 5-2**, respectively. The Opening Year (2030) and the Design Year (2050) Build Alternative 95th percentile queue lengths are provided in **Table 5-3** and **Table 5-4**. **Appendix E** provides the analysis reports and Synchro models for the Opening Year (2030) and the Design Year (2050) Build Alternative.

All failing individual movements Delays and LOS in No-Build Alternative improved from LOS F to LOS E in the Build Alternative. Overall, the 95th percentile queue lengths were within the available storage lengths. While movements with 95th percentile queues exceeding the available storage length in the No-Build Alternative persist, the queue lengths along SR A1A have decreased under the Build Alternative.

Additionally, a comparison of the Build Alternative and the No-Build Alternative operational conditions for the Opening Year (2030) and the Design Year (2050) AM and PM peak hours is provided in **Table 5-5**. Results show that all intersections in the Build Alternative operate an acceptable LOS (C or better), moving traffic more efficiently through the study area as compared with the No-Build Alternative. In the Design Year (2050), the Build Alternative results in average delays approximately 52 percent and 54 percent less than the No-Build Alternative in the AM and PM peak hours, respectively.

Table 5-1: Build Alternative - Opening Year (2030) – Average Delays and LOS

Intersection	Eastbound						Westbound						Northbound						Southbound						Intersection	
	Left		Through		Right		Left		Through		Right		Left		Through		Right		Left		Through		Right			
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
AM Peak Hour																										
SR A1A at Marsh Landing Pkwy	46.2	D	-	-	51.0	D	-	-	-	-	-	-	50.4	D	5.6	A	-	-	-	-	14.3	B	8.4	A	16.2	B
SR A1A at Ponte Vedra Lakes Blvd	53.9	D	-	-	43.2	D	-	-	-	-	-	-	25.1	C	7.0	A	-	-	-	-	7.1	A	0.6	A	11.0	B
SR A1A at Marlin Ave	53.9	D	-	-	42.9	D	-	-	-	-	-	-	8.3	A	9.8	A	-	-	-	-	1.3	A	-	-	7.4	A
SR A1A at U-Turn N of Solana Rd	-	-	-	-	-	-	-	-	-	-	-	-	56.4	E	4.4	A	-	-	-	-	9.2	A	-	-	8.2	A
SR A1A at Solana Rd	38.7	D	57.5	E	-	-	55.6	E	-	-	50.8	D	-	-	27.6	C	10.5	B	59.9	E	9.2	A	22.3	C	25.6	C
SR A1A at Library Blvd	56.6	E	-	-	54.5	D	-	-	-	-	-	-	7.4	A	2.9	A	-	-	6.4	A	6.2	A	4.3	A	6.1	A
SR A1A at L'Atrium Cir/Sawgrass Village Dr	55.0	E	-	-	48.9	D	50.4	D	-	-	49.2	D	2.7	A	2.7	A	6.0	A	2.9	A	3.6	A	3.1	A	6.7	A
SR A1A at U-Turn S of L'Atrium Cir/Sawgrass Village Dr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.1	A	-	-	48.9	D	1.4	A	-	-	1.3	A
SR A1A at U-Turn N of Country Club Blvd/TPC Blvd	-	-	-	-	-	-	-	-	-	-	-	-	49.9	D	4.1	A	-	-	-	-	3.7	A	-	-	4.2	A
SR A1A at Country Club Blvd/TPC Blvd	52.4	D	-	-	53.6	D	50.2	D	-	-	49.5	D	17.1	B	10.2	B	6.0	A	3.3	A	3.1	A	5.5	A	12.5	B
SR A1A at Fairfield Blvd/Sawgrass Dr	-	-	-	-	11.1	B	-	-	-	-	15.8	C	9.2	A	-	-	-	-	12.0	B	-	-	-	-	2.7	A
PM Peak Hour																										
SR A1A at Marsh Landing Pkwy	56.6	E	-	-	77.5	E	-	-	-	-	-	-	64.3	E	7.1	A	-	-	-	-	19.5	B	13.5	B	25.1	C
SR A1A at Ponte Vedra Lakes Blvd	76.7	E	-	-	62.4	E	-	-	-	-	-	-	41.2	D	10.1	B	-	-	-	-	2.8	A	0.2	A	11.6	B
SR A1A at Marlin Ave	75.3	E	-	-	60.9	E	-	-	-	-	-	-	15.9	B	2.4	A	-	-	-	-	2.0	A	-	-	4.5	A
SR A1A at U-Turn N of Solana Rd	-	-	-	-	-	-	-	-	-	-	-	-	69.3	E	3.5	A	-	-	-	-	10.4	B	-	-	8.3	A
SR A1A at Solana Rd	58.2	E	73.9	E	-	-	69.9	E	-	-	66.3	E	-	-	21.0	C	7.7	A	66.4	E	4.0	A	12.6	B	23.1	C
SR A1A at Library Blvd	69.3	E	-	-	68.9	E	-	-	-	-	-	-	19.5	B	7.7	A	-	-	2.9	A	4.9	A	0.3	A	10.0	A
SR A1A at L'Atrium Cir/Sawgrass Village Dr	65.1	E	-	-	45.2	D	45.1	D	-	-	44.8	D	18.3	B	4.0	A	49.3	D	32.2	C	20.7	C	14.8	B	18.8	B
SR A1A at U-Turn S of L'Atrium Cir/Sawgrass Village Dr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11.0	B	-	-	38.3	D	6.6	A	-	-	9.0	A
SR A1A at U-Turn N of Country Club Blvd/TPC Blvd	-	-	-	-	-	-	-	-	-	-	-	-	55.6	E	5.0	A	-	-	-	-	2.0	A	-	-	4.0	A
SR A1A at Country Club Blvd/TPC Blvd	65.3	E	-	-	60.1	E	56.0	E	-	-	55.7	E	30.0	C	10.6	B	6.6	A	3.3	A	4.0	A	27.3	C	16.5	B
SR A1A at Fairfield Blvd/Sawgrass Dr	-	-	-	-	13.1	B	-	-	-	-	13.8	B	10.9	B	-	-	-	-	10.6	B	-	-	-	-	2.5	A

Table 5-2: Build Alternative - Design Year (2050) - Average Delays and LOS

Intersection	Eastbound						Westbound						Northbound						Southbound						Intersection	
	Left		Through		Right		Left		Through		Right		Left		Through		Right		Left		Through		Right			
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
AM Peak Hour																										
SR A1A at Marsh Landing Pkwy	68.2	E	-	-	79.5	E	-	-	-	-	-	-	62.4	E	5.2	A	-	-	-	-	15.2	B	8.6	A	19.3	B
SR A1A at Ponte Vedra Lakes Blvd	79.6	E	-	-	67.4	E	-	-	-	-	-	-	40.8	D	10.2	B	-	-	-	-	11.8	B	2.2	A	17.0	B
SR A1A at Marlin Ave	79.7	E	-	-	62.7	E	-	-	-	-	-	-	18.7	B	12.0	B	-	-	-	-	1.7	A	-	-	9.7	A
SR A1A at U-Turn N of Solana Rd	-	-	-	-	-	-	-	-	-	-	-	-	66.0	E	6.9	A	-	-	-	-	12.0	B	-	-	11.0	B
SR A1A at Solana Rd	41.9	D	63.7	E	-	-	61.9	E	-	-	54.9	D	-	-	47.6	D	11.5	B	66.4	E	14.5	B	27.7	C	34.9	C
SR A1A at Library Blvd	60.1	E	-	-	58.2	E	-	-	-	-	-	-	14.9	B	7.8	A	-	-	3.0	A	2.9	A	1.4	A	7.2	A
SR A1A at L'Atrium Cir/Sawgrass Village Dr	78.0	E	-	-	66.1	E	68.2	E	-	-	66.5	E	3.0	A	2.3	A	5.4	A	10.6	B	12.3	B	8.2	A	12.1	B
SR A1A at U-Turn S of L'Atrium Cir/Sawgrass Village Dr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.8	A	-	-	66.1	E	3.5	A	-	-	2.7	A
SR A1A at U-Turn N of Country Club Blvd/TPC Blvd	-	-	-	-	-	-	-	-	-	-	-	-	64.6	E	4.0	A	-	-	-	-	4.6	A	-	-	4.6	A
SR A1A at Country Club Blvd/TPC Blvd	70.8	E	-	-	75.8	E	67.8	E	-	-	66.7	E	28.4	C	9.3	A	4.7	A	3.3	A	3.0	A	4.6	A	15.2	B
SR A1A at Fairfield Blvd/Sawgrass Dr	-	-	-	-	11.6	B	-	-	-	-	18.2	C	9.5	A	-	-	-	-	13.3	B	-	-	-	-	3.0	A
PM Peak Hour																										
SR A1A at Marsh Landing Pkwy	53.5	D	-	-	78.2	E	-	-	-	-	-	-	65.4	E	8.2	A	-	-	-	-	23.9	C	15.6	B	27.8	C
SR A1A at Ponte Vedra Lakes Blvd	79.5	E	-	-	62.6	E	-	-	-	-	-	-	58.3	E	16.1	B	-	-	-	-	3.2	A	0.2	A	15.1	B
SR A1A at Marlin Ave	77.4	E	-	-	60.3	E	-	-	-	-	-	-	26.5	C	4.1	A	-	-	-	-	2.3	A	-	-	5.6	A
SR A1A at U-Turn N of Solana Rd	-	-	-	-	-	-	-	-	-	-	-	-	72.1	E	5.0	A	-	-	-	-	14.5	B	-	-	11.1	B
SR A1A at Solana Rd	57.8	E	73.7	E	-	-	70.3	E	-	-	65.9	E	-	-	28.1	C	6.0	A	63.7	E	4.7	A	14.2	B	25.7	C
SR A1A at Library Blvd	69.9	E	-	-	68.2	E	-	-	-	-	-	-	20.6	C	8.7	A	-	-	3.1	A	4.4	A	0.3	A	10.2	B
SR A1A at L'Atrium Cir/Sawgrass Village Dr	75.8	E	-	-	51.2	D	50.3	D	-	-	49.9	D	7.7	A	4.9	A	49.8	D	38.0	D	22.0	C	15.3	B	20.6	C
SR A1A at U-Turn S of L'Atrium Cir/Sawgrass Village Dr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14.4	B	-	-	36.2	D	7.0	A	-	-	11.1	B
SR A1A at U-Turn N of Country Club Blvd/TPC Blvd	-	-	-	-	-	-	-	-	-	-	-	-	58.9	E	8.0	A	-	-	-	-	1.7	A	-	-	5.5	A
SR A1A at Country Club Blvd/TPC Blvd	73.9	E	-	-	73.3	E	62.9	E	-	-	62.7	E	44.2	D	14.5	B	7.1	A	30.8	C	3.6	A	12.2	B	20.5	C
SR A1A at Fairfield Blvd/Sawgrass Dr	-	-	-	-	14.1	B	-	-	-	-	15.4	C	11.6	B	-	-	-	-	11.3	B	-	-	-	-	2.8	A

Table 5-3: Build Alternative - Opening Year (2030) - 95th Percentile Queue Lengths (Feet)

Intersection	Peak Period	Eastbound			Westbound			Northbound			Southbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
SR A1A at Marsh Landing Pkwy	AM	63	-	130	-	-	-	m75	197	-	-	455	47
	PM	122	-	281	-	-	-	m140	193	-	-	576	117
	Storage Length (ft)	400	-	400	-	-	-	275	>1,500	-	-	>1,500	135
SR A1A at Ponte Vedra Lakes Blvd	AM	207	-	122	-	-	-	m78	250	-	-	89	m0
	PM	243	-	153	-	-	-	m120	635	-	-	108	1
	Storage Length (ft)	>1,000	-	50	-	-	-	200	1,200	-	-	>1,500	215
SR A1A at Marlin Ave	AM	164	-	34	-	-	-	12	520	-	-	39	-
	PM	190	-	37	-	-	-	m1	20	-	-	56	-
	Storage Length (ft)	>1,000	-	50	-	-	-	275	>1,500	-	-	1,200	-
SR A1A at Solana Rd (U-Turn North)	AM	-	-	-	-	-	-	174	257	-	-	581	-
	PM	-	-	-	-	-	-	151	274	-	-	321	-
	Storage Length (ft)	-	-	-	-	-	-	235	325	-	-	>1,500	-
SR A1A at Solana Rd	AM	211	178	-	119	-	81	-	#790	35	m#177	582	285
	PM	276	176	-	105	-	81	-	329	4	m#148	292	228
	Storage Length (ft)	285	375	-	>1,000	-	175	-	500	500	215	325	325
SR A1A at Library Blvd	AM	39	-	0	-	-	-	23	85	-	m1	145	m0
	PM	79	-	112	-	-	-	46	526	-	m1	110	m0
	Storage Length (ft)	600	-	600	-	-	-	200	>1,500	-	125	500	275
SR A1A at L'Atrium Cir/Sawgrass Village Dr	AM	125	-	0	58	-	0	m6	40	m0	m11	166	41
	PM	337	-	44	43	-	0	m17	69	m1	69	599	119
	Storage Length (ft)	500	-	175	350	-	125	250	400	400	185	>1,500	215
SR A1A at L'Atrium Cir/Sawgrass Village Dr (U-turn South)	AM	-	-	-	-	-	-	-	3	-	15	25	-
	PM	-	-	-	-	-	-	-	797	-	18	98	-
	Storage Length (ft)	-	-	-	-	-	-	-	150	-	375	400	-
SR A1A at Country Club Blvd/TPC Blvd (U-Turn North)	AM	-	-	-	-	-	-	32	83	-	-	70	-
	PM	-	-	-	-	-	-	43	128	-	-	3	-
	Storage Length (ft)	-	-	-	-	-	-	375	400	-	-	150	-
SR A1A at Country Club Blvd/TPC Blvd	AM	88	-	119	42	-	0	100	389	m0	m5	40	m0
	PM	170	-	146	37	-	6	213	470	m5	m7	66	m0
	Storage Length (ft)	500	-	500	875	-	325	215	>1,500	225	200	400	400
SR A1A at Fairfield Blvd/Sawgrass Dr	AM	-	-	10	-	-	43	3	-	-	23	-	-
	PM	-	-	10	-	-	40	3	-	-	23	-	-
	Storage Length (ft)	-	-	315	-	-	450	175	-	-	250	-	-

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

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

Table 5-4: Build Alternative - Design Year (2050) - 95th Percentile Queue Lengths (Feet)

Intersection	Peak Period	Eastbound			Westbound			Northbound			Southbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
SR A1A at Marsh Landing Pkwy	AM	91	-	186	-	-	-	m114	280	-	-	715	88
	PM	128	-	327	-	-	-	m140	m205	-	-	705	142
	Storage Length (ft)	400	-	400	-	-	-	275	>1,500	-	-	>1,500	135
SR A1A at Ponte Vedra Lakes Blvd	AM	305	-	225	-	-	-	m152	497	-	-	140	m2
	PM	268	-	175	-	-	-	m138	#1,493	-	-	110	m0
	Storage Length (ft)	>1,000	-	50	-	-	-	200	1,200	-	-	>1,500	215
SR A1A at Marlin Ave	AM	238	-	53	-	-	-	16	904	-	-	68	-
	PM	209	-	40	-	-	-	m5	107	-	-	63	-
	Storage Length (ft)	>1,000	-	50	-	-	-	275	>1,500	-	-	1,200	-
SR A1A at Solana Rd (U-Turn North)	AM	-	-	-	-	-	-	212	m399	-	-	791	-
	PM	-	-	-	-	-	-	174	295	-	-	444	-
	Storage Length (ft)	-	-	-	-	-	-	235	325	-	-	>1,500	-
SR A1A at Solana Rd	AM	248	213	-	139	-	87	-	#1,017	56	m#186	840	m372
	PM	302	195	-	113	-	85	-	#1,121	m5	m140	462	322
	Storage Length (ft)	285	375	-	>1,000	-	175	-	500	500	215	325	325
SR A1A at Library Blvd	AM	43	-	14	-	-	-	63	486	-	m1	128	m1
	PM	84	-	107	-	-	-	84	645	-	m1	128	m0
	Storage Length (ft)	600	-	600	-	-	-	200	>1,500	-	125	500	275
SR A1A at L'Atrium Cir/Sawgrass Village Dr	AM	173	-	0	79	-	40	m7	41	m0	31	502	88
	PM	416	-	76	49	-	0	m11	89	m5	#145	694	143
	Storage Length (ft)	500	-	175	350	-	125	250	400	400	185	>1,500	215
SR A1A at L'Atrium Cir/Sawgrass Village Dr (U-turn South)	AM	-	-	-	-	-	-	-	27	-	17	77	-
	PM	-	-	-	-	-	-	-	161	-	15	118	-
	Storage Length (ft)	-	-	-	-	-	-	-	150	-	375	400	-
SR A1A at Country Club Blvd/TPC Blvd (U-Turn North)	AM	-	-	-	-	-	-	37	104	-	-	125	-
	PM	-	-	-	-	-	-	40	156	-	-	7	-
	Storage Length (ft)	-	-	-	-	-	-	375	400	-	-	150	-
SR A1A at Country Club Blvd/TPC Blvd	AM	119	-	168	58	-	18	126	497	m7	m5	43	m1
	PM	202	-	204	41	-	29	#303	713	m11	m21	44	m1
	Storage Length (ft)	500	-	500	875	-	325	215	>1,500	225	200	400	400
SR A1A at Fairfield Blvd/Sawgrass Dr	AM	-	-	13	-	-	55	3	-	-	30	-	-
	PM	-	-	13	-	-	50	3	-	-	28	-	-
	Storage Length (ft)	-	-	315	-	-	450	175	-	-	250	-	-

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

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

Table 5-5: Intersection Analysis Summary - No-Build vs. Build Alternatives

Location	AM Peak Hour				PM Peak Hour			
	No-Build		Build		No-Build		Build	
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Opening Year (2030)								
SR A1A at Marsh Landing Pkwy	15.9	B	16.2	B	23.6	C	25.1	C
SR A1A at Ponte Vedra Lakes Blvd	25.3	C	11.0	B	21.4	C	11.6	B
SR A1A at Marlin Ave	7.5	A	7.4	A	5.9	A	4.5	A
SR A1A at Solana Rd	45.9	D	17.5	B	34.9	C	16.1	B
SR A1A at Library Blvd	6.3	A	6.1	A	11.7	B	10.0	A
SR A1A at L'Atrium Cir/Sawgrass Village Dr	18.4	B	4.2	A	33.4	C	14.4	B
SR A1A at Country Club Blvd/TPC Blvd	20.8	C	8.7	A	31.1	C	10.8	B
SR A1A at Fairfield Blvd/Sawgrass Dr	15.2	C	2.7	A	19.4	C	2.5	A
Percent Reduction	**52%**				**48%**			
Design Year (2050)								
SR A1A at Marsh Landing Pkwy	17.4	B	19.3	B	26.6	C	27.8	C
SR A1A at Ponte Vedra Lakes Blvd	35.8	D	17.0	B	30.0	C	15.1	B
SR A1A at Marlin Ave	8.9	A	9.7	A	8.0	A	5.6	A
SR A1A at Solana Rd	55.7	E	23.8	C	43.5	D	18.8	B
SR A1A at Library Blvd	7.0	A	7.2	A	12.6	B	10.2	B
SR A1A at L'Atrium Cir/Sawgrass Village Dr	20.0	B	7.8	A	38.2	D	16.4	B
SR A1A at Country Club Blvd/TPC Blvd	25.3	C	10.3	B	37.1	D	13.7	B
SR A1A at Fairfield Blvd/Sawgrass Dr	33.0	D	3.0	A	46.3	E	2.8	A
Percent Reduction	**52%**				**54%**			

6.0 System-Level Performance - Existing, No-Build, and Build Alternatives

A system-level evaluation of Existing, No-Build, and Build traffic operations within the study area is also presented based on SimTraffic 12. simulation. The following Measure of Effectiveness (MOEs) were used on a network-wide basis:

- Vehicle Served (vehicles)
- **Vehicles Denied Entry (vehicles)**
- Total Delay (hours)
- **Total Delay per Vehicle (seconds)**
- **Total and Denied Delay per Vehicle (seconds)***
- System-Wide Travel Time (hours)
- **System-Wide Total Travel Time (hours)****

A one-hour SimTraffic simulation was performed for the AM and PM peak hours for the Existing, No-Build, and Build Alternatives. The No-Build and Build Alternatives were evaluated for the Opening Year (2030) and the Design Year (2050) conditions. A 10-minute seeding time was used to fill the network with traffic to achieve equilibrium. A total of five runs were simulated for each of the models and the average of the MOEs are reported. The Existing Year, No-Build, and Build Alternatives SimTraffic output reports are provided in **Appendix G**.

Table 6-1 summarizes the key MOEs identified above for the alternatives considered for this study during the AM and PM peak hours.

Table 6-1: SimTraffic Results - Alternatives Comparison

Measure of Effectiveness	Existing Year 2023	2030 No-Build	2030 Build	2050 No-Build	2050 Build
AM Peak Hour					
Vehicles Served (vehicles)	6,108	6,197	6,542	6,646	7,075
Vehicles Denied Entry (vehicles)	**2**	**7**	**0**	**194**	**0**
Total Delay (hrs.)	291	376	164	519	284
Total Delay/Vehicle (sec)	150	188	82	216	129
Total and Denied Delay/Vehicle (sec)*	**151**	**190**	**83**	**246**	**130**
System-wide Travel Time (hrs.)	707.0	802.0	582.0	971.0	752.0
System-wide Total Travel Time (hrs.)	**707.0**	**803.0**	**582.0**	**999.0**	**752.0**
PM Peak Hour					
Vehicles Served (vehicles)	6,620	6,657	7,013	7,006	7,638
Vehicles Denied Entry (vehicles)	**95**	**155**	**45**	**303**	**137**
Total Delay (hrs.)	403	544	290	754	439
Total Delay/Vehicle (sec)	174	219	121	275	158
Total and Denied Delay/Vehicle (sec)*	**193**	**255**	**132**	**325**	**186**
System-wide Travel Time (hrs.)	850.0	998.0	905.0	1,235.0	932.0
System-wide Total Travel Time (hrs.)	**862**	**1,021.0**	**911.0**	**1,289.0**	**949.0**

*Total and Denied Delay per Vehicle = Total Delay per Vehicle + Denied Delay per Vehicle
**System-Travel Total Travel Time = System-wide Travel Time + (System-wide Travel Time/Vehicles Served) × Vehicles Denied Entry

Vehicles Denied Entry

The total number of vehicles that are denied entry in the AM and PM peak hours are presented in graphical format for the alternatives considered for this study in **Figure 6-1**.

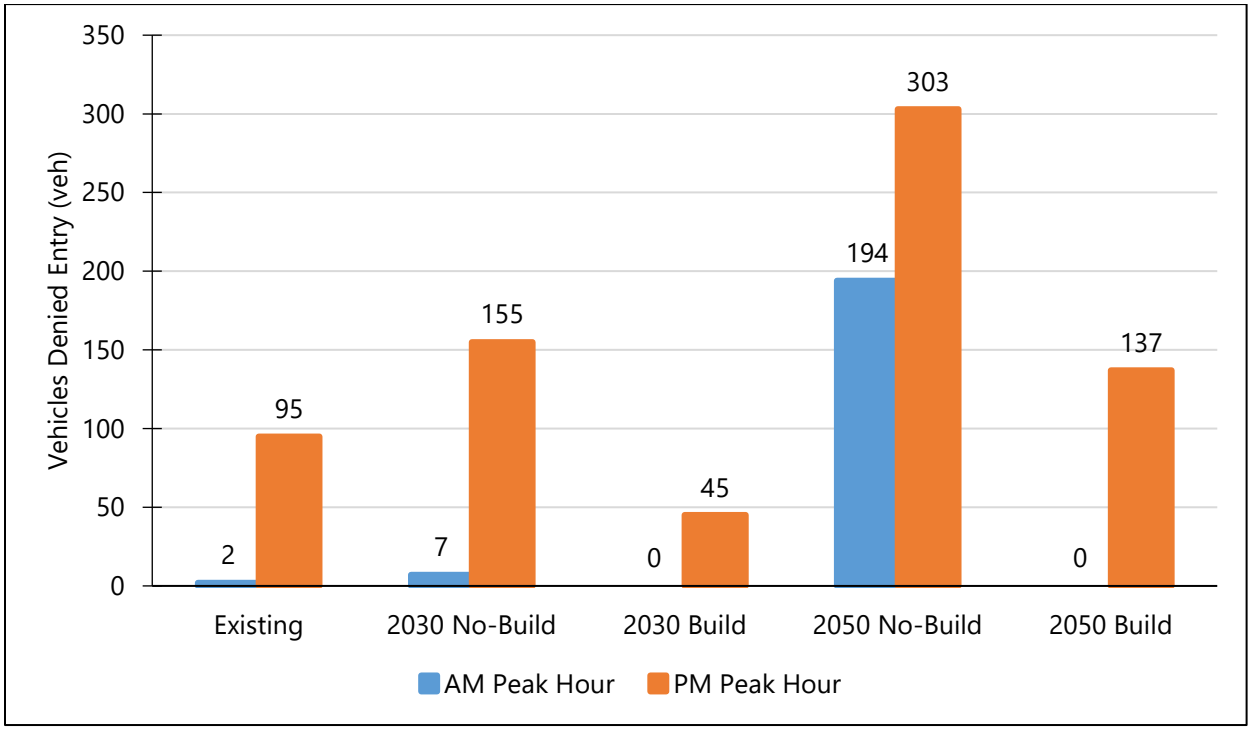


Figure 6-1: Vehicle Denied Entry

Findings and Observations

AM Peak Hour:

- The number of vehicles that cannot enter the network increases from two vehicles in existing condition to 194 vehicles by Design Year (2050) with the No-Build Alternative.
- The Build Alternative decreases the number of vehicles that cannot enter the network from 194 vehicles with the No-Build Alternative to zero vehicle, an approximate 100 percent reduction by Design Year (2050).

PM Peak Hour:

- The number of vehicles that cannot enter the network increases from 95 vehicles in existing conditions to 303 vehicles by Design Year (2050) with the No-Build Alternative.
- The Build Alternative decreases the number of vehicles that cannot enter the network from 303 vehicles with the No-Build Alternative to 137 vehicles, an approximate 55 percent reduction by Design Year (2050).

Total and Denied Delay per Vehicle

The total delay per vehicle values were added to the denied delay per vehicle values. This provides an estimate of total network delay to be anticipated for the Opening Year (2030) and the Design Year (2050) accounting for the delays experienced by the denied entry (latent demand) vehicles that were unable to be served during the one-hour simulation. This information is presented in graphical format in **Figure 6-2** for the AM and PM peak hours.

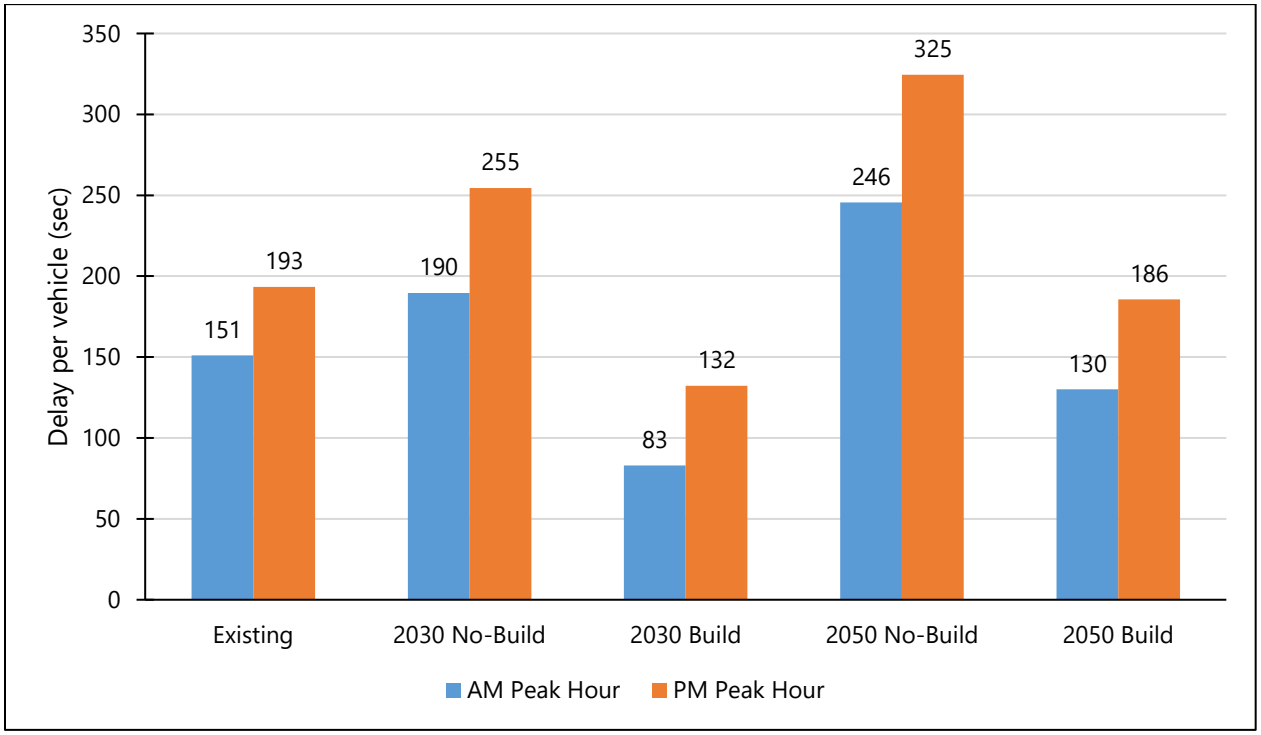


Figure 6-2: Total and Denied Delay per Vehicle

Findings and Observations

AM Peak Hour:

- When considering the delay of all the vehicles (the vehicles that entered and exited the network and the vehicles that were denied entry), the anticipated delay per vehicle increases from 151 vehicles in existing condition to 246 vehicles by Design Year (2050) if no improvements are made.
- The Build Alternative improvements provide a reduction by approximately 47 percent in Design Year (2050) in total and denied delay per vehicle when compared with the No-Build Alternative.

PM Peak Hour:

- Similar to AM Peak Hour, the anticipated delay per vehicle nearly doubles from Existing Year (2023) to Design Year (2050) if no improvements are made.
- The Build Alternative improvements provide a reduction in total and denied delay per vehicle by approximately 43 percent in Design Year (2050) when compared with the No-Build Alternative.

The total and denied delay per vehicle in the Design Year (2050) is estimated to be less than the Existing Year (2023) conditions in both the AM and PM peak hours, respectively.

System-wide Total Travel Time

The system-wide total travel time was calculated first by estimating the travel time per vehicle served. This estimation was then applied to the vehicles denied entry to calculate the travel time anticipated for those vehicles. Combining the system-wide travel time of the vehicles served with the system-wide travel time of the vehicles denied entry provided an estimate of system-wide total travel time in hours. This information is presented in **Figure 6-3** for the AM and PM peak hours.

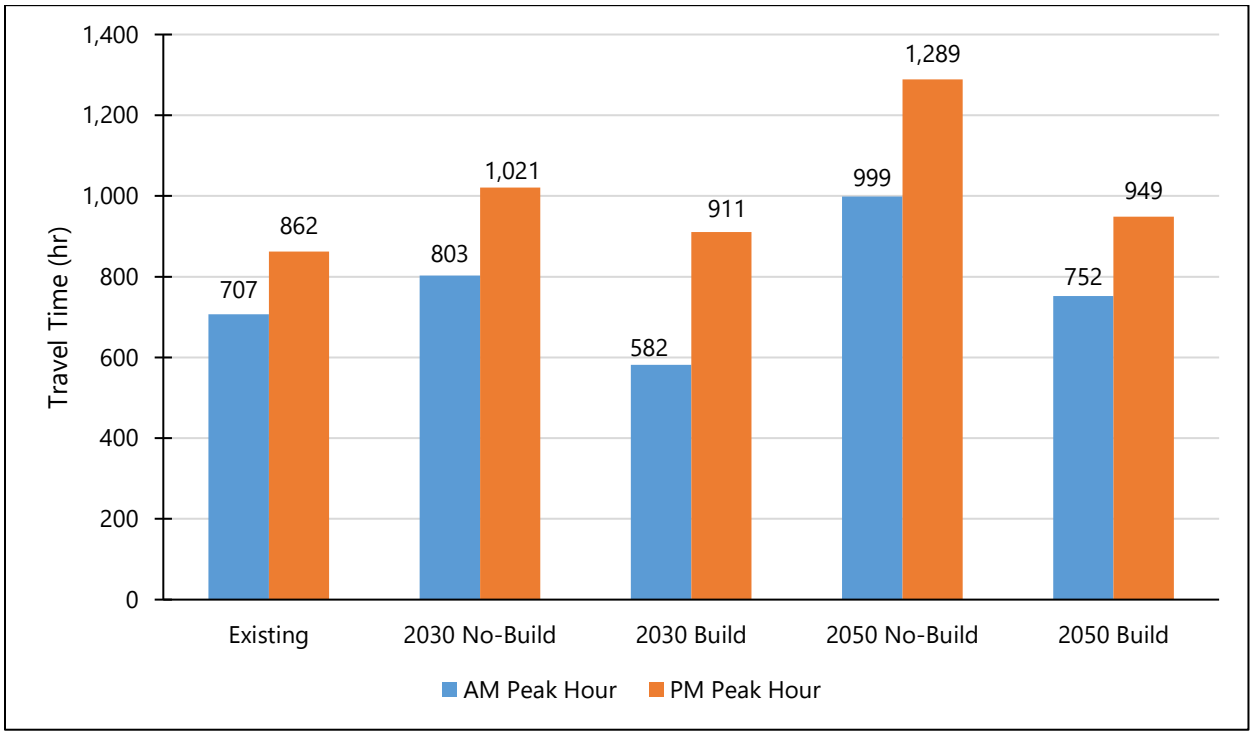


Figure 6-3: System-wide Total Travel Time

Findings and Observations

AM Peak Hour:

- The No-Build Alternative travel time increases by over 292 hours from Existing Year (2023) to Design Year (2050) if no improvements are made.
- The Build Alternative reduces the anticipated travel time by approximately 25 percent when compared with the No-Build Alternative for Design Year (2050) conditions.

PM Peak Hour:

- The No-Build Alternative travel time increases by over 427 hours from the Existing Year (2023) to Design Year (2050) if no improvements are made.
- The Build Alternative reduces the anticipated travel time by approximately 26 percent when compared with the No-Build Alternative for Design Year (2050) conditions.

7.0 Conclusions

This report documents the traffic operational analyses performed to evaluate the improvements proposed under the Build Alternative for this study. Details of the improvements proposed with the Build Alternative are provided in **Section 5.2**. This section provides a brief comparison of the traffic operational analyses performed for the alternatives considered for this project:

- If no improvements are performed within the study area, all signalized and unsignalized intersections within the study area will operate with LOS E or better but fail with LOS F in multiple individual movements during the Opening Year (2030) and the Design Year (2050) AM and PM peak hours.
- SimTraffic simulations for the No-Build Alternative during the AM and PM peak hours show gridlock conditions along SR A1A. The total delay per vehicle increase 62 percent in the AM peak hour and 68 percent in the PM peak hour from Existing Year (2023) to Design Year (2050) conditions.
- The Build Alternative improves traffic operations along SR A1A within the study area when compared to the No-Build Alternative conditions.
- The signalized and unsignalized intersections within the study area operate within acceptable operational thresholds (LOS D or better) with improved individual movement operations with the Build Alternative when compared to the No-Build Alternative.
- In the Design Year (2050), the Build Alternative decreases the anticipated total and denied delay per vehicle by approximately 47 percent in the AM peak hour and 43 percent in the PM peak hour when compared with the No-Build Alternative.
- The Build alternative decreases the total delay per vehicle, increases the throughput, and decreases the system-wide travel time during the AM and PM peak hours when compared with the No-Build Alternative in the Opening Year (2030) and the Design Year (2050) conditions.

Overall, the Build Alternative improves the traffic operations when compared with the No-Build Alternative within the study area and is recommended for construction.

Appendix A: Straight Line Diagram

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	12/17/2024	01/08/2025				
BY	PECS	PECS				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02		SR A1A	DUVAL	02	72004000	1 OF 1

0.0

SECTION BEGINS:
ST JOHNS CO LINE

SECTION ENDS:
34TH AVE S

ROADWAY FEATURES

0.000 ST JOHNS CO LINE

INSIDE CITY, AND URBAN
* JACKSONVILLE BEACH
* JACKSONVILLE
*|<=3RD ST S
*|<SR A1A

MARSH LANDING PKWY 0.014

72292283 EB OFF 0.126

72292281 EB OFF 0.156

202 SR-202

72292282 WB ON 0.274

SOUTH BEACH MALL ENT 0.385

JACKSONVILLE DR 0.519

37TH AVE S 0.519

PONTE VEDRA BLVD 0.577

36TH AVE S 0.577

35TH AVE S 0.636

0.692 34TH AVE S

END MP: 0.692
NET ROADWAY ID LENGTH: 0.692

LANE WIDTHS ARE AVERAGED

0.000
120.0' - 36.0'L+24.0'R
3 - 12.0'L + 2 - 12.0'R RDWY
40.0 VEG MED
4.0' PVD SHLD1 - LT
8.0' PVD SHLD1 - RT
2 - 4.0' LWN SHLD2

0.156
108.0' - 48.0'
4 - 12.0' RDWY
40.0 VEG MED
8.0' PVD SHLD1 - LT
4.0' PVD SHLD1 - RT
2 - 4.0' LWN SHLD2

0.252
85.0' - 48.0'
4 - 12.0' RDWY
17.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
8.0' PVD SHLD1 - LT
4.0' PVD SHLD1 - RT
2 - 4.0' LWN SHLD2

0.385
87.0' - 48.0'
4 - 12.0' RDWY
17.0 TFSP MED
10.0' WARN SHLD1 - LT
8.0' WARN SHLD1 - RT
2 - 2.0' C&G SHLD2

0.577
85.0' - 48.0'
4 - 12.0' RDWY
17.0 TFSP MED
2 - 8.0' PVD SHLD1
2 - 2.0' C&G SHLD2

ROADWAY COMPOSITION

0.000
28/FC-5

28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

PC=0.063
PI=0.170
PT=0.275
Δ=22°26'15.00"
D=2°00'

Δ=41°30'15.00"
D=3°48'
PC=0.500
PI=0.608
PT=0.692

B=N15°07'45"E

STRUCTURE DESCRIPTION

0.142 1 - 18" X 64' CC

0.213 #0620 73.9' UP 0.227

0.251 1 - 18" X 64' CC

0.280 1 - 15" X 58' CC

0.314 1 - 15" X 58' CC

DISTRICT USE

SIS

FUN CLASS

0.000 URBAN MINOR ART

0.217 URBAN PRIN ART OTHER

SPEED LIMIT

0.000 35MPH

AC MAN CLS

0.000 ACCESS CLASS03

ACCESS CLASS03 0.692

Version: 1.4.2.27 01/08/2025

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	06/11/2025	07/08/2025				
BY	PECS	PECS				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02		SR A1A	ST. JOHNS	02	78001000	1 OF 2

0.0 1.0 2.0 3.0

SECTION BEGINS: .052 S OF SR-A1A GOR

INSIDE URBAN, OUTSIDE CITY
* JACKSONVILLE
*|<=SR-A1A
*|<SR A1A

ROADWAY FEATURES

.052 S OF SR-A1A GOR 0.000
GNARLED OAKS DR 0.182
MICKLER RD 0.346
SHOPPING ENT 0.433
CROSSROADS LAKE DR 0.770
THE PLANTATION 1.592
FAIRFIELD BLVD 2.014
FAIRFIELD DR 2.600
SHOPPING ENT 2.715
PONTE VEDRA BLVD 0.098
CR-203/ PONTE VEDRA B 0.346 203
OCEANS EDGE DR 0.770
BERMUDA BAY CIR 0.941
SAWGRASS ENT 2.600

LANE WIDTHS ARE AVERAGED

0.052 61.0' - 24.0' 2 - 12.0' RDWY 13.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 8.0' LWN SHLD2
0.288 60.0' - 12.0'L+24.0'R 1 - 12.0'L + 2 - 12.0'R RDWY 12.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 2.0' C&G SHLD2
0.560 75.0' - 12.0'L+24.0'R 1 - 12.0'L + 2 - 12.0'R RDWY 13.0 PVD MED 2 - 5.0' PVD SHLD1 2 - 8.0' LWN SHLD2
1.822 63.0' - 24.0' 2 - 12.0' RDWY 13.0 PVD MED 2 - 5.0' PVD SHLD1 2 - 8.0' LWN SHLD2
2.257 63.0' - 24.0' 2 - 12.0' RDWY 13.0 PVD MED 2 - 5.0' PVD SHLD1 2 - 8.0' LWN SHLD2
2.600 90.0' - 12.0'L+24.0'R 1 - 12.0'L + 2 - 12.0'R RDWY 34.0 VEG MED 2 - 2.0' PVD INSHLD1 2 - 5.0' PVD SHLD1 2 - 5.0' LWN SHLD2

0.000 42.0' - 24.0' 2 - 12.0' RDWY 2 - 4.0' PVD SHLD1 2 - 5.0' LWN SHLD2
0.230 66.0' - 12.0'L+24.0'R 1 - 12.0'L + 2 - 12.0'R RDWY 12.0 PVD MED 2 - 4.0' PVD SHLD1 2.0' C&G SHLD2 - LT 8.0' LWN SHLD2 - RT
0.501 48.0' - 36.0' 3 - 12.0' RDWY 2 - 4.0' PVD SHLD1 2 - 2.0' C&G SHLD2
0.700 63.0' - 24.0' 2 - 12.0' RDWY 13.0 PVD MED 2 - 5.0' PVD SHLD1 2 - 8.0' LWN SHLD2
0.941 74.0' - 24.0' 2 - 12.0' RDWY 24.0 PVD MED 2 - 5.0' PVD SHLD1 2 - 8.0' LWN SHLD2
1.173 50.0' - 24.0' 2 - 12.0' RDWY 2 - 5.0' PVD SHLD1 2 - 8.0' LWN SHLD2
1.398 63.0' - 24.0' 2 - 12.0' RDWY 13.0 PVD MED 2 - 5.0' PVD SHLD1 2 - 8.0' LWN SHLD2
1.698 50.0' - 24.0' 2 - 12.0' RDWY 2 - 5.0' PVD SHLD1 2 - 8.0' LWN SHLD2
2.172 50.0' - 24.0' 2 - 12.0' RDWY 2 - 5.0' PVD SHLD1 2 - 8.0' LWN SHLD2
2.496 98.0' - 12.0'L+24.0'R 1 - 12.0'L + 2 - 12.0'R RDWY 32.0 VEG MED 2 - 2.0' PVD INSHLD1 2 - 10.0' PVD SHLD1 2 - 5.0' LWN SHLD2
2.715 102.0' - 48.0' 4 - 12.0' RDWY 34.0 VEG MED 2 - 2.0' PVD INSHLD1 2 - 5.0' PVD SHLD1 2 - 5.0' LWN SHLD2

ROADWAY COMPOSITION

0.000 28/FC-12.5
0.052 28/FC-12.5
28/FC-12.5
0.501 28/FC-12.5
0.560 28/FC-12.5
28/FC-12.5
1.173 28/FC-12.5
1.398 28/FC-12.5
28/FC-12.5
1.698 28/FC-12.5
1.822 28/FC-12.5
28/FC-12.5
2.172 28/FC-12.5
2.257 28/FC-12.5
28/FC-12.5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

Δ=51°52'00.00" D=5°00'00.00 PC=0.000 PI=0.106 PT=0.197
B=N63°53'14"W
PC=0.387 PI=0.469 PT=0.548 Δ=25°23'35.00" D=3°00'00.00
B=N38°29'39"W
Δ=12°23'00.00" D=2°00'00.00 PC=0.854 PI=0.913 PT=0.972
B=N50°52'39"W
PC=1.331 PI=1.412 PT=1.490 Δ=25°09'00.00" D=3°00'00.00
B=N25°43'39"W
PC=2.049 PI=2.138 PT=2.225 Δ=18°34'00.00" D=2°00'00.00
B=N07°09'39"W

STRUCTURE DESCRIPTION

0.395 1 - 18" X 86' CC
0.461 1 - 24" X 86' CC
0.687 2 - 30" X 72' CC
1.028 1 - 24" X 90' CC
1.520 1 - 24" X 90' CC
2.402 1 - 24" X 70' CC
2.552 1 - 15" X 76' CC
2.700 1 - 15" X 76' CC
2.804 1 - 30" X 70' CC - LT 1 - 30" X 64' CC - RT
2.882 1 - 15" X 64' CC
2.982 1 - 15" X 76' CC

DISTRICT USE

SIS

FUN CLASS 0.000 URBAN MINOR ART

SPEED LIMIT 0.000 0.000 45MPH; 0.800 55MPH; 2.287 45MPH; 2.562 45MPH

AC MAN CLS 0.000 ACCESS CLASS04; 2.562 ACCESS CLASS04; 2.562 ACCESS CLASS03

3.0 4.0 5.0 6.0

INSIDE URBAN, OUTSIDE CITY
* JACKSONVILLE
*|<=SR-A1A
*|<SR A1A

ROADWAY FEATURES

3.000
3.101 CR-210/ PALM VALLEY R 210
ATP TOUR BLVD 3.260
SHOPPING ENT 3.425
PGA TOUR BLVD 3.639
SHOPPING ENT 3.858
THOUSAND OAKS BLVD 4.236
MOSQUITO CONTROL RD 4.365
SCHOOL ENT 4.463
SUMMERFIELD DR 4.610
CALI DR 5.117
LIBRARY BLVD 5.264
RD 5.389
DOLPHIN BLVD 5.798
COUNTRY CLUB BLVD 3.639
LATRIUM DR 3.858
THE FOUNTAINS 3.980
OCEAN PL 4.236
EXECUTIVE WAY 4.463
CORONA RD 4.610
APT ENT 4.849
SOLANA 5.389

LANE WIDTHS ARE AVERAGED

3.000 102.0' - 48.0' 4 - 12.0' RDWY 34.0 VEG MED 2 - 2.0' PVD INSHLD1 2 - 5.0' PVD SHLD1 2 - 5.0' LWN SHLD2

ROADWAY COMPOSITION

3.000 28/FC-12.5
28/FC-12.5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

PC=3.083 PI=3.157 PT=3.224 Δ=14°19'44.00" D=2°00'00.00
B=N07°10'05"E
Δ=6°30'06.00" D=1°30' PC=3.409 PI=3.450 PT=3.491
B=N00°39'59"E
Δ=3°54'10.00" D=0°45'00.00 PC=3.658 PI=3.707 PT=3.756
B=N03°14'11"W
Δ=0°41'30.00" D=0°04' PC=4.072 PI=4.157 PT=4.242
B=N03°55'41"W
Δ=14°01'30.00" D=3°20'00.00 PC=4.448 PI=4.497 PT=4.537
B=N17°57'11"W
PC=5.308 PI=5.387 PT=5.465 Δ=16°36'16.00" D=2°00'00.00
B=N01°20'55"W
Δ=11°12'43.00" D=2°00'00.00 PC=5.834 PI=5.887 PT=5.940
B=N12°33'38"W

STRUCTURE DESCRIPTION

3.133 1 - 15" X 80' CC
3.305 1 - 15" X 76' CC
3.400 1 - 15" X 76' CC
3.517 1 - 15" X 78' CC
3.572 1 - 30" X 156' CC
3.720 1 - 15" X 70' CC
3.873 1 - 15" X 78' CC
3.988 1 - 15" X 76' CC
4.158 1 - 15" X 68' CC
4.313 1 - 15" X 72' CC
4.370 1 - 15" X 76' CC
4.506 1 - 24" X 86' CC - LT 1 - 24" X 86' CC - RT
4.555 1 - 15" X 72' CC
4.673 1 - 30" X 63' CC - LT 1 - 30" X 58' CC - RT
4.773 1 - 15" X 65' CC
4.888 1 - 15" X 65' CC
5.020 1 - 15" X 65' CC
5.134 1 - 15" X 72' CC
5.269 1 - 15" X 84' CC
5.520 1 - 15" X 70' CC
5.626 1 - 24" X 75' CC - LT 1 - 24" X 69' CC - RT
5.743 1 - 15" X 66' CC
5.887 1 - 24" X 71' CC - LT 1 - 24" X 75' CC - RT

DISTRICT USE

SIS

FUN CLASS 3.000 URBAN MINOR ART

SPEED LIMIT 3.000 3.000 45MPH; 3.331 45MPH

AC MAN CLS 3.000 ACCESS CLASS03

Version: 1.4.2.27 07/08/2025

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	06/11/2025	07/08/2025				
BY	PECS	PECS				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02		SR A1A	ST. JOHNS	02	78001000	2 OF 2

6.0 7.0

ROADWAY FEATURES

INSIDE URBAN, OUTSIDE CITY
* JACKSONVILLE
*|<=SR-A1A
*|<SR A1A

6.075 SHOPPING ENT

MARLIN AVE 6.589

PONTEVEDRA PARK DR 6.716

PONTEVEDRA LAKES BL 6.849

PROFESSIONAL DR 6.996

LAGOON COURSE AVE 6.934

AVENUE C 6.996

78001001 NB OFF 7.135

DUVAL CO LINE

SECTION ENDS:
DUVAL CO LINE

LANE WIDTHS ARE AVERAGED

6.000
102.0' - 48.0'
4 - 12.0' RDWY
34.0 VEG MED
2 - 2.0' PVD INSHLD1
2 - 5.0' PVD SHLD1
2 - 5.0' LWN SHLD2

6.996
120.0' - 36.0'L+24.0'R
3 - 12.0'L + 2 - 12.0'R RDWY
40.0 VEG MED
2 - 5.0' PVD SHLD1
2 - 5.0' LWN SHLD2

END MP: 7.151
NET ROADWAY ID LENGTH: 7.151

ROADWAY COMPOSITION

6.000
28/FC-12.5
28/FC-12.5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

PC=6.344
PI=6.397
PT=6.450
Δ=11°07'00.00"
D=2°00'00 00

Δ=0°02'30.00"
PI=6.583

Δ=5°50'00.00"
D=1°00'00 00
PC=6.845
PI=6.900
PT=6.955

B=N01°26'38"W B=N01°29'08"W B=N07°19'08"W

STRUCTURE DESCRIPTION

6.018 1 - 15" X 68' CC
6.076 1 - 15" X 73' CC
6.210 1 - 15" X 64' CC
6.380 1 - 15" X 84' CC
6.554 1 - 15" X 75' CC
6.668 1 - 15" X 65' CC
6.866 1 - 24" X 78' CC - LT
1 - 24" X 72' CC - RT
7.132 1 - 15" X 60' CC

DISTRICT USE

SIS

FUN CLASS 6.000 URBAN MINOR ART

SPEED LIMIT 6.000 45MPH

AC MAN CLS 6.000 ACCESS CLASS03 ACCESS CLASS03 7.151

Version: 1.4.2.27 07/08/2025

Appendix B: Turning Movement Counts Data

1-SR A1A & Marsh Landing Pkwy (FL23-234) - TMC

Wed Sep 13, 2023
Full Length (6 AM-9 AM, 3:30 PM-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101314, Location: 30.252925, -81.388438

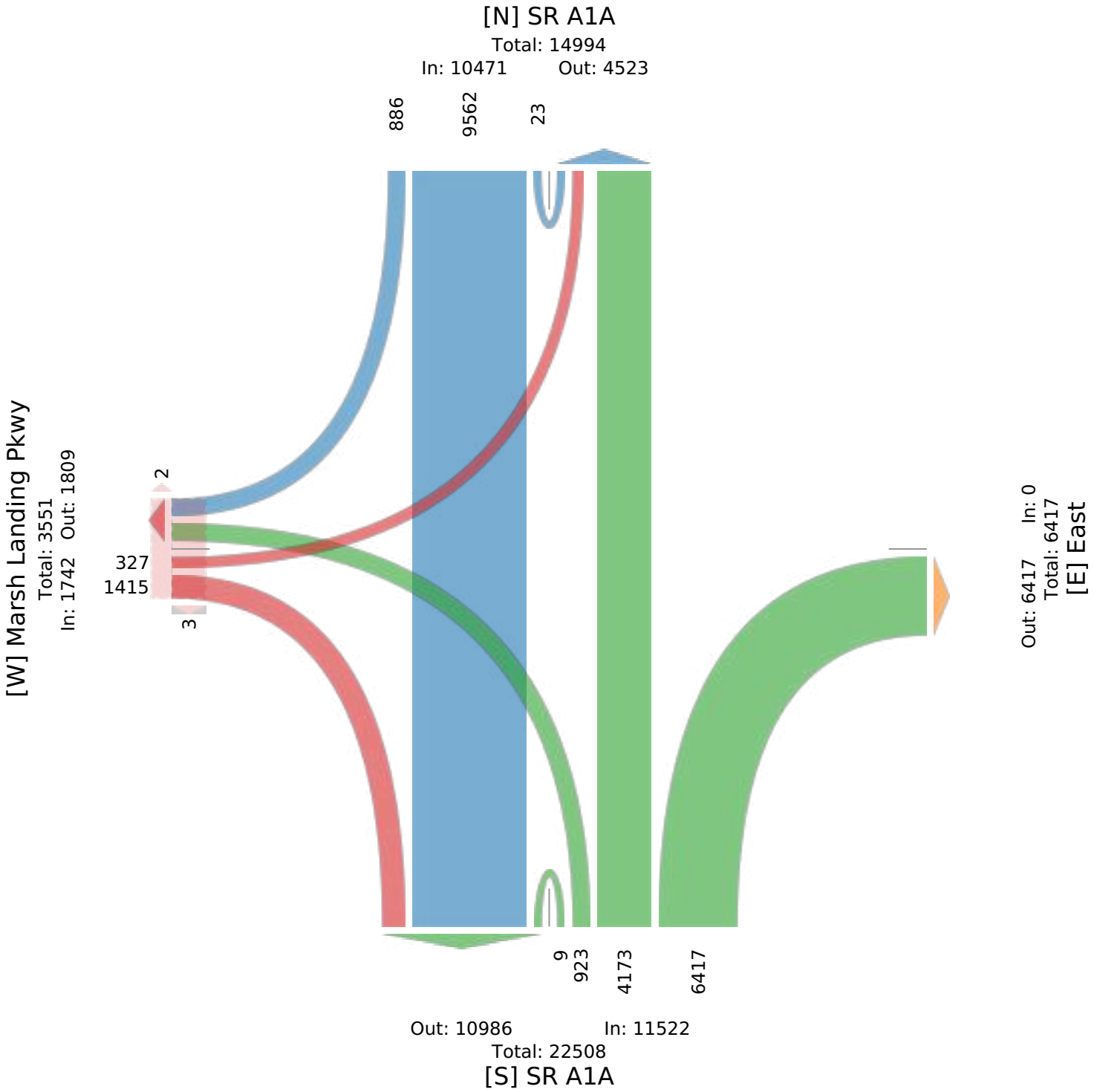
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR A1A Southbound					SR A1A Northbound						Marsh Landing Pkwy Eastbound					
Time	R	T	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2023-09-13 6:00AM	4	89	0	**93**	0	96	27	3	0	**126**	0	8	0	0	**8**	0	**227**
6:15AM	6	155	0	**161**	0	117	47	4	0	**168**	0	9	1	0	**10**	0	**339**
6:30AM	12	253	1	**266**	0	162	81	9	0	**252**	0	15	3	0	**18**	0	**536**
6:45AM	17	339	0	**356**	0	189	103	6	0	**298**	0	21	3	0	**24**	1	**678**
Hourly Total	39	836	1	**876**	0	564	258	22	0	**844**	0	53	7	0	**60**	1	**1780**
7:00AM	14	299	0	**313**	0	225	94	12	0	**331**	0	28	2	0	**30**	0	**674**
7:15AM	19	417	0	**436**	0	312	117	18	0	**447**	0	36	3	0	**39**	0	**922**
7:30AM	19	479	0	**498**	0	331	166	20	0	**517**	0	32	6	0	**38**	0	**1053**
7:45AM	22	537	1	**560**	0	293	184	20	1	**498**	0	47	11	0	**58**	2	**1116**
Hourly Total	74	1732	1	**1807**	0	1161	561	70	1	**1793**	0	143	22	0	**165**	2	**3765**
8:00AM	32	463	1	**496**	0	283	150	29	0	**462**	0	39	3	0	**42**	0	**1000**
8:15AM	34	531	1	**566**	0	326	185	44	0	**555**	0	56	13	0	**69**	0	**1190**
8:30AM	37	472	0	**509**	0	280	217	32	0	**529**	0	60	12	0	**72**	0	**1110**
8:45AM	35	483	2	**520**	0	287	247	44	1	**579**	0	48	13	0	**61**	0	**1160**
Hourly Total	138	1949	4	**2091**	0	1176	799	149	1	**2125**	0	203	41	0	**244**	0	**4460**
9:00AM	0	0	0	**0**	0	0	0	1	0	**1**	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	0	**0**	0	0	0	1	0	**1**	0	0	0	0	**0**	0	**1**
3:30PM	54	418	0	**472**	0	311	199	49	1	**560**	0	81	18	0	**99**	0	**1131**
3:45PM	54	413	1	**468**	0	282	230	67	0	**579**	0	88	20	0	**108**	1	**1155**
Hourly Total	108	831	1	**940**	0	593	429	116	1	**1139**	0	169	38	0	**207**	1	**2286**
4:00PM	59	403	0	**462**	0	259	189	66	0	**514**	0	91	29	0	**120**	0	**1096**
4:15PM	63	418	1	**482**	0	312	216	55	0	**583**	0	79	24	0	**103**	0	**1168**
4:30PM	53	454	3	**510**	0	342	211	50	1	**604**	0	90	22	0	**112**	0	**1226**
4:45PM	59	473	4	**536**	0	332	232	56	0	**620**	0	75	22	0	**97**	0	**1253**
Hourly Total	234	1748	8	**1990**	0	1245	848	227	1	**2321**	0	335	97	0	**432**	0	**4743**
5:00PM	49	453	1	**503**	0	359	231	65	0	**655**	0	90	14	0	**104**	0	**1262**
5:15PM	58	477	1	**536**	0	327	234	51	2	**614**	0	82	26	0	**108**	1	**1258**
5:30PM	45	420	0	**465**	0	304	211	48	0	**563**	0	106	19	0	**125**	0	**1153**
5:45PM	54	390	3	**447**	0	274	222	71	1	**568**	0	90	14	0	**104**	0	**1119**
Hourly Total	206	1740	5	**1951**	0	1264	898	235	3	**2400**	0	368	73	0	**441**	1	**4792**
6:00PM	40	373	0	**413**	0	239	201	53	1	**494**	0	79	29	0	**108**	0	**1015**
6:15PM	47	353	3	**403**	0	175	179	50	1	**405**	0	65	20	0	**85**	0	**893**
6:30PM	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	87	726	3	**816**	0	414	380	103	2	**899**	0	144	49	0	**193**	0	**1908**
Total	886	9562	23	**10471**	0	6417	4173	923	9	**11522**	0	1415	327	0	**1742**	5	**23735**
% Approach	8.5%	91.3%	0.2%	**-**	-	55.7%	36.2%	8.0%	0.1%	**-**	-	81.2%	18.8%	0%	**-**	-	-
% Total	3.7%	40.3%	0.1%	**44.1%**	-	27.0%	17.6%	3.9%	0%	**48.5%**	-	6.0%	1.4%	0%	**7.3%**	-	-
Lights and Motorcycles	878	9413	23	**10314**	-	6312	4118	918	9	**11357**	-	1402	318	0	**1720**	-	23391
% Lights and Motorcycles	99.1%	98.4%	100%	**98.5%**	-	98.4%	98.7%	99.5%	100%	**98.6%**	-	99.1%	97.2%	0%	**98.7%**	-	98.6%
Heavy	8	149	0	**157**	-	105	55	5	0	**165**	-	13	9	0	**22**	-	344
% Heavy	0.9%	1.6%	0%	**1.5%**	-	1.6%	1.3%	0.5%	0%	**1.4%**	-	0.9%	2.8%	0%	**1.3%**	-	1.4%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	5	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

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

1-SR A1A & Marsh Landing Pkwy (FL23-234) - TMC
Wed Sep 13, 2023
Full Length (6 AM-9 AM, 3:30 PM-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101314, Location: 30.252925, -81.388438

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



1-SR A1A & Marsh Landing Pkwy (FL23-234) - TMC

Wed Sep 13, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101314, Location: 30.252925, -81.388438

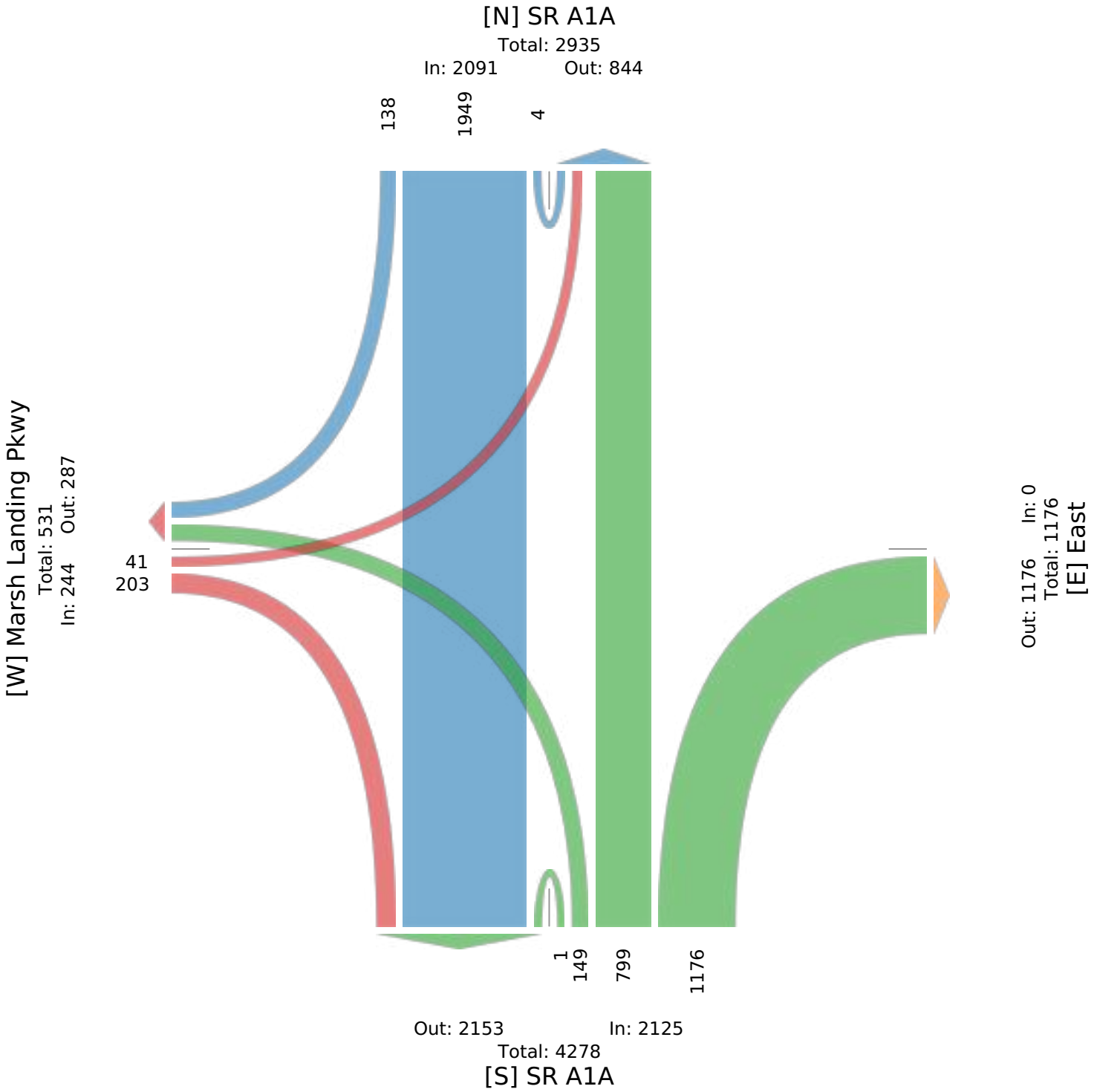
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR A1A Southbound					SR A1A Northbound						Marsh Landing Pkwy Eastbound					
Time	R	T	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2023-09-13 8:00AM	32	463	1	**496**	0	283	150	29	0	**462**	0	39	3	0	**42**	0	**1000**
8:15AM	34	531	1	**566**	0	326	185	44	0	**555**	0	56	13	0	**69**	0	**1190**
8:30AM	37	472	0	**509**	0	280	217	32	0	**529**	0	60	12	0	**72**	0	**1110**
8:45AM	35	483	2	**520**	0	287	247	44	1	**579**	0	48	13	0	**61**	0	**1160**
Total	138	1949	4	**2091**	0	1176	799	149	1	**2125**	0	203	41	0	**244**	0	**4460**
% Approach	6.6%	93.2%	0.2%	**-**	-	55.3%	37.6%	7.0%	0%	**-**	-	83.2%	16.8%	0%	**-**	-	-
% Total	3.1%	43.7%	0.1%	**46.9%**	-	26.4%	17.9%	3.3%	0%	**47.6%**	-	4.6%	0.9%	0%	**5.5%**	-	-
PHF	0.932	0.918	0.500	**0.924**	-	0.902	0.809	0.847	0.250	**0.918**	-	0.846	0.788	-	**0.847**	-	0.937
Lights and Motorcycles	135	1898	4	**2037**	-	1162	790	149	1	**2102**	-	200	40	0	**240**	-	4379
% Lights and Motorcycles	97.8%	97.4%	100%	**97.4%**	-	98.8%	98.9%	100%	100%	**98.9%**	-	98.5%	97.6%	0%	**98.4%**	-	98.2%
Heavy	3	51	0	**54**	-	14	9	0	0	**23**	-	3	1	0	**4**	-	81
% Heavy	2.2%	2.6%	0%	**2.6%**	-	1.2%	1.1%	0%	0%	**1.1%**	-	1.5%	2.4%	0%	**1.6%**	-	1.8%
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 A1A & Marsh Landing Pkwy (FL23-234) - TMC
Wed Sep 13, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101314, Location: 30.252925, -81.388438

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



1-SR A1A & Marsh Landing Pkwy (FL23-234) - TMC

Wed Sep 13, 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: 1101314, Location: 30.252925, -81.388438

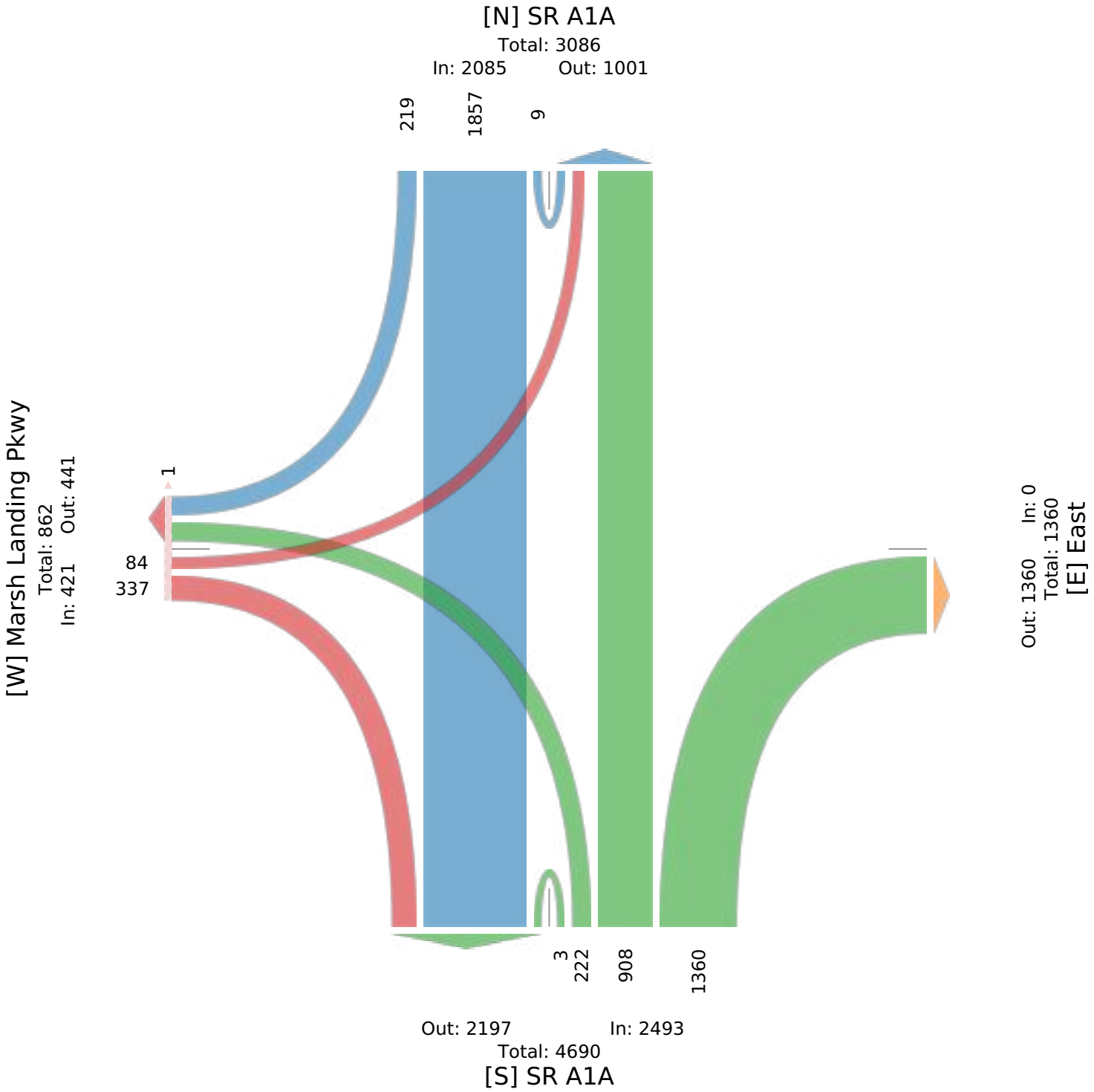
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR A1A Southbound					SR A1A Northbound						Marsh Landing Pkwy Eastbound					
Time	R	T	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2023-09-13 4:30PM	53	454	3	**510**	0	342	211	50	1	**604**	0	90	22	0	**112**	0	**1226**
4:45PM	59	473	4	**536**	0	332	232	56	0	**620**	0	75	22	0	**97**	0	**1253**
5:00PM	49	453	1	**503**	0	359	231	65	0	**655**	0	90	14	0	**104**	0	**1262**
5:15PM	58	477	1	**536**	0	327	234	51	2	**614**	0	82	26	0	**108**	1	**1258**
Total	219	1857	9	**2085**	0	1360	908	222	3	**2493**	0	337	84	0	**421**	1	**4999**
% Approach	10.5%	89.1%	0.4%	**-**	-	54.6%	36.4%	8.9%	0.1%	**-**	-	80.0%	20.0%	0%	**-**	-	**-**
% Total	4.4%	37.1%	0.2%	**41.7%**	-	27.2%	18.2%	4.4%	0.1%	**49.9%**	-	6.7%	1.7%	0%	**8.4%**	-	**-**
PHF	0.928	0.973	0.563	**0.972**	-	0.947	0.970	0.854	0.375	**0.952**	-	0.936	0.808	**-**	**0.940**	-	0.990
Lights and Motorcycles	219	1843	9	**2071**	-	1317	894	221	3	**2435**	-	337	83	0	**420**	-	4926
% Lights and Motorcycles	100%	99.2%	100%	**99.3%**	-	96.8%	98.5%	99.5%	100%	**97.7%**	-	100%	98.8%	0%	**99.8%**	-	98.5%
Heavy	0	14	0	**14**	-	43	14	1	0	**58**	-	0	1	0	**1**	-	73
% Heavy	0%	0.8%	0%	**0.7%**	-	3.2%	1.5%	0.5%	0%	**2.3%**	-	0%	1.2%	0%	**0.2%**	-	1.5%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

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

1-SR A1A & Marsh Landing Pkwy (FL23-234) - TMC
Wed Sep 13, 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: 1101314, Location: 30.252925, -81.388438

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



2-SR A1A & Ponte Vedra Lakes Blvd (FL23-234) - TMC

Wed Sep 13, 2023
Full Length (6 AM-9 AM, 3:30 PM-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101315, Location: 30.248467, -81.387729

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

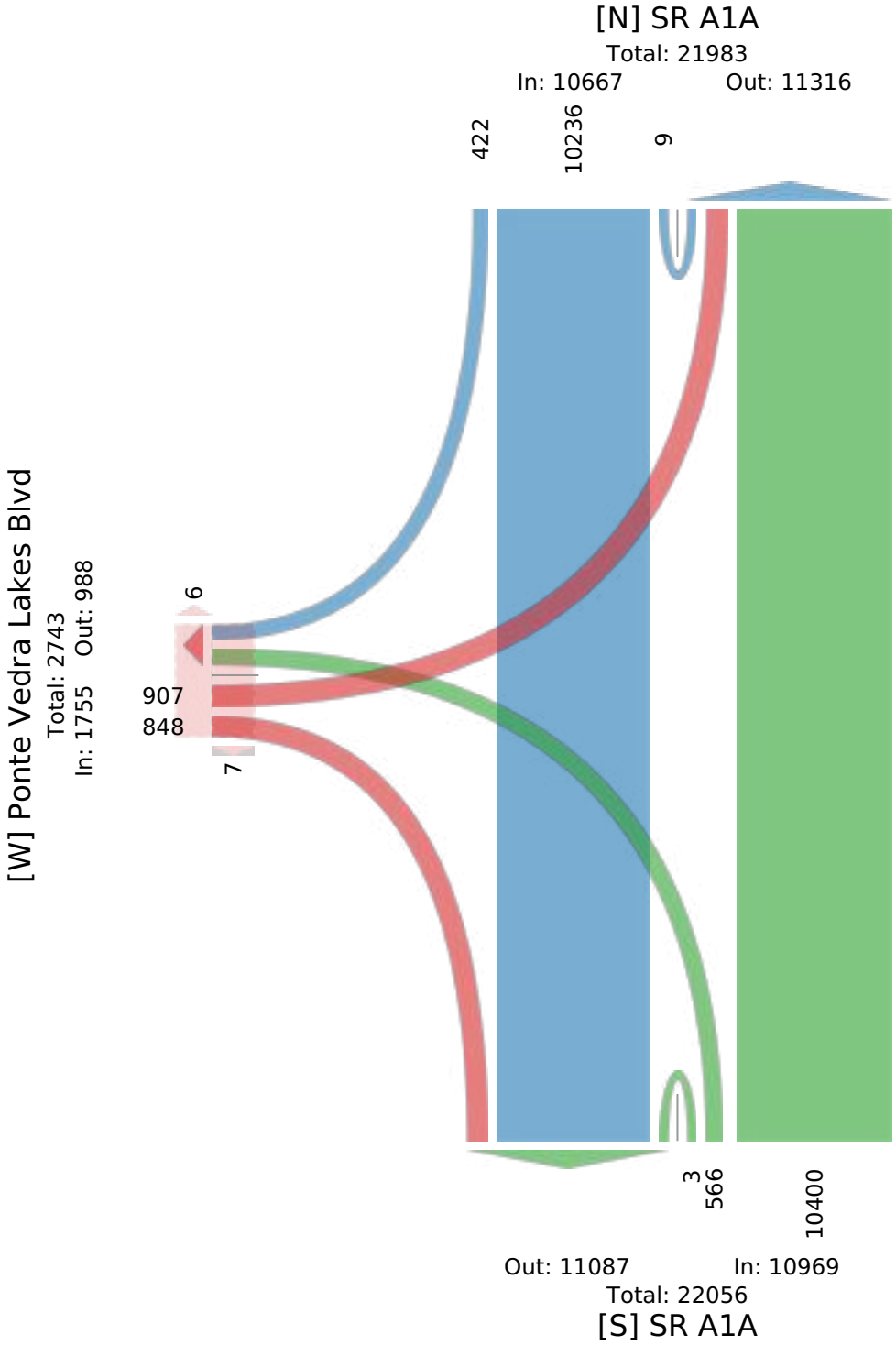
Leg Direction	SR A1A Southbound					SR A1A Northbound					Ponte Vedra Lakes Blvd Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2023-09-13 6:00AM	2	91	0	**93**	0	111	4	0	**115**	0	11	15	0	**26**	0	**234**
6:15AM	3	158	0	**161**	0	150	2	0	**152**	0	13	16	0	**29**	0	**342**
6:30AM	3	254	0	**257**	0	228	9	0	**237**	0	21	19	0	**40**	0	**534**
6:45AM	2	351	0	**353**	0	270	7	0	**277**	0	24	28	0	**52**	0	**682**
Hourly Total	10	854	0	**864**	0	759	22	0	**781**	0	69	78	0	**147**	0	**1792**
7:00AM	4	321	0	**325**	0	303	7	0	**310**	0	28	30	0	**58**	1	**693**
7:15AM	8	416	0	**424**	0	383	13	0	**396**	0	25	55	0	**80**	0	**900**
7:30AM	7	475	0	**482**	0	471	16	0	**487**	0	29	40	0	**69**	1	**1038**
7:45AM	9	555	0	**564**	0	433	18	0	**451**	0	63	51	0	**114**	0	**1129**
Hourly Total	28	1767	0	**1795**	0	1590	54	0	**1644**	0	145	176	0	**321**	2	**3760**
8:00AM	12	506	3	**521**	0	429	23	0	**452**	0	63	47	0	**110**	0	**1083**
8:15AM	3	519	0	**522**	0	495	36	0	**531**	0	50	41	0	**91**	0	**1144**
8:30AM	12	492	0	**504**	0	492	38	0	**530**	0	40	48	0	**88**	0	**1122**
8:45AM	10	506	0	**516**	0	517	36	0	**553**	0	37	48	0	**85**	1	**1154**
Hourly Total	37	2023	3	**2063**	0	1933	133	0	**2066**	0	190	184	0	**374**	1	**4503**
9:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:30PM	22	461	0	**483**	0	536	32	0	**568**	0	42	33	0	**75**	0	**1126**
3:45PM	16	476	0	**492**	0	530	25	1	**556**	0	45	34	0	**79**	1	**1127**
Hourly Total	38	937	0	**975**	0	1066	57	1	**1124**	0	87	67	0	**154**	1	**2253**
4:00PM	28	460	1	**489**	0	462	31	0	**493**	0	39	35	0	**74**	0	**1056**
4:15PM	26	471	0	**497**	0	537	23	2	**562**	0	37	37	0	**74**	1	**1133**
4:30PM	31	497	1	**529**	0	554	28	0	**582**	0	31	40	0	**71**	0	**1182**
4:45PM	39	492	0	**531**	0	584	31	0	**615**	0	33	29	0	**62**	0	**1208**
Hourly Total	124	1920	2	**2046**	0	2137	113	2	**2252**	0	140	141	0	**281**	1	**4579**
5:00PM	32	496	2	**530**	0	578	43	0	**621**	0	45	41	0	**86**	1	**1237**
5:15PM	26	513	1	**540**	0	538	27	0	**565**	0	46	52	0	**98**	1	**1203**
5:30PM	28	479	1	**508**	0	518	38	0	**556**	0	44	46	0	**90**	2	**1154**
5:45PM	29	452	0	**481**	0	491	33	0	**524**	0	37	46	0	**83**	2	**1088**
Hourly Total	115	1940	4	**2059**	0	2125	141	0	**2266**	0	172	185	0	**357**	6	**4682**
6:00PM	37	413	0	**450**	0	434	23	0	**457**	0	22	41	0	**63**	0	**970**
6:15PM	33	382	0	**415**	0	356	23	0	**379**	0	23	35	0	**58**	2	**852**
6:30PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	70	795	0	**865**	0	790	46	0	**836**	0	45	76	0	**121**	2	**1822**
Total	422	10236	9	**10667**	0	10400	566	3	**10969**	0	848	907	0	**1755**	13	**23391**
% Approach	4.0%	96.0%	0.1%	**-**	-	94.8%	5.2%	0%	**-**	-	48.3%	51.7%	0%	**-**	-	**-**
% Total	1.8%	43.8%	0%	**45.6%**	-	44.5%	2.4%	0%	**46.9%**	-	3.6%	3.9%	0%	**7.5%**	-	**-**
Lights and Motorcycles	420	10070	9	**10499**	-	10257	551	3	**10811**	-	834	901	0	**1735**	-	23045
% Lights and Motorcycles	99.5%	98.4%	100%	**98.4%**	-	98.6%	97.3%	100%	**98.6%**	-	98.3%	99.3%	0%	**98.9%**	-	98.5%
Heavy	2	166	0	**168**	-	143	15	0	**158**	-	14	6	0	**20**	-	346
% Heavy	0.5%	1.6%	0%	**1.6%**	-	1.4%	2.7%	0%	**1.4%**	-	1.7%	0.7%	0%	**1.1%**	-	1.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15.4%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	11	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84.6%	-

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

2-SR A1A & Ponte Vedra Lakes Blvd (FL23-234) - TMC

Wed Sep 13, 2023
Full Length (6 AM-9 AM, 3:30 PM-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101315, Location: 30.248467, -81.387729

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



2-SR A1A & Ponte Vedra Lakes Blvd (FL23-234) - TMC

Wed Sep 13, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101315, Location: 30.248467, -81.387729

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

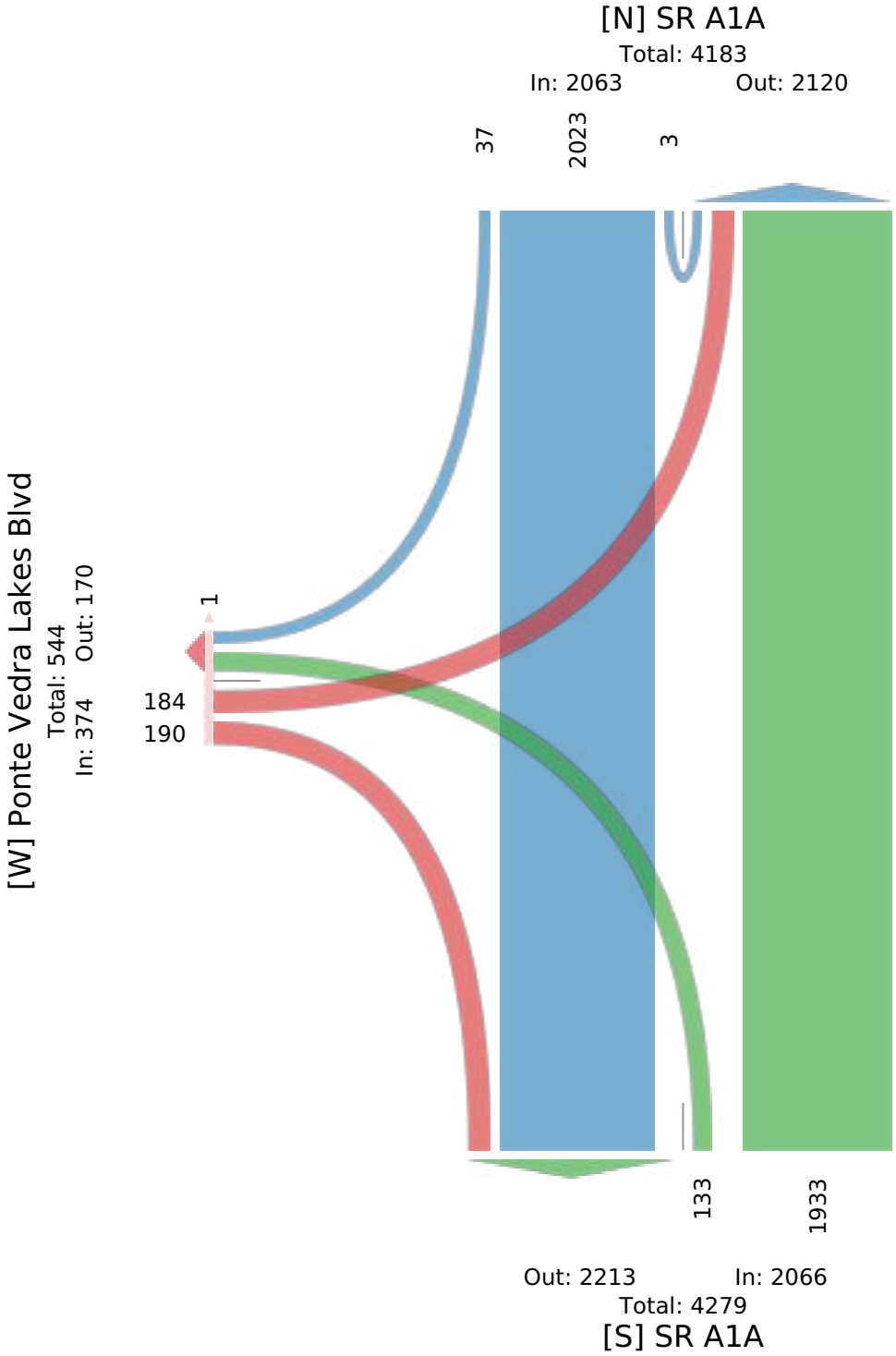
Leg Direction	SR A1A Southbound					SR A1A Northbound					Ponte Vedra Lakes Blvd Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2023-09-13 8:00AM	12	506	3	**521**	0	429	23	0	**452**	0	63	47	0	**110**	0	**1083**
8:15AM	3	519	0	**522**	0	495	36	0	**531**	0	50	41	0	**91**	0	**1144**
8:30AM	12	492	0	**504**	0	492	38	0	**530**	0	40	48	0	**88**	0	**1122**
8:45AM	10	506	0	**516**	0	517	36	0	**553**	0	37	48	0	**85**	1	**1154**
Total	37	2023	3	**2063**	0	1933	133	0	**2066**	0	190	184	0	**374**	1	**4503**
% Approach	1.8%	98.1%	0.1%	**-**	-	93.6%	6.4%	0%	**-**	-	50.8%	49.2%	0%	**-**	-	**-**
% Total	0.8%	44.9%	0.1%	**45.8%**	-	42.9%	3.0%	0%	**45.9%**	-	4.2%	4.1%	0%	**8.3%**	-	**-**
PHF	0.771	0.974	0.250	**0.988**	-	0.935	0.875	-	**0.934**	-	0.754	0.958	-	**0.850**	-	0.976
Lights and Motorcycles	37	1964	3	**2004**	-	1907	129	0	**2036**	-	189	183	0	**372**	-	4412
% Lights and Motorcycles	100%	97.1%	100%	**97.1%**	-	98.7%	97.0%	0%	**98.5%**	-	99.5%	99.5%	0%	**99.5%**	-	98.0%
Heavy	0	59	0	**59**	-	26	4	0	**30**	-	1	1	0	**2**	-	91
% Heavy	0%	2.9%	0%	**2.9%**	-	1.3%	3.0%	0%	**1.5%**	-	0.5%	0.5%	0%	**0.5%**	-	2.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

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

2-SR A1A & Ponte Vedra Lakes Blvd (FL23-234) - TMC

Wed Sep 13, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101315, Location: 30.248467, -81.387729

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



2-SR A1A & Ponte Vedra Lakes Blvd (FL23-234) - TMC

Wed Sep 13, 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: 1101315, Location: 30.248467, -81.387729

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

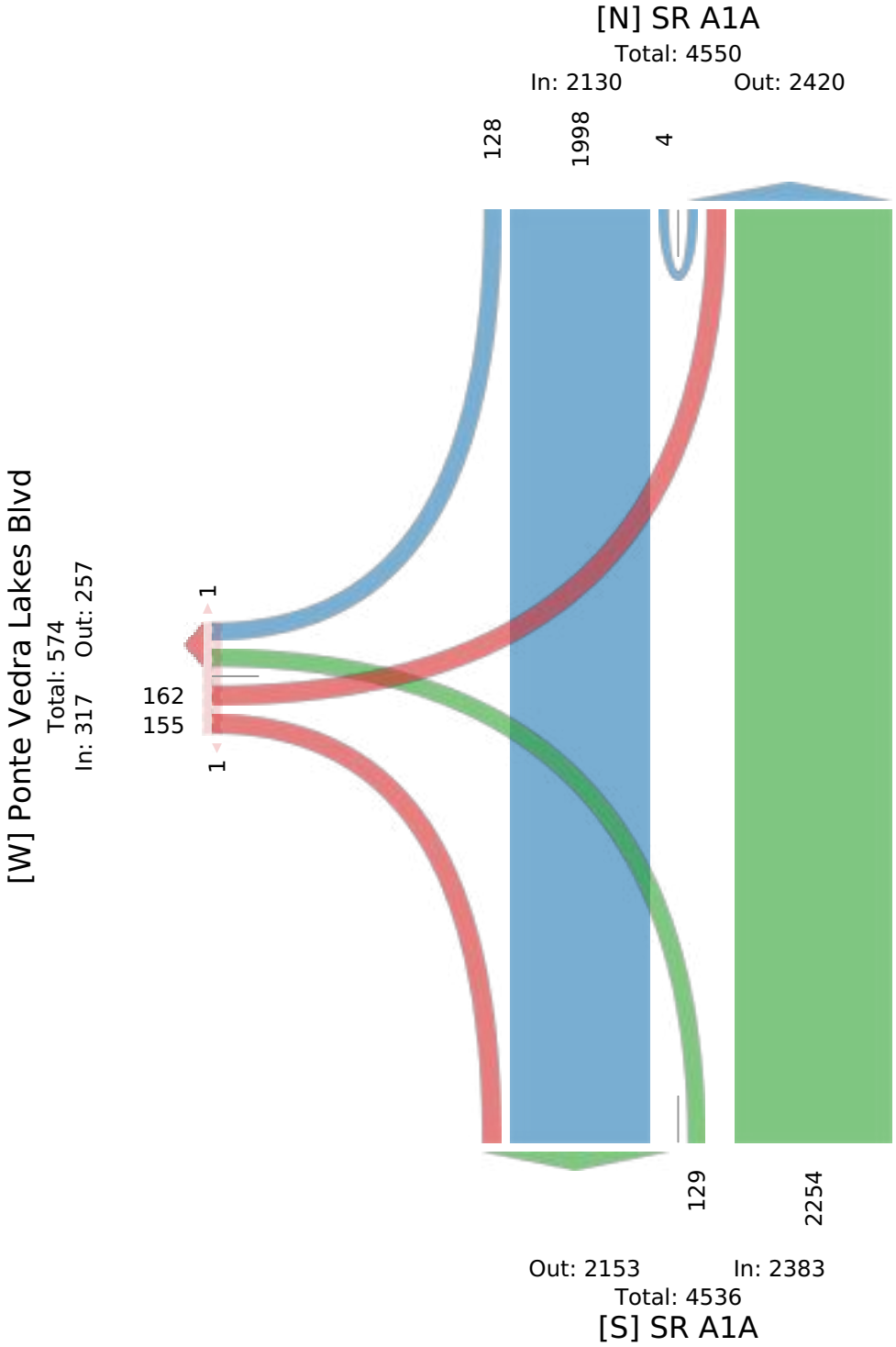
Leg Direction	SR A1A Southbound					SR A1A Northbound					Ponte Vedra Lakes Blvd Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2023-09-13 4:30PM	31	497	1	**529**	0	554	28	0	**582**	0	31	40	0	**71**	0	**1182**
4:45PM	39	492	0	**531**	0	584	31	0	**615**	0	33	29	0	**62**	0	**1208**
5:00PM	32	496	2	**530**	0	578	43	0	**621**	0	45	41	0	**86**	1	**1237**
5:15PM	26	513	1	**540**	0	538	27	0	**565**	0	46	52	0	**98**	1	**1203**
Total	128	1998	4	**2130**	0	2254	129	0	**2383**	0	155	162	0	**317**	2	**4830**
% Approach	6.0%	93.8%	0.2%	**-**	-	94.6%	5.4%	0%	**-**	-	48.9%	51.1%	0%	**-**	-	**-**
% Total	2.7%	41.4%	0.1%	**44.1%**	-	46.7%	2.7%	0%	**49.3%**	-	3.2%	3.4%	0%	**6.6%**	-	**-**
PHF	0.821	0.974	0.500	**0.986**	-	0.965	0.750	-	**0.959**	-	0.842	0.779	-	**0.809**	-	0.976
Lights and Motorcycles	128	1983	4	**2115**	-	2216	129	0	**2345**	-	154	161	0	**315**	-	4775
% Lights and Motorcycles	100%	99.2%	100%	**99.3%**	-	98.3%	100%	0%	**98.4%**	-	99.4%	99.4%	0%	**99.4%**	-	98.9%
Heavy	0	15	0	**15**	-	38	0	0	**38**	-	1	1	0	**2**	-	55
% Heavy	0%	0.8%	0%	**0.7%**	-	1.7%	0%	0%	**1.6%**	-	0.6%	0.6%	0%	**0.6%**	-	1.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-

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

2-SR A1A & Ponte Vedra Lakes Blvd (FL23-234) - TMC

Wed Sep 13, 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: 1101315, Location: 30.248467, -81.387729

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



3-SR A1A & Marlin Ave (FL23-234) - TMC

Wed Sep 13, 2023
Full Length (6 AM-9 AM, 3:30 PM-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101316, Location: 30.244713, -81.387614

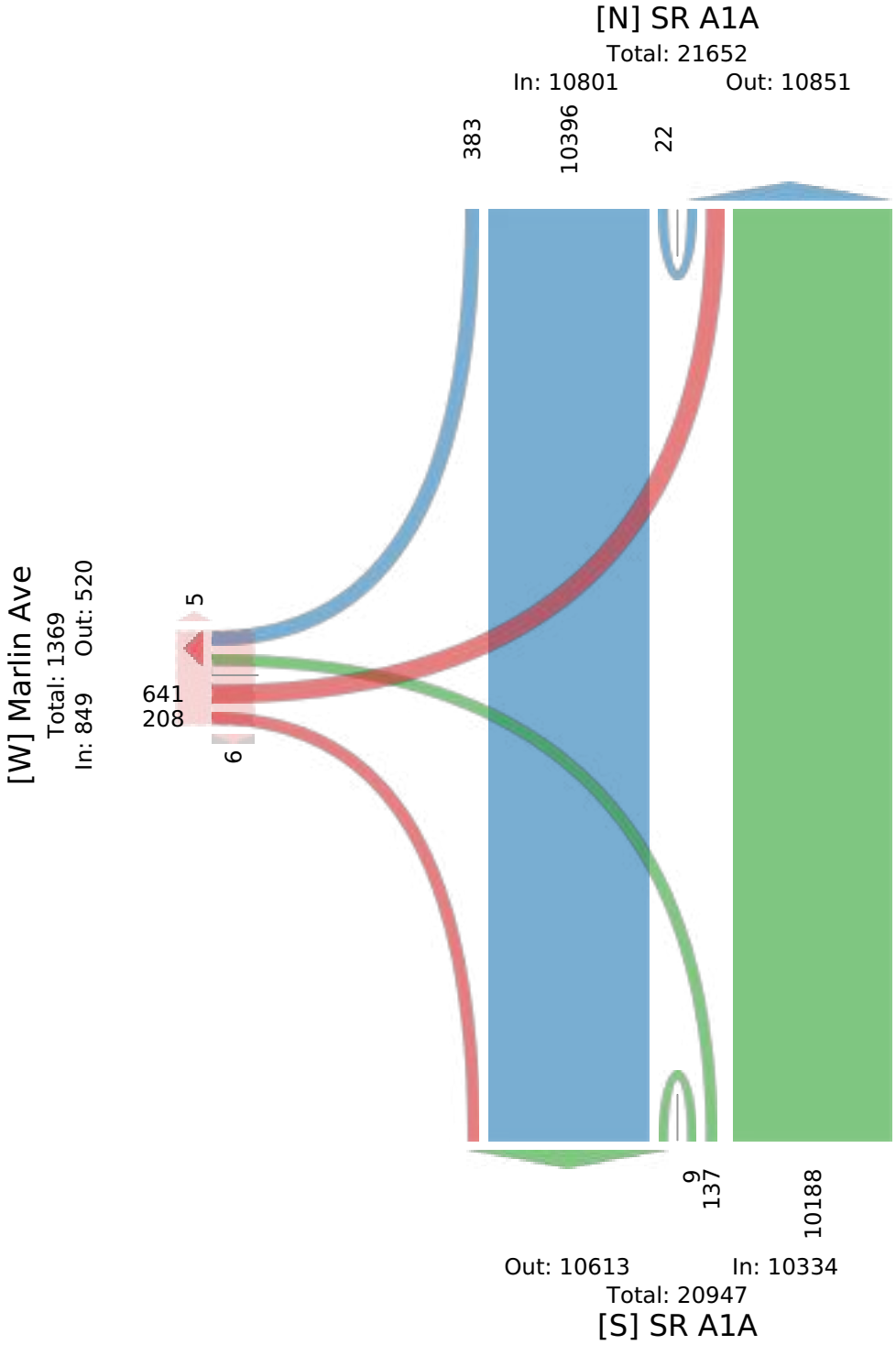
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR A1A Southbound					SR A1A Northbound					Marlin Ave Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2023-09-13 6:00AM	4	91	1	**96**	0	100	2	0	**102**	0	6	13	0	**19**	0	**217**
6:15AM	1	167	0	**168**	0	137	0	0	**137**	0	6	11	0	**17**	0	**322**
6:30AM	3	263	1	**267**	0	222	4	0	**226**	0	5	25	0	**30**	0	**523**
6:45AM	1	350	1	**352**	0	261	0	0	**261**	0	15	18	0	**33**	1	**646**
Hourly Total	9	871	3	**883**	0	720	6	0	**726**	0	32	67	0	**99**	1	**1708**
7:00AM	3	320	0	**323**	0	282	1	1	**284**	0	12	30	0	**42**	0	**649**
7:15AM	3	402	0	**405**	0	404	2	0	**406**	0	9	26	0	**35**	1	**846**
7:30AM	12	467	0	**479**	0	469	7	0	**476**	0	7	46	0	**53**	0	**1008**
7:45AM	10	555	0	**565**	0	421	3	1	**425**	0	20	23	0	**43**	0	**1033**
Hourly Total	28	1744	0	**1772**	0	1576	13	2	**1591**	0	48	125	0	**173**	1	**3536**
8:00AM	16	530	0	**546**	0	456	9	2	**467**	0	9	31	0	**40**	1	**1053**
8:15AM	15	502	2	**519**	0	494	4	1	**499**	0	8	33	0	**41**	0	**1059**
8:30AM	8	485	0	**493**	0	525	2	0	**527**	0	7	33	0	**40**	0	**1060**
8:45AM	15	469	1	**485**	0	508	8	0	**516**	0	9	41	0	**50**	2	**1051**
Hourly Total	54	1986	3	**2043**	0	1983	23	3	**2009**	0	33	138	0	**171**	3	**4223**
9:00AM	0	2	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	0	**3**
Hourly Total	0	2	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	0	**3**
3:30PM	20	468	4	**492**	0	531	8	0	**539**	0	10	22	0	**32**	0	**1063**
3:45PM	16	506	3	**525**	0	536	4	0	**540**	0	10	21	0	**31**	0	**1096**
Hourly Total	36	974	7	**1017**	0	1067	12	0	**1079**	0	20	43	0	**63**	0	**2159**
4:00PM	15	492	3	**510**	0	444	7	2	**453**	0	7	17	0	**24**	0	**987**
4:15PM	18	500	1	**519**	0	517	7	1	**525**	0	4	23	0	**27**	0	**1071**
4:30PM	26	509	0	**535**	0	524	4	0	**528**	0	7	26	0	**33**	0	**1096**
4:45PM	30	524	2	**556**	0	559	9	0	**568**	0	4	30	0	**34**	0	**1158**
Hourly Total	89	2025	6	**2120**	0	2044	27	3	**2074**	0	22	96	0	**118**	0	**4312**
5:00PM	20	531	0	**551**	0	551	12	0	**563**	0	5	28	0	**33**	1	**1147**
5:15PM	28	536	3	**567**	0	505	11	0	**516**	0	6	35	0	**41**	0	**1124**
5:30PM	37	486	0	**523**	0	494	5	1	**500**	0	7	30	0	**37**	2	**1060**
5:45PM	24	471	0	**495**	0	476	7	0	**483**	0	9	28	0	**37**	2	**1015**
Hourly Total	109	2024	3	**2136**	0	2026	35	1	**2062**	0	27	121	0	**148**	5	**4346**
6:00PM	30	396	0	**426**	0	422	10	0	**432**	0	16	26	0	**42**	0	**900**
6:15PM	28	374	0	**402**	0	349	11	0	**360**	0	10	25	0	**35**	1	**797**
6:30PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	58	770	0	**828**	0	771	21	0	**792**	0	26	51	0	**77**	1	**1697**
Total	383	10396	22	**10801**	0	10188	137	9	**10334**	0	208	641	0	**849**	11	**21984**
% Approach	3.5%	96.3%	0.2%	**-**	-	98.6%	1.3%	0.1%	**-**	-	24.5%	75.5%	0%	**-**	-	**-**
% Total	1.7%	47.3%	0.1%	**49.1%**	-	46.3%	0.6%	0%	**47.0%**	-	0.9%	2.9%	0%	**3.9%**	-	**-**
Lights and Motorcycles	379	10232	21	**10632**	-	10043	132	9	**10184**	-	202	637	0	**839**	-	21655
% Lights and Motorcycles	99.0%	98.4%	95.5%	**98.4%**	-	98.6%	96.4%	100%	**98.5%**	-	97.1%	99.4%	0%	**98.8%**	-	98.5%
Heavy	4	164	1	**169**	-	145	5	0	**150**	-	6	4	0	**10**	-	329
% Heavy	1.0%	1.6%	4.5%	**1.6%**	-	1.4%	3.6%	0%	**1.5%**	-	2.9%	0.6%	0%	**1.2%**	-	1.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18.2%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	9	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81.8%	-

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

3-SR A1A & Marlin Ave (FL23-234) - TMC
Wed Sep 13, 2023
Full Length (6 AM-9 AM, 3:30 PM-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101316, Location: 30.244713, -81.387614

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



3-SR A1A & Marlin Ave (FL23-234) - TMC

Wed Sep 13, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101316, Location: 30.244713, -81.387614

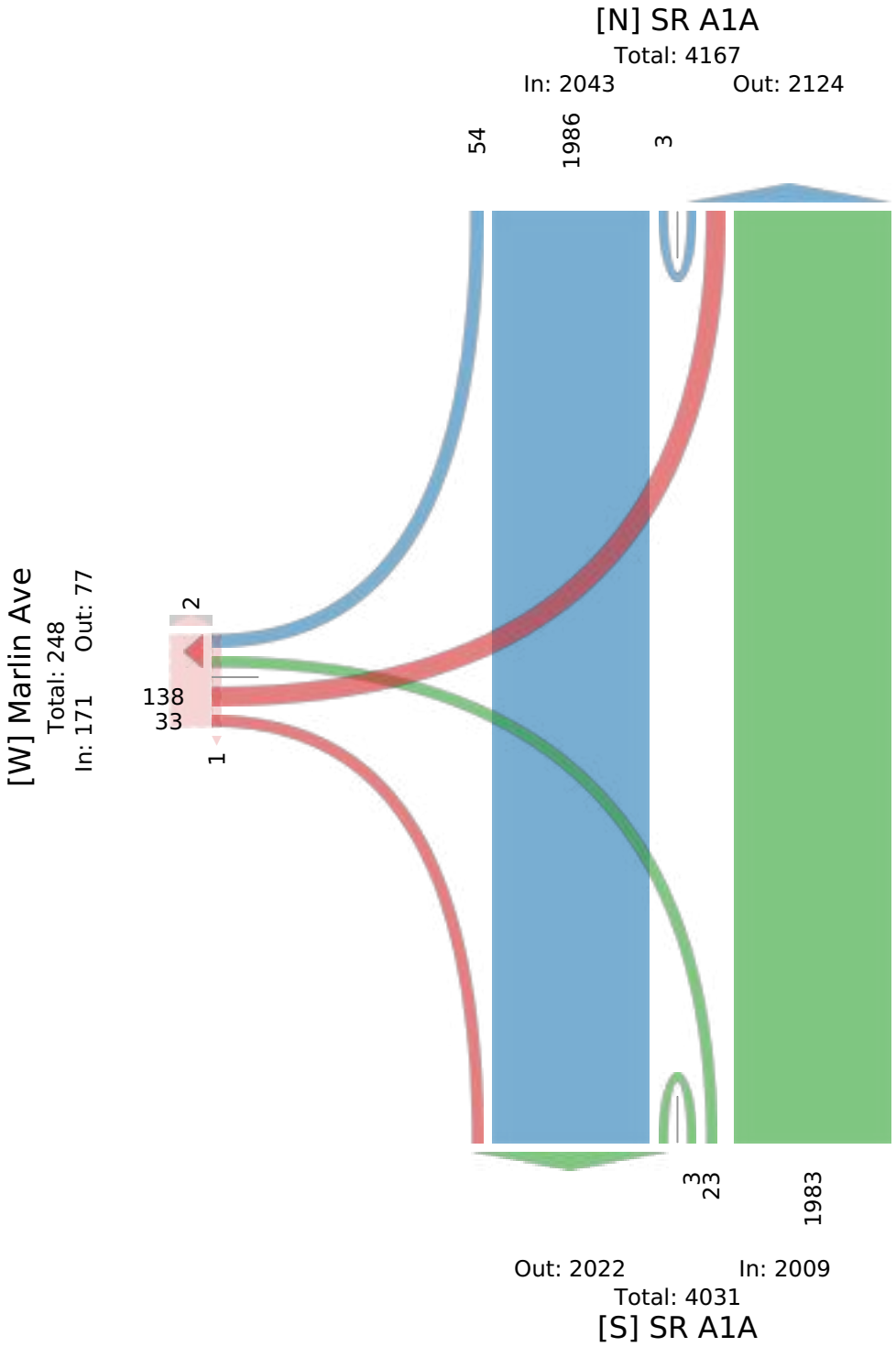
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR A1A Southbound					SR A1A Northbound					Marlin Ave Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2023-09-13 8:00AM	16	530	0	**546**	0	456	9	2	**467**	0	9	31	0	**40**	1	**1053**
8:15AM	15	502	2	**519**	0	494	4	1	**499**	0	8	33	0	**41**	0	**1059**
8:30AM	8	485	0	**493**	0	525	2	0	**527**	0	7	33	0	**40**	0	**1060**
8:45AM	15	469	1	**485**	0	508	8	0	**516**	0	9	41	0	**50**	2	**1051**
Total	54	1986	3	**2043**	0	1983	23	3	**2009**	0	33	138	0	**171**	3	**4223**
% Approach	2.6%	97.2%	0.1%	**-**	-	98.7%	1.1%	0.1%	**-**	-	19.3%	80.7%	0%	**-**	-	**-**
% Total	1.3%	47.0%	0.1%	**48.4%**	-	47.0%	0.5%	0.1%	**47.6%**	-	0.8%	3.3%	0%	**4.0%**	-	**-**
PHF	0.844	0.937	0.375	**0.935**	-	0.944	0.639	0.375	**0.953**	-	0.917	0.841	**-**	**0.855**	-	0.996
Lights and Motorcycles	54	1933	3	**1990**	-	1959	21	3	**1983**	-	31	137	0	**168**	-	4141
% Lights and Motorcycles	100%	97.3%	100%	**97.4%**	-	98.8%	91.3%	100%	**98.7%**	-	93.9%	99.3%	0%	**98.2%**	-	98.1%
Heavy	0	53	0	**53**	-	24	2	0	**26**	-	2	1	0	**3**	-	82
% Heavy	0%	2.7%	0%	**2.6%**	-	1.2%	8.7%	0%	**1.3%**	-	6.1%	0.7%	0%	**1.8%**	-	1.9%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7%	-

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

3-SR A1A & Marlin Ave (FL23-234) - TMC
Wed Sep 13, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101316, Location: 30.244713, -81.387614

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



3-SR A1A & Marlin Ave (FL23-234) - TMC

Wed Sep 13, 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: 1101316, Location: 30.244713, -81.387614

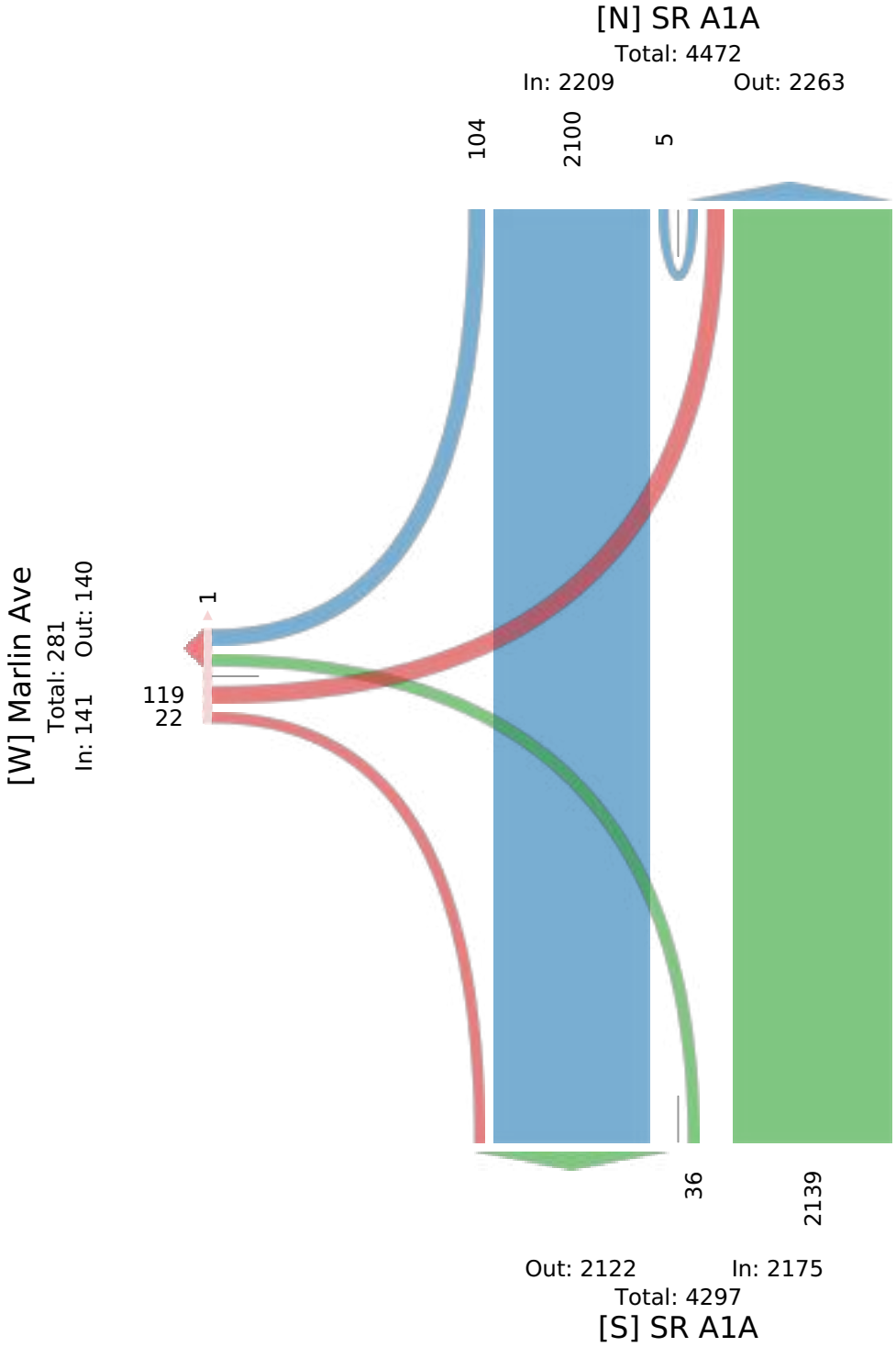
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	SR A1A Southbound					SR A1A Northbound					Marlin Ave Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2023-09-13 4:30PM	26	509	0	**535**	0	524	4	0	**528**	0	7	26	0	**33**	0	**1096**
4:45PM	30	524	2	**556**	0	559	9	0	**568**	0	4	30	0	**34**	0	**1158**
5:00PM	20	531	0	**551**	0	551	12	0	**563**	0	5	28	0	**33**	1	**1147**
5:15PM	28	536	3	**567**	0	505	11	0	**516**	0	6	35	0	**41**	0	**1124**
Total	104	2100	5	**2209**	0	2139	36	0	**2175**	0	22	119	0	**141**	1	**4525**
% Approach	4.7%	95.1%	0.2%	**-**	-	98.3%	1.7%	0%	**-**	-	15.6%	84.4%	0%	**-**	-	**-**
% Total	2.3%	46.4%	0.1%	**48.8%**	-	47.3%	0.8%	0%	**48.1%**	-	0.5%	2.6%	0%	**3.1%**	-	**-**
PHF	0.867	0.979	0.417	**0.974**	-	0.957	0.750	-	**0.957**	-	0.786	0.850	-	**0.860**	-	0.977
Lights and Motorcycles	103	2087	5	**2195**	-	2099	35	0	**2134**	-	21	119	0	**140**	-	4469
% Lights and Motorcycles	99.0%	99.4%	100%	**99.4%**	-	98.1%	97.2%	0%	**98.1%**	-	95.5%	100%	0%	**99.3%**	-	98.8%
Heavy	1	13	0	**14**	-	40	1	0	**41**	-	1	0	0	**1**	-	56
% Heavy	1.0%	0.6%	0%	**0.6%**	-	1.9%	2.8%	0%	**1.9%**	-	4.5%	0%	0%	**0.7%**	-	1.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

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

3-SR A1A & Marlin Ave (FL23-234) - TMC
Wed Sep 13, 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: 1101316, Location: 30.244713, -81.387614

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



4-SR A1A & Solana Rd (FL23-234) - TMC

Wed Sep 13, 2023
Full Length (6 AM-9 AM, 3:30 PM-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101317, Location: 30.227449, -81.385395

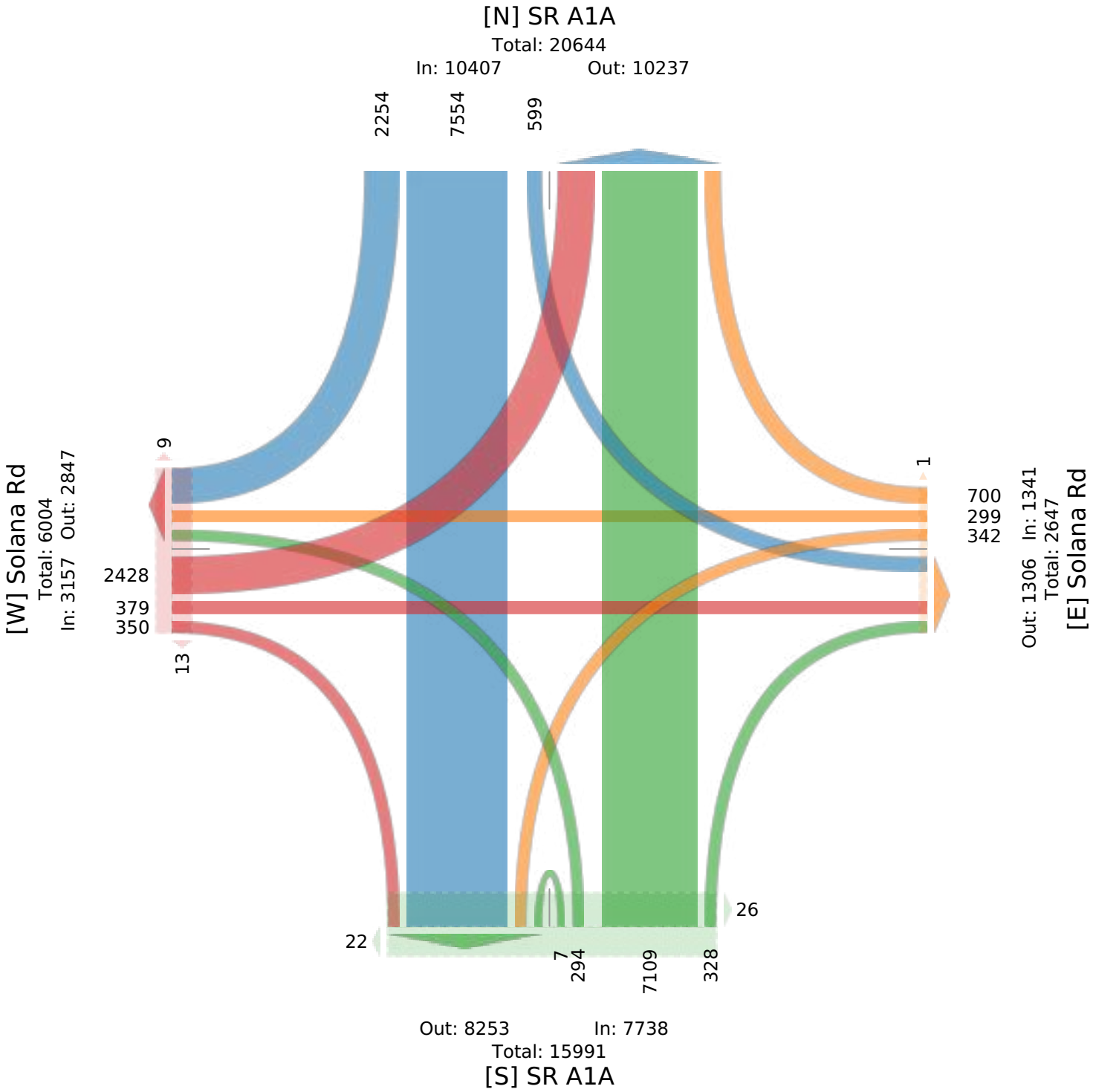
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

Leg	SR A1A						Solana Rd						SR A1A						Solana Rd						
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
2023-09-13 6:00AM	10	74	2	0	**86**	0	7	1	1	0	**9**	0	2	78	2	0	**82**	0	2	1	16	0	**19**	0	**196**
6:15AM	15	127	10	0	**152**	0	5	1	4	0	**10**	0	6	103	2	0	**111**	1	2	4	31	0	**37**	0	**310**
6:30AM	27	185	9	0	**221**	0	11	2	5	0	**18**	0	11	143	2	0	**156**	0	3	9	50	0	**62**	0	**457**
6:45AM	67	294	17	0	**378**	0	22	8	9	0	**39**	0	7	175	5	0	**187**	1	11	6	58	0	**75**	1	**679**
Hourly Total	119	680	38	0	**837**	0	45	12	19	0	**76**	0	26	499	11	0	**536**	2	18	20	155	0	**193**	1	**1642**
7:00AM	56	278	16	0	**350**	0	13	4	6	0	**23**	0	8	209	1	1	**219**	3	5	11	70	0	**86**	0	**678**
7:15AM	71	318	20	0	**409**	0	23	1	8	0	**32**	0	8	253	9	2	**272**	2	3	17	128	0	**148**	0	**861**
7:30AM	85	383	20	0	**488**	0	40	5	10	0	**55**	0	11	309	5	0	**325**	4	16	10	131	0	**157**	0	**1025**
7:45AM	92	418	27	0	**537**	0	26	7	24	0	**57**	0	16	297	13	0	**326**	0	28	10	98	0	**136**	0	**1056**
Hourly Total	304	1397	83	0	**1784**	0	102	17	48	0	**167**	0	43	1068	28	3	**1142**	9	52	48	427	0	**527**	0	**3620**
8:00AM	113	346	30	0	**489**	0	33	8	12	0	**53**	0	29	329	19	0	**377**	4	25	16	129	0	**170**	0	**1089**
8:15AM	125	374	37	0	**536**	0	39	13	16	0	**68**	0	31	314	22	0	**367**	1	15	37	138	0	**190**	0	**1161**
8:30AM	89	332	46	0	**467**	0	62	26	23	0	**111**	0	29	351	12	0	**392**	8	7	27	102	0	**136**	0	**1106**
8:45AM	95	322	22	0	**439**	0	42	18	30	0	**90**	0	18	345	18	0	**381**	2	21	14	116	0	**151**	0	**1061**
Hourly Total	422	1374	135	0	**1931**	0	176	65	81	0	**322**	0	107	1339	71	0	**1517**	15	68	94	485	0	**647**	0	**4417**
3:30PM	106	333	36	0	**475**	0	33	27	9	0	**69**	0	12	370	21	2	**405**	0	22	19	132	0	**173**	1	**1122**
3:45PM	124	340	23	0	**487**	0	31	17	19	0	**67**	0	12	369	19	0	**400**	0	18	19	128	0	**165**	0	**1119**
Hourly Total	230	673	59	0	**962**	0	64	44	28	0	**136**	0	24	739	40	2	**805**	0	40	38	260	0	**338**	1	**2241**
4:00PM	119	346	30	0	**495**	0	29	13	7	0	**49**	0	7	293	13	0	**313**	2	18	17	124	0	**159**	2	**1016**
4:15PM	118	373	28	0	**519**	0	35	11	26	0	**72**	0	15	356	16	0	**387**	3	29	22	132	0	**183**	0	**1161**
4:30PM	117	365	33	0	**515**	0	37	16	14	0	**67**	0	15	366	15	0	**396**	1	15	21	125	0	**161**	2	**1139**
4:45PM	126	362	20	0	**508**	0	26	15	20	0	**61**	0	8	399	14	0	**421**	0	16	18	119	0	**153**	1	**1143**
Hourly Total	480	1446	111	0	**2037**	0	127	55	67	0	**249**	0	45	1414	58	0	**1517**	6	78	78	500	0	**656**	5	**4459**
5:00PM	136	351	23	0	**510**	0	32	17	14	0	**63**	1	8	404	13	1	**426**	0	16	19	121	0	**156**	2	**1155**
5:15PM	125	401	25	0	**551**	0	34	16	8	0	**58**	0	7	377	6	0	**390**	0	23	9	119	0	**151**	1	**1150**
5:30PM	121	326	37	0	**484**	0	34	17	21	0	**72**	0	10	349	17	0	**376**	12	11	17	95	0	**123**	7	**1055**
5:45PM	112	350	35	0	**497**	0	30	17	21	0	**68**	0	22	365	22	1	**410**	0	22	25	105	0	**152**	1	**1127**
Hourly Total	494	1428	120	0	**2042**	0	130	67	64	0	**261**	1	47	1495	58	2	**1602**	12	72	70	440	0	**582**	11	**4487**
6:00PM	90	282	34	0	**406**	0	28	20	14	0	**62**	0	21	303	15	0	**339**	0	10	16	97	0	**123**	2	**930**
6:15PM	114	274	19	0	**407**	0	28	19	21	0	**68**	0	15	251	13	0	**279**	4	12	15	64	0	**91**	2	**845**
6:30PM	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**2**
Hourly Total	205	556	53	0	**814**	0	56	39	35	0	**130**	0	36	555	28	0	**619**	4	22	31	161	0	**214**	4	**1777**
Total	2254	7554	599	0	**10407**	0	700	299	342	0	**1341**	1	328	7109	294	7	**7738**	48	350	379	2428	0	**3157**	22	**22643**
% Approach	21.7%	72.6%	5.8%	0%	**-**	-	52.2%	22.3%	25.5%	0%	**-**	-	4.2%	91.9%	3.8%	0.1%	**-**	-	11.1%	12.0%	76.9%	0%	**-**	-	-
% Total	10.0%	33.4%	2.6%	0%	**46.0%**	-	3.1%	1.3%	1.5%	0%	**5.9%**	-	1.4%	31.4%	1.3%	0%	**34.2%**	-	1.5%	1.7%	10.7%	0%	**13.9%**	-	-
Lights and Motorcycles	2222	7441	588	0	**10251**	-	683	297	334	0	**1314**	-	319	6998	285	7	**7609**	-	341	377	2410	0	**3128**	-	22302
% Lights and Motorcycles	98.6%	98.5%	98.2%	0%	**98.5%**	-	97.6%	99.3%	97.7%	0%	**98.0%**	-	97.3%	98.4%	96.9%	100%	**98.3%**	-	97.4%	99.5%	99.3%	0%	**99.1%**	-	98.5%
Heavy	32	113	11	0	**156**	-	17	2	8	0	**27**	-	9	111	9	0	**129**	-	9	2	18	0	**29**	-	341
% Heavy	1.4%	1.5%	1.8%	0%	**1.5%**	-	2.4%	0.7%	2.3%	0%	**2.0%**	-	2.7%	1.6%	3.1%	0%	**1.7%**	-	2.6%	0.5%	0.7%	0%	**0.9%**	-	1.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	39	-	-	-	-	-	13	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	81.3%	-	-	-	-	-	59.1%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	9	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	18.8%	-	-	-	-	-	40.9%	-

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

4-SR A1A & Solana Rd (FL23-234) - TMC
Wed Sep 13, 2023
Full Length (6 AM-9 AM, 3:30 PM-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101317, Location: 30.227449, -81.385395

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



4-SR A1A & Solana Rd (FL23-234) - TMC

Wed Sep 13, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101317, Location: 30.227449, -81.385395

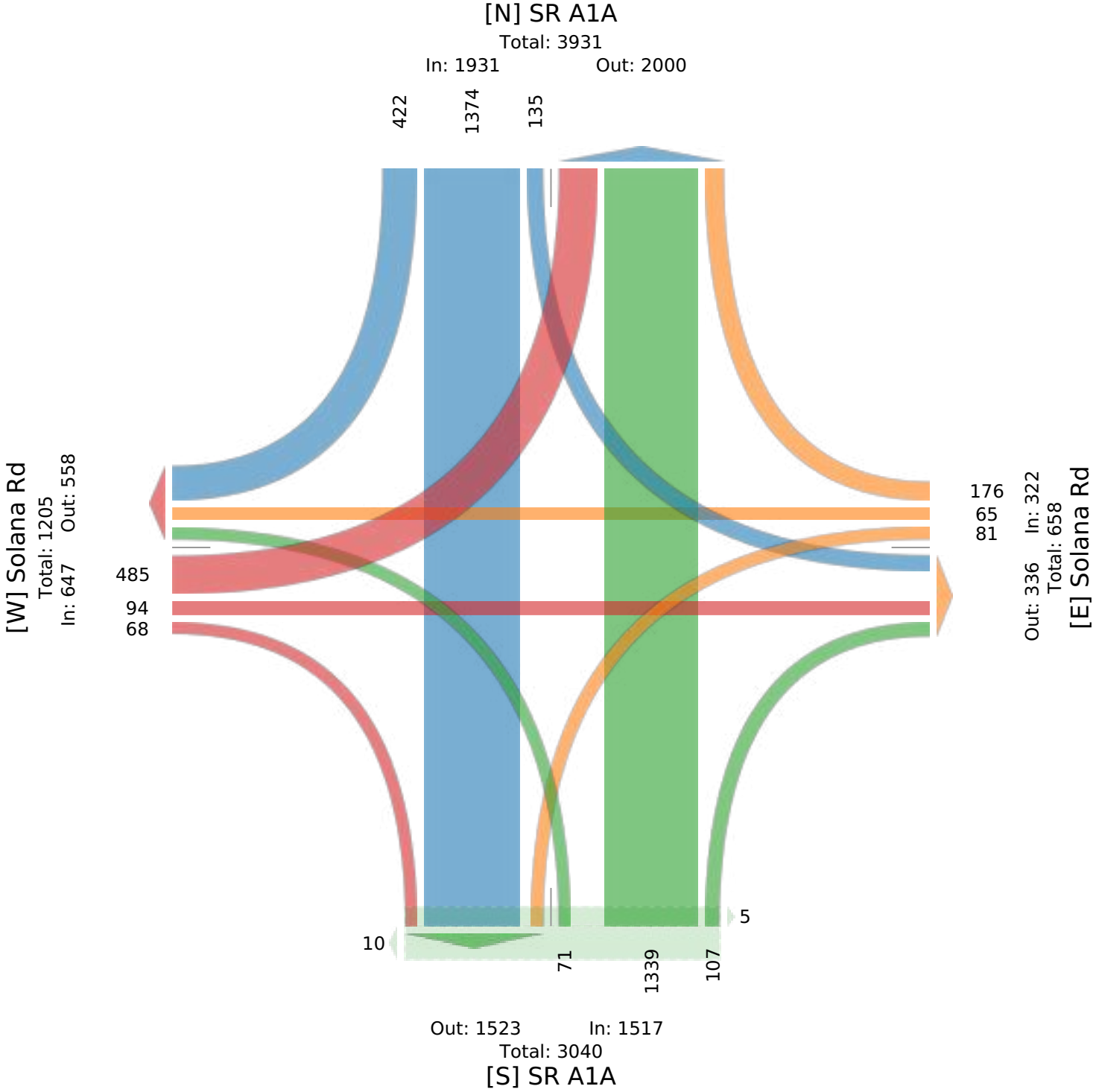
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg	SR A1A						Solana Rd						SR A1A						Solana Rd						
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**
2023-09-13 8:00AM	113	346	30	0	**489**	0	33	8	12	0	**53**	0	29	329	19	0	**377**	4	25	16	129	0	**170**	0	**1089**
8:15AM	125	374	37	0	**536**	0	39	13	16	0	**68**	0	31	314	22	0	**367**	1	15	37	138	0	**190**	0	**1161**
8:30AM	89	332	46	0	**467**	0	62	26	23	0	**111**	0	29	351	12	0	**392**	8	7	27	102	0	**136**	0	**1106**
8:45AM	95	322	22	0	**439**	0	42	18	30	0	**90**	0	18	345	18	0	**381**	2	21	14	116	0	**151**	0	**1061**
Total	422	1374	135	0	**1931**	0	176	65	81	0	**322**	0	107	1339	71	0	**1517**	15	68	94	485	0	**647**	0	**4417**
% Approach	21.9%	71.2%	7.0%	0%	**-**	-	54.7%	20.2%	25.2%	0%	**-**	-	7.1%	88.3%	4.7%	0%	**-**	-	10.5%	14.5%	75.0%	0%	**-**	-	-
% Total	9.6%	31.1%	3.1%	0%	**43.7%**	-	4.0%	1.5%	1.8%	0%	**7.3%**	-	2.4%	30.3%	1.6%	0%	**34.3%**	-	1.5%	2.1%	11.0%	0%	**14.6%**	-	-
PHF	0.844	0.918	0.734	-	**0.901**	-	0.710	0.625	0.675	-	**0.725**	-	0.863	0.954	0.807	-	**0.967**	-	0.680	0.635	0.879	-	**0.851**	-	0.951
Lights and Motorcycles	408	1346	134	0	**1888**	-	176	64	79	0	**319**	-	103	1312	67	0	**1482**	-	66	93	483	0	**642**	-	4331
% Lights and Motorcycles	96.7%	98.0%	99.3%	0%	**97.8%**	-	100%	98.5%	97.5%	0%	**99.1%**	-	96.3%	98.0%	94.4%	0%	**97.7%**	-	97.1%	98.9%	99.6%	0%	**99.2%**	-	98.1%
Heavy	14	28	1	0	**43**	-	0	1	2	0	**3**	-	4	27	4	0	**35**	-	2	1	2	0	**5**	-	86
% Heavy	3.3%	2.0%	0.7%	0%	**2.2%**	-	0%	1.5%	2.5%	0%	**0.9%**	-	3.7%	2.0%	5.6%	0%	**2.3%**	-	2.9%	1.1%	0.4%	0%	**0.8%**	-	1.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	15	-	-	-	-	-	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

4-SR A1A & Solana Rd (FL23-234) - TMC
Wed Sep 13, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101317, Location: 30.227449, -81.385395

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



4-SR A1A & Solana Rd (FL23-234) - TMC

Wed Sep 13, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101317, Location: 30.227449, -81.385395

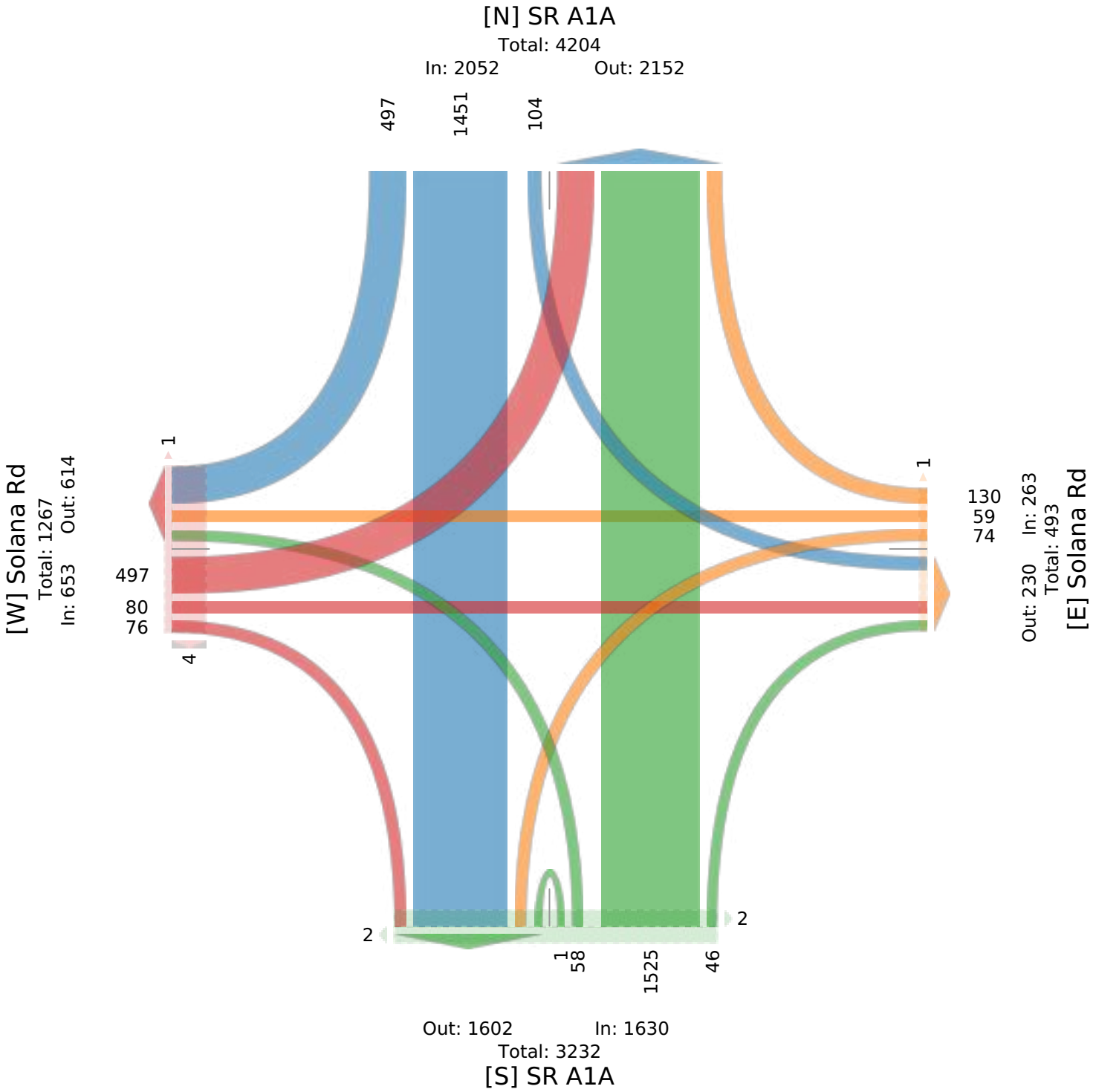
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

Leg	SR A1A						Solana Rd						SR A1A						Solana Rd						
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**
2023-09-13 4:15PM	118	373	28	0	**519**	0	35	11	26	0	**72**	0	15	356	16	0	**387**	3	29	22	132	0	**183**	0	**1161**
4:30PM	117	365	33	0	**515**	0	37	16	14	0	**67**	0	15	366	15	0	**396**	1	15	21	125	0	**161**	2	**1139**
4:45PM	126	362	20	0	**508**	0	26	15	20	0	**61**	0	8	399	14	0	**421**	0	16	18	119	0	**153**	1	**1143**
5:00PM	136	351	23	0	**510**	0	32	17	14	0	**63**	1	8	404	13	1	**426**	0	16	19	121	0	**156**	2	**1155**
Total	497	1451	104	0	**2052**	0	130	59	74	0	**263**	1	46	1525	58	1	**1630**	4	76	80	497	0	**653**	5	**4598**
% Approach	24.2%	70.7%	5.1%	0%	**-**	-	49.4%	22.4%	28.1%	0%	**-**	-	2.8%	93.6%	3.6%	0.1%	**-**	-	11.6%	12.3%	76.1%	0%	**-**	-	**-**
% Total	10.8%	31.6%	2.3%	0%	**44.6%**	-	2.8%	1.3%	1.6%	0%	**5.7%**	-	1.0%	33.2%	1.3%	0%	**35.5%**	-	1.7%	1.7%	10.8%	0%	**14.2%**	-	**-**
PHF	0.914	0.973	0.788	-	**0.988**	-	0.878	0.868	0.712	-	**0.913**	-	0.767	0.944	0.906	0.250	**0.957**	-	0.655	0.909	0.941	-	**0.892**	-	0.990
Lights and Motorcycles	495	1437	102	0	**2034**	-	123	59	74	0	**256**	-	46	1506	58	1	**1611**	-	75	80	489	0	**644**	-	4545
% Lights and Motorcycles	99.6%	99.0%	98.1%	0%	**99.1%**	-	94.6%	100%	100%	0%	**97.3%**	-	100%	98.8%	100%	100%	**98.8%**	-	98.7%	100%	98.4%	0%	**98.6%**	-	98.8%
Heavy	2	14	2	0	**18**	-	7	0	0	0	**7**	-	0	19	0	0	**19**	-	1	0	8	0	**9**	-	53
% Heavy	0.4%	1.0%	1.9%	0%	**0.9%**	-	5.4%	0%	0%	0%	**2.7%**	-	0%	1.2%	0%	0%	**1.2%**	-	1.3%	0%	1.6%	0%	**1.4%**	-	1.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	75.0%	-	-	-	-	-	20.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	25.0%	-	-	-	-	-	80.0%	-

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

4-SR A1A & Solana Rd (FL23-234) - TMC
Wed Sep 13, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101317, Location: 30.227449, -81.385395

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



5-SR A1A & Library Blvd (FL23-234) - TMC

Wed Sep 13, 2023
Full Length (6 AM-9 AM, 3:30 PM-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101318, Location: 30.225672, -81.384868

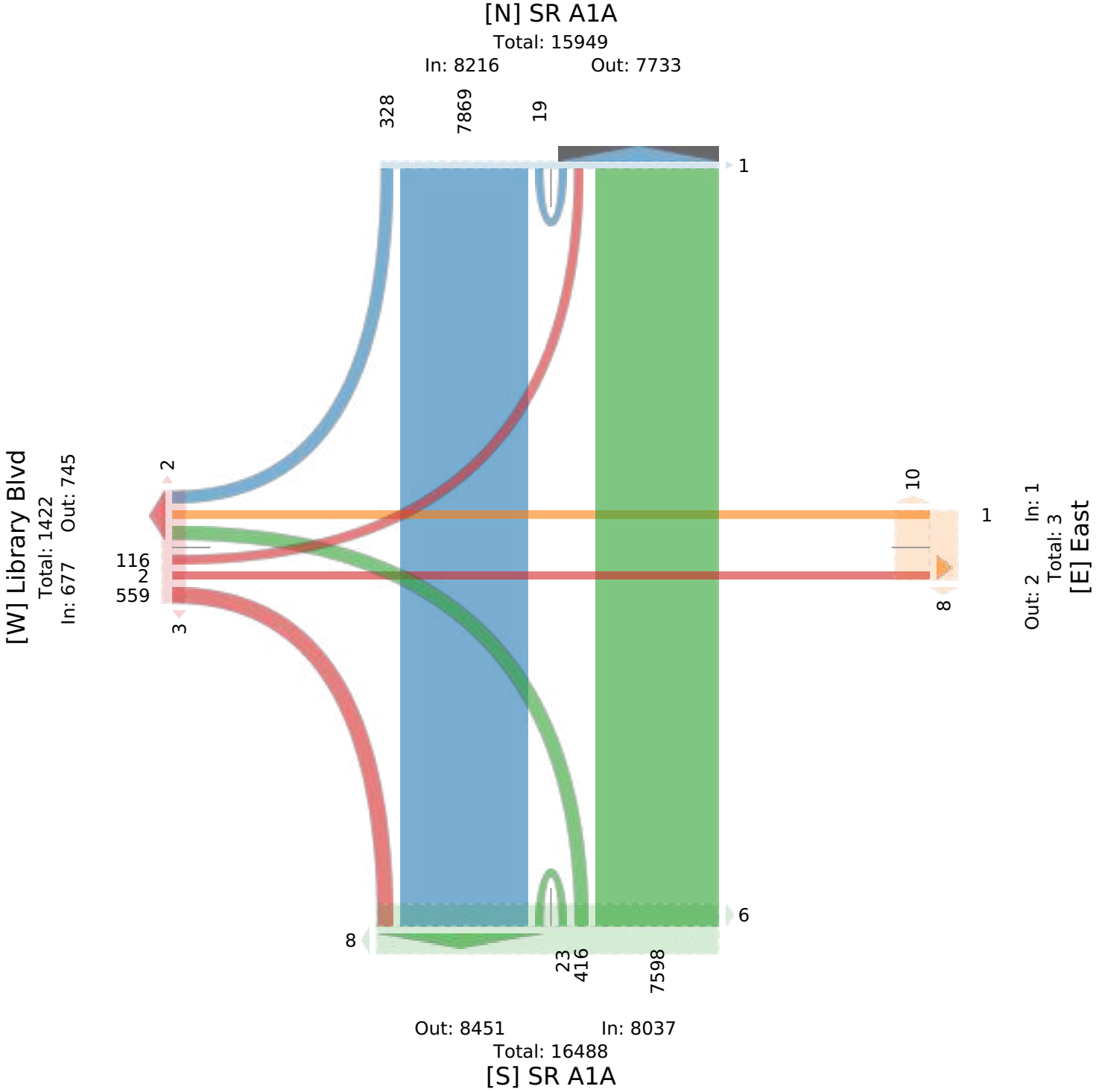
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg	SR A1A						East						SR A1A						Library Blvd						
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**
2023-09-13 6:00AM	0	79	0	0	**79**	0	0	0	0	0	**0**	0	0	81	3	0	**84**	0	2	0	1	0	**3**	0	**166**
6:15AM	7	132	0	0	**139**	0	0	0	0	0	**0**	0	0	111	8	0	**119**	0	7	0	1	0	**8**	0	**266**
6:30AM	4	187	0	2	**193**	0	0	0	0	0	**0**	0	0	163	4	0	**167**	0	3	0	0	0	**3**	0	**363**
6:45AM	4	316	0	1	**321**	0	0	0	0	0	**0**	2	0	179	6	0	**185**	2	13	0	1	0	**14**	0	**520**
Hourly Total	15	714	0	3	**732**	0	0	0	0	0	**0**	2	0	534	21	0	**555**	2	25	0	3	0	**28**	0	**1315**
7:00AM	13	273	0	0	**286**	0	0	0	0	0	**0**	3	0	216	9	0	**225**	0	14	0	1	0	**15**	2	**526**
7:15AM	16	300	0	0	**316**	0	0	0	0	0	**0**	1	0	274	13	0	**287**	1	20	0	3	0	**23**	1	**626**
7:30AM	17	354	0	0	**371**	0	0	0	0	0	**0**	1	0	345	9	0	**354**	1	22	0	2	0	**24**	0	**749**
7:45AM	17	453	0	0	**470**	0	0	0	0	0	**0**	0	0	295	12	1	**308**	1	27	0	3	0	**30**	1	**808**
Hourly Total	63	1380	0	0	**1443**	0	0	0	0	0	**0**	5	0	1130	43	1	**1174**	3	83	0	9	0	**92**	4	**2709**
8:00AM	10	400	0	1	**411**	0	0	0	0	0	**0**	2	0	367	21	1	**389**	0	25	0	6	0	**31**	1	**831**
8:15AM	13	340	0	3	**356**	0	0	0	0	0	**0**	0	0	399	25	0	**424**	1	23	0	4	0	**27**	0	**807**
8:30AM	16	322	0	4	**342**	0	0	0	0	0	**0**	0	0	375	19	4	**398**	1	18	0	4	0	**22**	0	**762**
8:45AM	16	402	0	0	**418**	0	0	0	0	0	**0**	1	0	352	21	1	**374**	1	14	0	2	0	**16**	0	**808**
Hourly Total	55	1464	0	8	**1527**	0	0	0	0	0	**0**	3	0	1493	86	6	**1585**	3	80	0	16	0	**96**	1	**3208**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
3:30PM	17	346	0	1	**364**	0	0	0	0	0	**0**	0	0	392	16	1	**409**	0	34	2	13	0	**49**	0	**822**
3:45PM	18	347	0	0	**365**	0	0	0	0	0	**0**	0	0	377	37	0	**414**	2	25	0	3	0	**28**	0	**807**
Hourly Total	35	693	0	1	**729**	0	0	0	0	0	**0**	0	0	769	53	1	**823**	2	59	2	16	0	**77**	0	**1629**
4:00PM	18	361	0	0	**379**	0	0	0	0	0	**0**	0	0	326	21	0	**347**	1	34	0	10	0	**44**	0	**770**
4:15PM	22	407	0	0	**429**	0	0	0	0	0	**0**	0	0	384	23	0	**407**	0	27	0	7	0	**34**	0	**870**
4:30PM	14	366	0	2	**382**	0	0	0	0	0	**0**	0	0	391	31	2	**424**	0	50	0	11	0	**61**	0	**867**
4:45PM	14	395	0	1	**410**	0	0	0	0	0	**0**	1	0	423	21	1	**445**	2	41	0	8	0	**49**	0	**904**
Hourly Total	68	1529	0	3	**1600**	0	0	0	0	0	**0**	1	0	1524	96	3	**1623**	3	152	0	36	0	**188**	0	**3411**
5:00PM	11	370	0	0	**381**	0	0	0	0	0	**0**	2	0	408	15	2	**425**	0	29	0	16	0	**45**	0	**851**
5:15PM	17	412	0	0	**429**	0	0	0	0	0	**0**	1	0	375	20	0	**395**	0	32	0	3	0	**35**	0	**859**
5:30PM	19	348	0	0	**367**	0	0	0	0	0	**0**	1	0	379	26	9	**414**	0	33	0	5	0	**38**	0	**819**
5:45PM	19	364	0	1	**384**	1	0	0	0	0	**0**	1	0	393	24	1	**418**	0	19	0	6	0	**25**	0	**827**
Hourly Total	66	1494	0	1	**1561**	1	0	0	0	0	**0**	5	0	1555	85	12	**1652**	0	113	0	30	0	**143**	0	**3356**
6:00PM	7	303	0	2	**312**	0	0	0	0	0	**0**	0	0	323	19	0	**342**	1	30	0	3	0	**33**	0	**687**
6:15PM	19	292	0	1	**312**	0	0	1	0	0	**1**	2	0	270	13	0	**283**	0	17	0	3	0	**20**	0	**616**
6:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	26	595	0	3	**624**	0	0	1	0	0	**1**	2	0	593	32	0	**625**	1	47	0	6	0	**53**	0	**1303**
Total	328	7869	0	19	**8216**	1	0	1	0	0	**1**	18	0	7598	416	23	**8037**	14	559	2	116	0	**677**	5	**16931**
% Approach	4.0%	95.8%	0%	0.2%	**-**	-	0%	100%	0%	0%	**-**	-	0%	94.5%	5.2%	0.3%	**-**	-	82.6%	0.3%	17.1%	0%	**-**	-	-
% Total	1.9%	46.5%	0%	0.1%	**48.5%**	-	0%	0%	0%	0%	**0%**	-	0%	44.9%	2.5%	0.1%	**47.5%**	-	3.3%	0%	0.7%	0%	**4.0%**	-	-
Lights and Motorcycles	325	7737	0	19	**8081**	-	0	1	0	0	**1**	-	0	7465	411	23	**7899**	-	548	2	115	0	**665**	-	16646
% Lights and Motorcycles	99.1%	98.3%	0%	100%	**98.4%**	-	0%	100%	0%	0%	**100%**	-	0%	98.2%	98.8%	100%	**98.3%**	-	98.0%	100%	99.1%	0%	**98.2%**	-	98.3%
Heavy	3	132	0	0	**135**	-	0	0	0	0	**0**	-	0	133	5	0	**138**	-	11	0	1	0	**12**	-	285
% Heavy	0.9%	1.7%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	0%	1.8%	1.2%	0%	**1.7%**	-	2.0%	0%	0.9%	0%	**1.8%**	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	14	-	-	-	-	-	12	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	77.8%	-	-	-	-	-	85.7%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	22.2%	-	-	-	-	-	14.3%	-	-	-	-	-	0%	-

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

5-SR A1A & Library Blvd (FL23-234) - TMC
Wed Sep 13, 2023
Full Length (6 AM-9 AM, 3:30 PM-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101318, Location: 30.225672, -81.384868

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



5-SR A1A & Library Blvd (FL23-234) - TMC

Wed Sep 13, 2023
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101318, Location: 30.225672, -81.384868

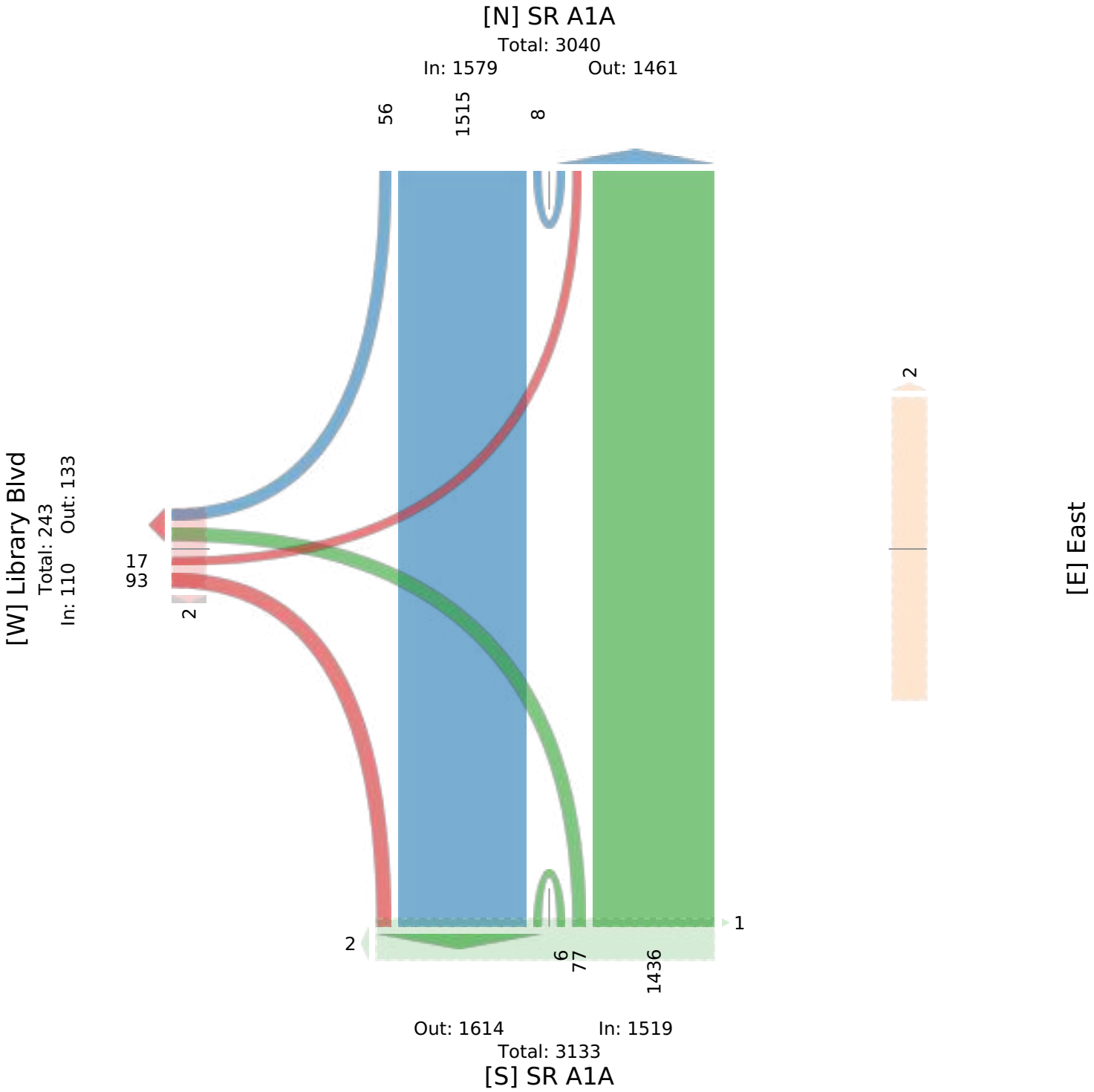
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg	SR A1A						East						SR A1A						Library Blvd						
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**
2023-09-13 7:45AM	17	453	0	0	**470**	0	0	0	0	0	**0**	0	0	295	12	1	**308**	1	27	0	3	0	**30**	1	**808**
8:00AM	10	400	0	1	**411**	0	0	0	0	0	**0**	2	0	367	21	1	**389**	0	25	0	6	0	**31**	1	**831**
8:15AM	13	340	0	3	**356**	0	0	0	0	0	**0**	0	0	399	25	0	**424**	1	23	0	4	0	**27**	0	**807**
8:30AM	16	322	0	4	**342**	0	0	0	0	0	**0**	0	0	375	19	4	**398**	1	18	0	4	0	**22**	0	**762**
Total	56	1515	0	8	**1579**	0	0	0	0	0	**0**	2	0	1436	77	6	**1519**	3	93	0	17	0	**110**	2	**3208**
% Approach	3.5%	95.9%	0%	0.5%	**-**	-	0%	0%	0%	0%	**-**	-	0%	94.5%	5.1%	0.4%	**-**	-	84.5%	0%	15.5%	0%	**-**	-	**-**
% Total	1.7%	47.2%	0%	0.2%	**49.2%**	-	0%	0%	0%	0%	**0%**	-	0%	44.8%	2.4%	0.2%	**47.4%**	-	2.9%	0%	0.5%	0%	**3.4%**	-	**-**
PHF	0.824	0.836	-	0.500	**0.840**	-	-	-	-	-	**-**	-	-	0.900	0.770	0.375	**0.896**	-	0.861	-	0.708	-	**0.887**	-	0.965
Lights and Motorcycles	56	1472	0	8	**1536**	-	0	0	0	0	**0**	-	0	1402	74	6	**1482**	-	89	0	17	0	**106**	-	3124
% Lights and Motorcycles	100%	97.2%	0%	100%	**97.3%**	-	0%	0%	0%	0%	**-**	-	0%	97.6%	96.1%	100%	**97.6%**	-	95.7%	0%	100%	0%	**96.4%**	-	97.4%
Heavy	0	43	0	0	**43**	-	0	0	0	0	**0**	-	0	34	3	0	**37**	-	4	0	0	0	**4**	-	84
% Heavy	0%	2.8%	0%	0%	**2.7%**	-	0%	0%	0%	0%	**-**	-	0%	2.4%	3.9%	0%	**2.4%**	-	4.3%	0%	0%	0%	**3.6%**	-	2.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

5-SR A1A & Library Blvd (FL23-234) - TMC
Wed Sep 13, 2023
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101318, Location: 30.225672, -81.384868

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



5-SR A1A & Library Blvd (FL23-234) - TMC

Wed Sep 13, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101318, Location: 30.225672, -81.384868

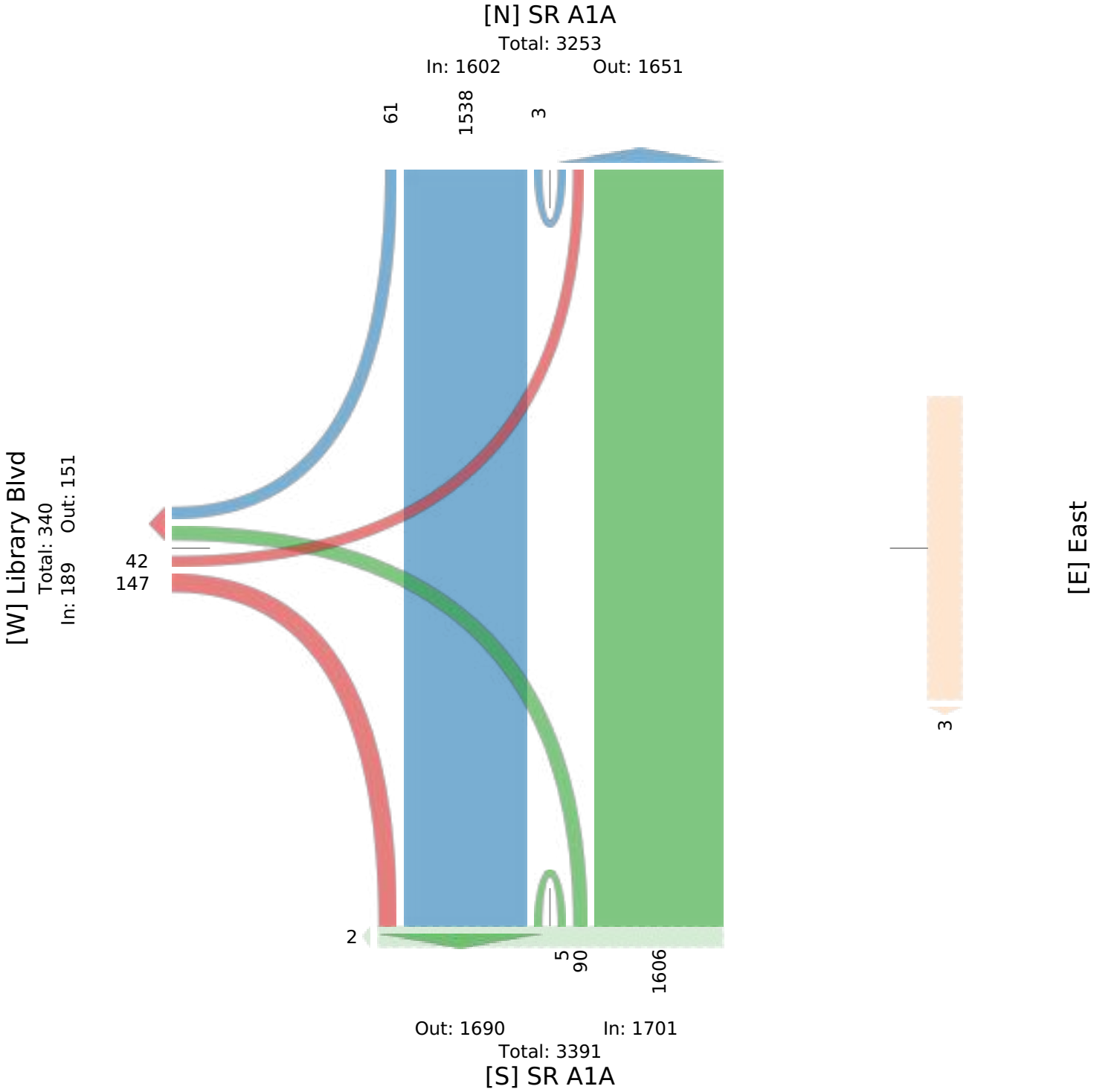
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg	SR A1A						East						SR A1A						Library Blvd						
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**
2023-09-13 4:15PM	22	407	0	0	**429**	0	0	0	0	0	**0**	0	0	384	23	0	**407**	0	27	0	7	0	**34**	0	**870**
4:30PM	14	366	0	2	**382**	0	0	0	0	0	**0**	0	0	391	31	2	**424**	0	50	0	11	0	**61**	0	**867**
4:45PM	14	395	0	1	**410**	0	0	0	0	0	**0**	1	0	423	21	1	**445**	2	41	0	8	0	**49**	0	**904**
5:00PM	11	370	0	0	**381**	0	0	0	0	0	**0**	2	0	408	15	2	**425**	0	29	0	16	0	**45**	0	**851**
Total	61	1538	0	3	**1602**	0	0	0	0	0	**0**	3	0	1606	90	5	**1701**	2	147	0	42	0	**189**	0	**3492**
% Approach	3.8%	96.0%	0%	0.2%	**-**	-	0%	0%	0%	0%	**-**	-	0%	94.4%	5.3%	0.3%	**-**	-	77.8%	0%	22.2%	0%	**-**	-	**-**
% Total	1.7%	44.0%	0%	0.1%	**45.9%**	-	0%	0%	0%	0%	**0%**	-	0%	46.0%	2.6%	0.1%	**48.7%**	-	4.2%	0%	1.2%	0%	**5.4%**	-	**-**
PHF	0.693	0.945	-	0.375	**0.934**	-	-	-	-	-	**-**	-	-	0.949	0.726	0.625	**0.956**	-	0.735	-	0.656	-	**0.775**	-	0.966
Lights and Motorcycles	60	1525	0	3	**1588**	-	0	0	0	0	**0**	-	0	1588	90	5	**1683**	-	147	0	41	0	**188**	-	3459
% Lights and Motorcycles	98.4%	99.2%	0%	100%	**99.1%**	-	0%	0%	0%	0%	**-**	-	0%	98.9%	100%	100%	**98.9%**	-	100%	0%	97.6%	0%	**99.5%**	-	99.1%
Heavy	1	13	0	0	**14**	-	0	0	0	0	**0**	-	0	18	0	0	**18**	-	0	0	1	0	**1**	-	33
% Heavy	1.6%	0.8%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**-**	-	0%	1.1%	0%	0%	**1.1%**	-	0%	0%	2.4%	0%	**0.5%**	-	0.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	
% 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

5-SR A1A & Library Blvd (FL23-234) - TMC
Wed Sep 13, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101318, Location: 30.225672, -81.384868

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



6-SR A1A & Sawgrass Village Dr-L'Atrium Dr (... - TMC

Wed Sep 13, 2023
Full Length (6 AM-9 AM, 3:30 PM-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101319, Location: 30.205881, -81.380193

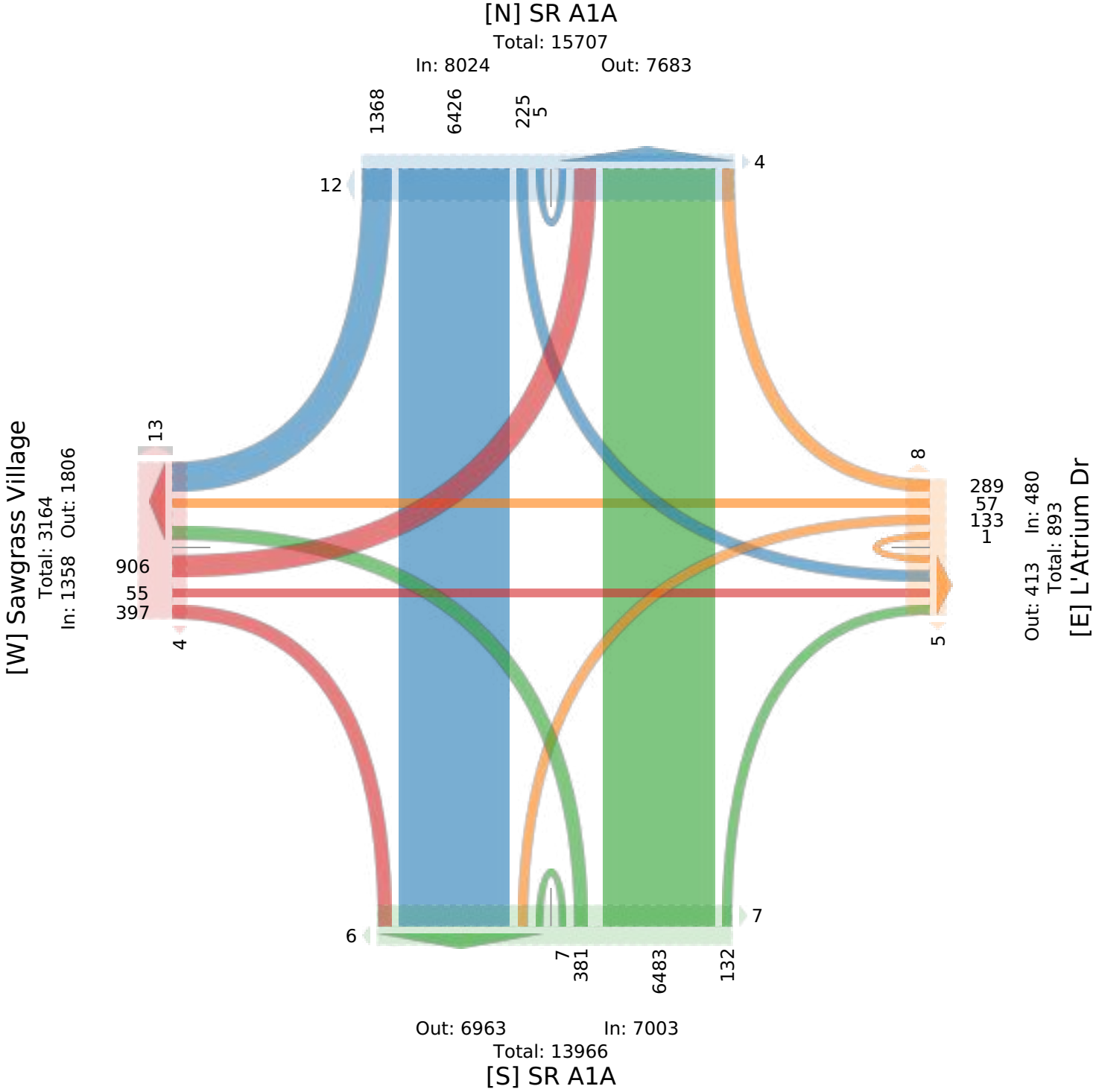
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

Leg	SR A1A						L'Atrium Dr						SR A1A						Sawgrass Village						
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
2023-09-13 6:00AM	5	76	1	0	**82**	0	7	0	2	0	**9**	0	0	66	0	0	**66**	0	0	0	1	0	**1**	0	**158**
6:15AM	14	96	1	0	**111**	0	4	0	2	0	**6**	0	1	96	3	0	**100**	0	2	1	2	0	**5**	0	**222**
6:30AM	23	151	0	0	**174**	0	4	1	4	0	**9**	1	3	138	4	0	**145**	0	1	0	2	0	**3**	1	**331**
6:45AM	31	224	2	0	**257**	2	12	0	2	0	**14**	0	1	161	3	0	**165**	0	3	0	10	0	**13**	2	**449**
Hourly Total	73	547	4	0	**624**	2	27	1	10	0	**38**	1	5	461	10	0	**476**	0	6	1	15	0	**22**	3	**1160**
7:00AM	38	246	3	0	**287**	0	9	0	8	0	**17**	0	4	180	9	0	**193**	2	2	0	18	0	**20**	0	**517**
7:15AM	53	235	4	0	**292**	1	18	1	9	0	**28**	1	4	243	4	0	**251**	1	7	1	15	0	**23**	0	**594**
7:30AM	66	276	2	0	**344**	0	21	0	7	0	**28**	1	6	297	14	0	**317**	2	8	0	31	0	**39**	0	**728**
7:45AM	75	318	2	0	**395**	0	14	3	2	0	**19**	0	4	314	10	0	**328**	3	8	1	22	0	**31**	2	**773**
Hourly Total	232	1075	11	0	**1318**	1	62	4	26	0	**92**	2	18	1034	37	0	**1089**	8	25	2	86	0	**113**	2	**2612**
8:00AM	63	231	8	1	**303**	0	30	2	13	0	**45**	2	2	354	11	0	**367**	0	12	0	45	0	**57**	0	**772**
8:15AM	74	274	15	1	**364**	1	19	0	4	0	**23**	2	2	321	13	0	**336**	0	5	1	38	0	**44**	1	**767**
8:30AM	70	406	9	0	**485**	0	14	1	6	0	**21**	0	4	278	10	1	**293**	0	8	1	24	0	**33**	1	**832**
8:45AM	63	354	7	0	**424**	0	15	1	10	0	**26**	0	6	256	28	0	**290**	0	11	1	15	0	**27**	1	**767**
Hourly Total	270	1265	39	2	**1576**	1	78	4	33	0	**115**	4	14	1209	62	1	**1286**	0	36	3	122	0	**161**	3	**3138**
9:00AM	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	1	1	0	**2**	0	0	0	0	0	**0**	0	**3**
Hourly Total	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	1	1	0	**2**	0	0	0	0	0	**0**	0	**3**
3:30PM	65	306	14	0	**385**	3	12	3	2	0	**17**	0	6	336	29	1	**372**	0	31	4	67	0	**102**	4	**876**
3:45PM	76	303	11	0	**390**	1	10	3	6	0	**19**	0	5	304	26	1	**336**	0	44	3	50	0	**97**	0	**842**
Hourly Total	141	609	25	0	**775**	4	22	6	8	0	**36**	0	11	640	55	2	**708**	0	75	7	117	0	**199**	4	**1718**
4:00PM	67	289	10	0	**366**	0	10	0	3	0	**13**	0	6	314	21	1	**342**	0	38	1	62	0	**101**	1	**822**
4:15PM	56	306	10	0	**372**	1	13	6	7	1	**27**	0	11	351	30	0	**392**	1	21	4	64	0	**89**	0	**880**
4:30PM	82	310	17	0	**409**	1	9	3	8	0	**20**	0	7	324	24	0	**355**	0	22	3	69	0	**94**	1	**878**
4:45PM	79	291	14	1	**385**	0	10	4	4	0	**18**	2	14	345	22	1	**382**	1	31	1	61	0	**93**	0	**878**
Hourly Total	284	1196	51	1	**1532**	2	42	13	22	1	**78**	2	38	1334	97	2	**1471**	2	112	9	256	0	**377**	2	**3458**
5:00PM	65	312	15	1	**393**	0	10	4	4	0	**18**	1	5	380	15	1	**401**	1	27	4	75	0	**106**	0	**918**
5:15PM	70	318	26	0	**414**	2	11	3	8	0	**22**	1	10	385	23	0	**418**	0	26	4	64	0	**94**	0	**948**
5:30PM	69	303	17	0	**389**	0	11	3	7	0	**21**	1	12	275	17	0	**304**	0	26	3	41	0	**70**	0	**784**
5:45PM	54	296	14	0	**364**	2	11	9	3	0	**23**	0	5	274	23	0	**302**	0	32	10	50	0	**92**	0	**781**
Hourly Total	258	1229	72	1	**1560**	4	43	19	22	0	**84**	3	32	1314	78	1	**1425**	1	111	21	230	0	**362**	0	**3431**
6:00PM	49	281	11	0	**341**	0	8	6	7	0	**21**	1	6	267	19	1	**293**	1	17	5	41	0	**63**	1	**718**
6:15PM	60	224	12	1	**297**	2	7	4	5	0	**16**	0	8	223	22	0	**253**	1	15	7	39	0	**61**	2	**627**
6:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	109	505	23	1	**638**	2	15	10	12	0	**37**	1	14	490	41	1	**546**	2	32	12	80	0	**124**	3	**1345**
Total	1368	6426	225	5	**8024**	16	289	57	133	1	**480**	13	132	6483	381	7	**7003**	13	397	55	906	0	**1358**	17	**16865**
% Approach	17.0%	80.1%	2.8%	0.1%	**-**	-	60.2%	11.9%	27.7%	0.2%	**-**	-	1.9%	92.6%	5.4%	0.1%	**-**	-	29.2%	4.1%	66.7%	0%	**-**	-	-
% Total	8.1%	38.1%	1.3%	0%	**47.6%**	-	1.7%	0.3%	0.8%	0%	**2.8%**	-	0.8%	38.4%	2.3%	0%	**41.5%**	-	2.4%	0.3%	5.4%	0%	**8.1%**	-	-
Lights and Motorcycles	1341	6296	221	5	**7863**	-	281	57	132	1	**471**	-	129	6370	378	7	**6884**	-	391	55	897	0	**1343**	-	16561
% Lights and Motorcycles	98.0%	98.0%	98.2%	100%	**98.0%**	-	97.2%	100%	99.2%	100%	**98.1%**	-	97.7%	98.3%	99.2%	100%	**98.3%**	-	98.5%	100%	99.0%	0%	**98.9%**	-	98.2%
Heavy	27	130	4	0	**161**	-	8	0	1	0	**9**	-	3	113	3	0	**119**	-	6	0	9	0	**15**	-	304
% Heavy	2.0%	2.0%	1.8%	0%	**2.0%**	-	2.8%	0%	0.8%	0%	**1.9%**	-	2.3%	1.7%	0.8%	0%	**1.7%**	-	1.5%	0%	1.0%	0%	**1.1%**	-	1.8%
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	4	-	-	-	-	-	9	-	-	-	-	-	11	
% Pedestrians	-	-	-	-	-	62.5%	-	-	-	-	-	30.8%	-	-	-	-	-	69.2%	-	-	-	-	-	64.7%	-
Bicycles on Crosswalk	-	-	-	-	-	6	-	-	-	-	-	9	-	-	-	-	-	4	-	-	-	-	-	6	
% Bicycles on Crosswalk	-	-	-	-	-	37.5%	-	-	-	-	-	69.2%	-	-	-	-	-	30.8%	-	-	-	-	-	35.3%	-

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

6-SR A1A & Sawgrass Village Dr-L'Atrium Dr (... - TMC
Wed Sep 13, 2023
Full Length (6 AM-9 AM, 3:30 PM-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101319, Location: 30.205881, -81.380193

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



6-SR A1A & Sawgrass Village Dr-L'Atrium Dr (... - TMC

Wed Sep 13, 2023
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101319, Location: 30.205881, -81.380193

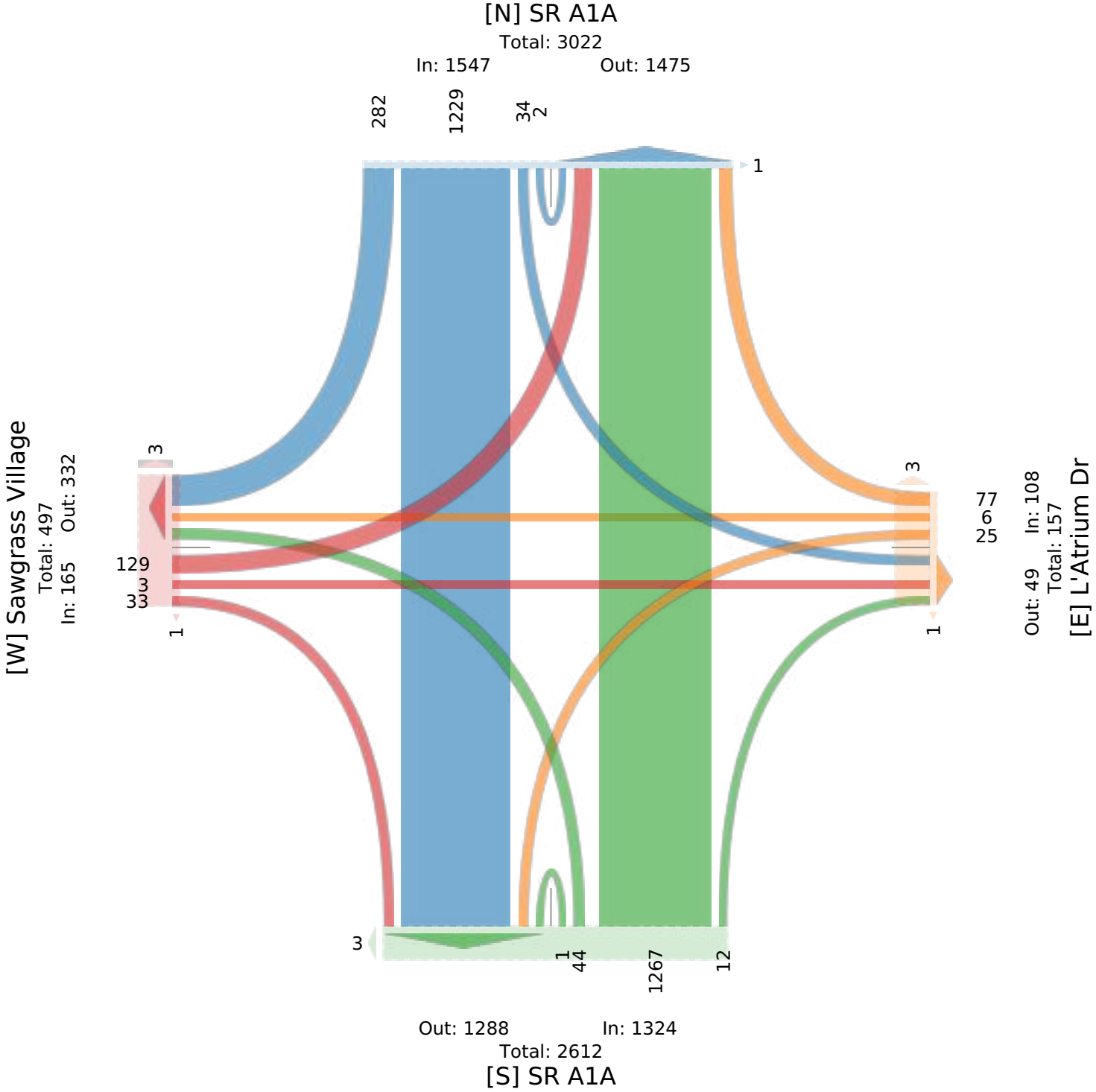
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

Leg	SR A1A						L'Atrium Dr						SR A1A						Sawgrass Village						
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**
2023-09-13 7:45AM	75	318	2	0	**395**	0	14	3	2	0	**19**	0	4	314	10	0	**328**	3	8	1	22	0	**31**	2	**773**
8:00AM	63	231	8	1	**303**	0	30	2	13	0	**45**	2	2	354	11	0	**367**	0	12	0	45	0	**57**	0	**772**
8:15AM	74	274	15	1	**364**	1	19	0	4	0	**23**	2	2	321	13	0	**336**	0	5	1	38	0	**44**	1	**767**
8:30AM	70	406	9	0	**485**	0	14	1	6	0	**21**	0	4	278	10	1	**293**	0	8	1	24	0	**33**	1	**832**
Total	282	1229	34	2	**1547**	1	77	6	25	0	**108**	4	12	1267	44	1	**1324**	3	33	3	129	0	**165**	4	**3144**
% Approach	18.2%	79.4%	2.2%	0.1%	**-**	-	71.3%	5.6%	23.1%	0%	**-**	-	0.9%	95.7%	3.3%	0.1%	**-**	-	20.0%	1.8%	78.2%	0%	**-**	-	-
% Total	9.0%	39.1%	1.1%	0.1%	**49.2%**	-	2.4%	0.2%	0.8%	0%	**3.4%**	-	0.4%	40.3%	1.4%	0%	**42.1%**	-	1.0%	0.1%	4.1%	0%	**5.2%**	-	-
PHF	0.940	0.757	0.567	0.500	**0.797**	-	0.642	0.500	0.481	-	**0.600**	-	0.750	0.895	0.846	0.250	**0.902**	-	0.688	0.750	0.717	-	**0.724**	-	0.945
Lights and Motorcycles	276	1191	32	2	**1501**	-	74	6	25	0	**105**	-	11	1249	44	1	**1305**	-	32	3	129	0	**164**	-	3075
% Lights and Motorcycles	97.9%	96.9%	94.1%	100%	**97.0%**	-	96.1%	100%	100%	0%	**97.2%**	-	91.7%	98.6%	100%	100%	**98.6%**	-	97.0%	100%	100%	0%	**99.4%**	-	97.8%
Heavy	6	38	2	0	**46**	-	3	0	0	0	**3**	-	1	18	0	0	**19**	-	1	0	0	0	**1**	-	69
% Heavy	2.1%	3.1%	5.9%	0%	**3.0%**	-	3.9%	0%	0%	0%	**2.8%**	-	8.3%	1.4%	0%	0%	**1.4%**	-	3.0%	0%	0%	0%	**0.6%**	-	2.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	25.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	75.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

6-SR A1A & Sawgrass Village Dr-L'Atrium Dr (... - TMC
Wed Sep 13, 2023
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1101319, Location: 30.205881, -81.380193

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



6-SR A1A & Sawgrass Village Dr-L'Atrium Dr (... - TMC

Wed Sep 13, 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: 1101319, Location: 30.205881, -81.380193

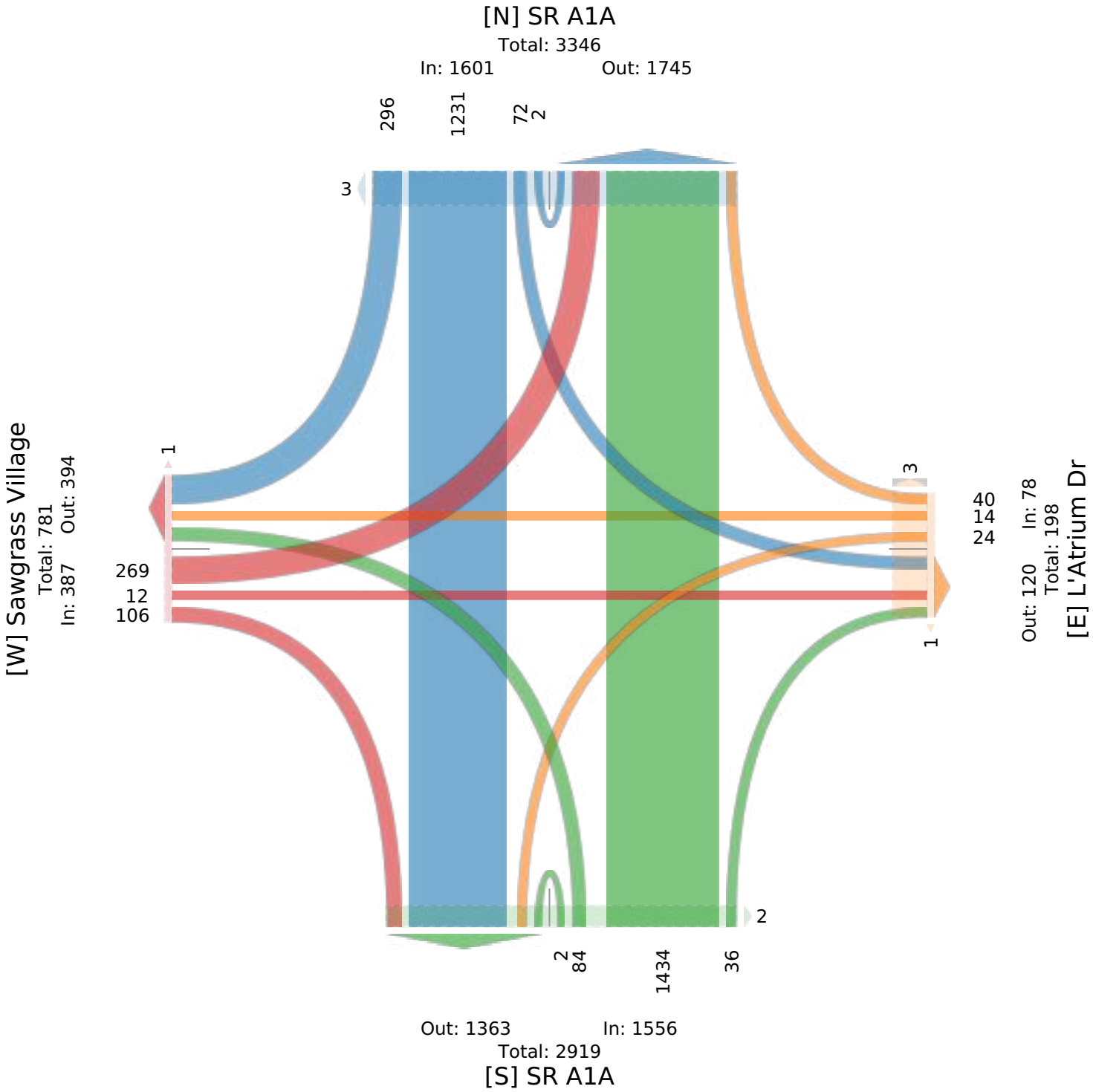
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

Leg	SR A1A						L'Atrium Dr						SR A1A						Sawgrass Village						
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**
2023-09-13 4:30PM	82	310	17	0	**409**	1	9	3	8	0	**20**	0	7	324	24	0	**355**	0	22	3	69	0	**94**	1	**878**
4:45PM	79	291	14	1	**385**	0	10	4	4	0	**18**	2	14	345	22	1	**382**	1	31	1	61	0	**93**	0	**878**
5:00PM	65	312	15	1	**393**	0	10	4	4	0	**18**	1	5	380	15	1	**401**	1	27	4	75	0	**106**	0	**918**
5:15PM	70	318	26	0	**414**	2	11	3	8	0	**22**	1	10	385	23	0	**418**	0	26	4	64	0	**94**	0	**948**
Total	296	1231	72	2	**1601**	3	40	14	24	0	**78**	4	36	1434	84	2	**1556**	2	106	12	269	0	**387**	1	**3622**
% Approach	18.5%	76.9%	4.5%	0.1%	**-**	-	51.3%	17.9%	30.8%	0%	**-**	-	2.3%	92.2%	5.4%	0.1%	**-**	-	27.4%	3.1%	69.5%	0%	**-**	-	**-**
% Total	8.2%	34.0%	2.0%	0.1%	**44.2%**	-	1.1%	0.4%	0.7%	0%	**2.2%**	-	1.0%	39.6%	2.3%	0.1%	**43.0%**	-	2.9%	0.3%	7.4%	0%	**10.7%**	-	**-**
PHF	0.902	0.968	0.692	0.500	**0.967**	-	0.909	0.875	0.750	-	**0.886**	-	0.643	0.931	0.875	0.500	**0.931**	-	0.855	0.750	0.897	-	**0.913**	-	0.955
Lights and Motorcycles	291	1217	72	2	**1582**	-	40	14	24	0	**78**	-	36	1409	84	2	**1531**	-	105	12	266	0	**383**	-	3574
% Lights and Motorcycles	98.3%	98.9%	100%	100%	**98.8%**	-	100%	100%	100%	0%	**100%**	-	100%	98.3%	100%	100%	**98.4%**	-	99.1%	100%	98.9%	0%	**99.0%**	-	98.7%
Heavy	5	14	0	0	**19**	-	0	0	0	0	**0**	-	0	25	0	0	**25**	-	1	0	3	0	**4**	-	48
% Heavy	1.7%	1.1%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**0%**	-	0%	1.7%	0%	0%	**1.6%**	-	0.9%	0%	1.1%	0%	**1.0%**	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	25.0%	-	-	-	-	-	0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	75.0%	-	-	-	-	-	100%	-	-	-	-	-	0%	-

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

6-SR A1A & Sawgrass Village Dr-L'Atrium Dr (... - TMC
Wed Sep 13, 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: 1101319, Location: 30.205881, -81.380193

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



7-SR A1A & Country Club Blvd (FL23-234) - TMC

Wed Oct 4, 2023
Full Length (6 AM-9 AM, 3:30 PM-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1116069, Location: 30.202663, -81.380096

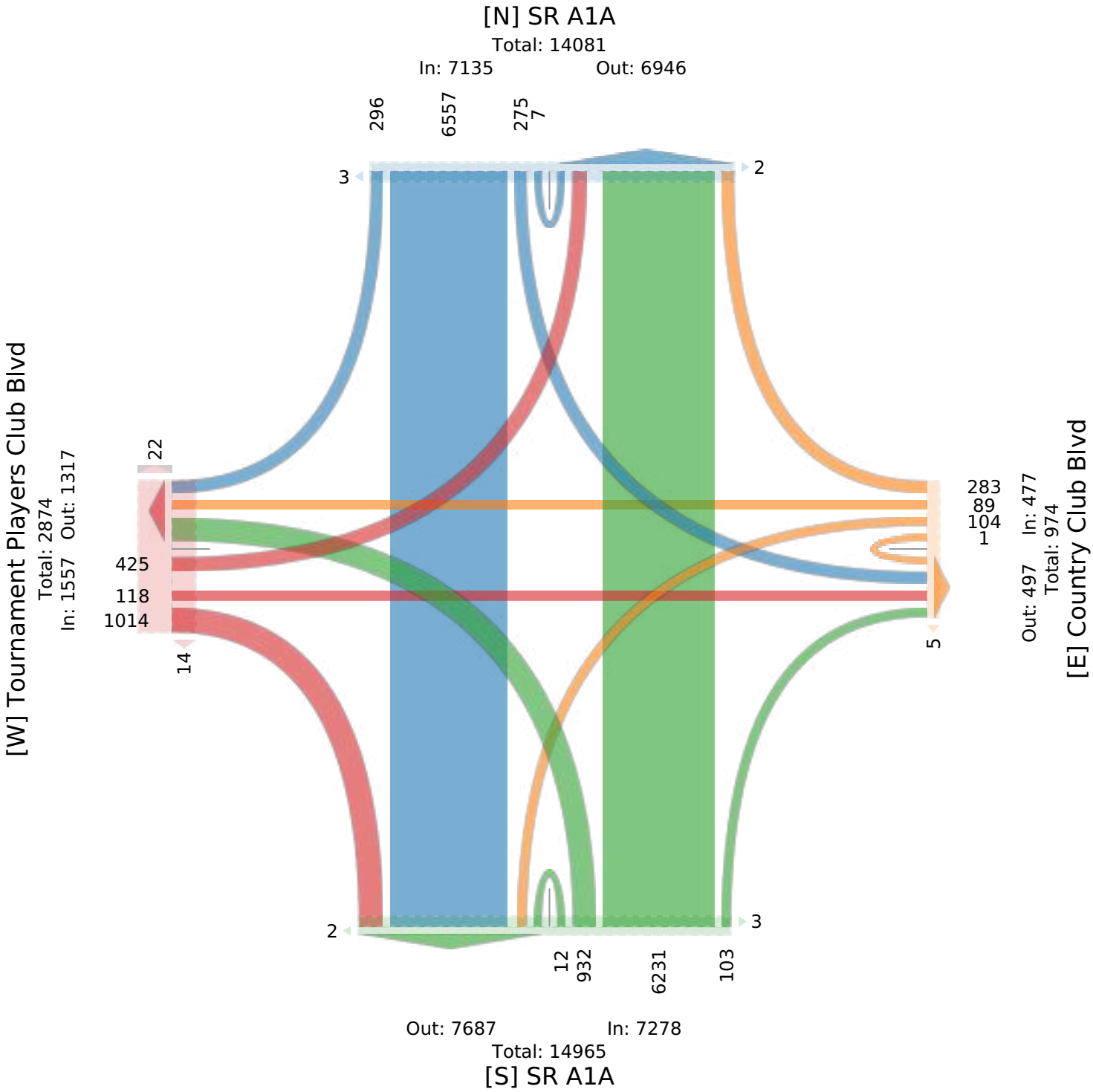
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

Leg	SR A1A						Country Club Blvd						SR A1A						Tournament Players Club Blvd						
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
2023-10-04 6:00AM	2	69	2	0	**73**	1	3	0	0	0	**3**	1	1	61	7	0	**69**	0	6	0	4	0	**10**	1	**155**
6:15AM	4	96	5	0	**105**	0	4	0	1	0	**5**	0	0	93	3	0	**96**	0	8	2	5	0	**15**	1	**221**
6:30AM	2	121	2	0	**125**	0	3	0	3	0	**6**	0	4	132	8	0	**144**	1	11	1	8	0	**20**	2	**295**
6:45AM	10	220	7	1	**238**	0	4	1	4	0	**9**	1	3	144	12	0	**159**	0	22	2	5	0	**29**	0	**435**
Hourly Total	18	506	16	1	**541**	1	14	1	8	0	**23**	2	8	430	30	0	**468**	1	47	5	22	0	**74**	4	**1106**
7:00AM	7	218	6	0	**231**	1	9	1	8	0	**18**	0	2	162	19	0	**183**	1	9	1	4	0	**14**	1	**446**
7:15AM	11	229	4	0	**244**	0	9	0	1	0	**10**	0	6	260	24	0	**290**	0	20	1	8	0	**29**	1	**573**
7:30AM	20	281	12	0	**313**	1	10	0	7	0	**17**	1	1	260	27	0	**288**	0	28	2	14	0	**44**	0	**662**
7:45AM	20	267	17	0	**304**	0	9	7	8	0	**24**	0	3	346	47	0	**396**	0	36	3	13	0	**52**	2	**776**
Hourly Total	58	995	39	0	**1092**	2	37	8	24	0	**69**	1	12	1028	117	0	**1157**	1	93	7	39	0	**139**	4	**2457**
8:00AM	16	266	5	0	**287**	0	12	9	3	0	**24**	1	6	324	41	0	**371**	1	38	4	16	0	**58**	3	**740**
8:15AM	20	307	12	0	**339**	2	15	2	6	0	**23**	0	4	289	46	1	**340**	1	51	2	13	0	**66**	3	**768**
8:30AM	16	377	19	0	**412**	0	12	1	7	0	**20**	1	4	267	37	0	**308**	0	60	11	20	0	**91**	2	**831**
8:45AM	21	339	16	0	**376**	0	13	4	6	0	**23**	0	6	260	45	0	**311**	0	51	3	8	0	**62**	0	**772**
Hourly Total	73	1289	52	0	**1414**	2	52	16	22	0	**90**	2	20	1140	169	1	**1330**	2	200	20	57	0	**277**	8	**3111**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**1**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**1**
3:30PM	15	296	9	0	**320**	0	28	6	4	0	**38**	0	6	320	38	1	**365**	0	51	7	21	0	**79**	2	**802**
3:45PM	11	327	18	0	**356**	0	17	6	3	0	**26**	0	7	286	49	1	**343**	0	68	10	31	0	**109**	2	**834**
Hourly Total	26	623	27	0	**676**	0	45	12	7	0	**64**	0	13	606	87	2	**708**	0	119	17	52	0	**188**	4	**1636**
4:00PM	12	346	13	0	**371**	0	18	8	3	0	**29**	0	7	300	54	0	**361**	0	60	3	23	0	**86**	1	**847**
4:15PM	15	331	10	1	**357**	0	13	4	5	0	**22**	0	4	317	61	2	**384**	0	51	7	31	0	**89**	4	**852**
4:30PM	14	343	17	0	**374**	0	8	9	5	0	**22**	0	5	280	52	1	**338**	0	63	6	25	0	**94**	1	**828**
4:45PM	12	333	14	0	**359**	0	17	6	3	0	**26**	0	3	317	55	1	**376**	1	55	5	28	0	**88**	4	**849**
Hourly Total	53	1353	54	1	**1461**	0	56	27	16	0	**99**	0	19	1214	222	4	**1459**	1	229	21	107	0	**357**	10	**3376**
5:00PM	12	318	9	0	**339**	0	14	2	7	1	**24**	0	4	391	59	2	**456**	0	66	8	27	0	**101**	1	**920**
5:15PM	12	307	14	0	**333**	0	16	5	0	0	**21**	0	8	396	60	0	**464**	0	70	5	34	0	**109**	1	**927**
5:30PM	10	313	15	2	**340**	0	12	2	5	0	**19**	0	4	305	51	0	**360**	0	66	9	28	0	**103**	1	**822**
5:45PM	6	306	13	0	**325**	0	13	5	3	0	**21**	0	5	287	58	1	**351**	0	50	9	17	0	**76**	1	**773**
Hourly Total	40	1244	51	2	**1337**	0	55	14	15	1	**85**	0	21	1379	228	3	**1631**	0	252	31	106	0	**389**	4	**3442**
6:00PM	12	297	23	2	**334**	0	8	9	8	0	**25**	0	4	204	52	0	**260**	0	40	8	26	0	**74**	1	**693**
6:15PM	16	250	13	1	**280**	0	16	2	4	0	**22**	0	6	230	27	2	**265**	0	33	9	16	0	**58**	1	**625**
6:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	28	547	36	3	**614**	0	24	11	12	0	**47**	0	10	434	79	2	**525**	0	73	17	42	0	**132**	2	**1318**
Total	296	6557	275	7	**7135**	5	283	89	104	1	**477**	5	103	6231	932	12	**7278**	5	1014	118	425	0	**1557**	36	**16447**
% Approach	4.1%	91.9%	3.9%	0.1%	**-**	-	59.3%	18.7%	21.8%	0.2%	**-**	-	1.4%	85.6%	12.8%	0.2%	**-**	-	65.1%	7.6%	27.3%	0%	**-**	-	-
% Total	1.8%	39.9%	1.7%	0%	**43.4%**	-	1.7%	0.5%	0.6%	0%	**2.9%**	-	0.6%	37.9%	5.7%	0.1%	**44.3%**	-	6.2%	0.7%	2.6%	0%	**9.5%**	-	-
Lights and Motorcycles	284	6457	274	7	**7022**	-	281	89	97	1	**468**	-	103	6145	925	12	**7185**	-	1005	117	412	0	**1534**	-	16209
% Lights and Motorcycles	95.9%	98.5%	99.6%	100%	**98.4%**	-	99.3%	100%	93.3%	100%	**98.1%**	-	100%	98.6%	99.2%	100%	**98.7%**	-	99.1%	99.2%	96.9%	0%	**98.5%**	-	98.6%
Heavy	12	100	1	0	**113**	-	2	0	7	0	**9**	-	0	86	7	0	**93**	-	9	1	13	0	**23**	-	238
% Heavy	4.1%	1.5%	0.4%	0%	**1.6%**	-	0.7%	0%	6.7%	0%	**1.9%**	-	0%	1.4%	0.8%	0%	**1.3%**	-	0.9%	0.8%	3.1%	0%	**1.5%**	-	1.4%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	20	
% Pedestrians	-	-	-	-	-	40.0%	-	-	-	-	-	40.0%	-	-	-	-	-	20.0%	-	-	-	-	-	55.6%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	16	
% Bicycles on Crosswalk	-	-	-	-	-	60.0%	-	-	-	-	-	60.0%	-	-	-	-	-	80.0%	-	-	-	-	-	44.4%	-

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

7-SR A1A & Country Club Blvd (FL23-234) - TMC
Wed Oct 4, 2023
Full Length (6 AM-9 AM, 3:30 PM-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1116069, Location: 30.202663, -81.380096

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



7-SR A1A & Country Club Blvd (FL23-234) - TMC

Wed Oct 4, 2023
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1116069, Location: 30.202663, -81.380096

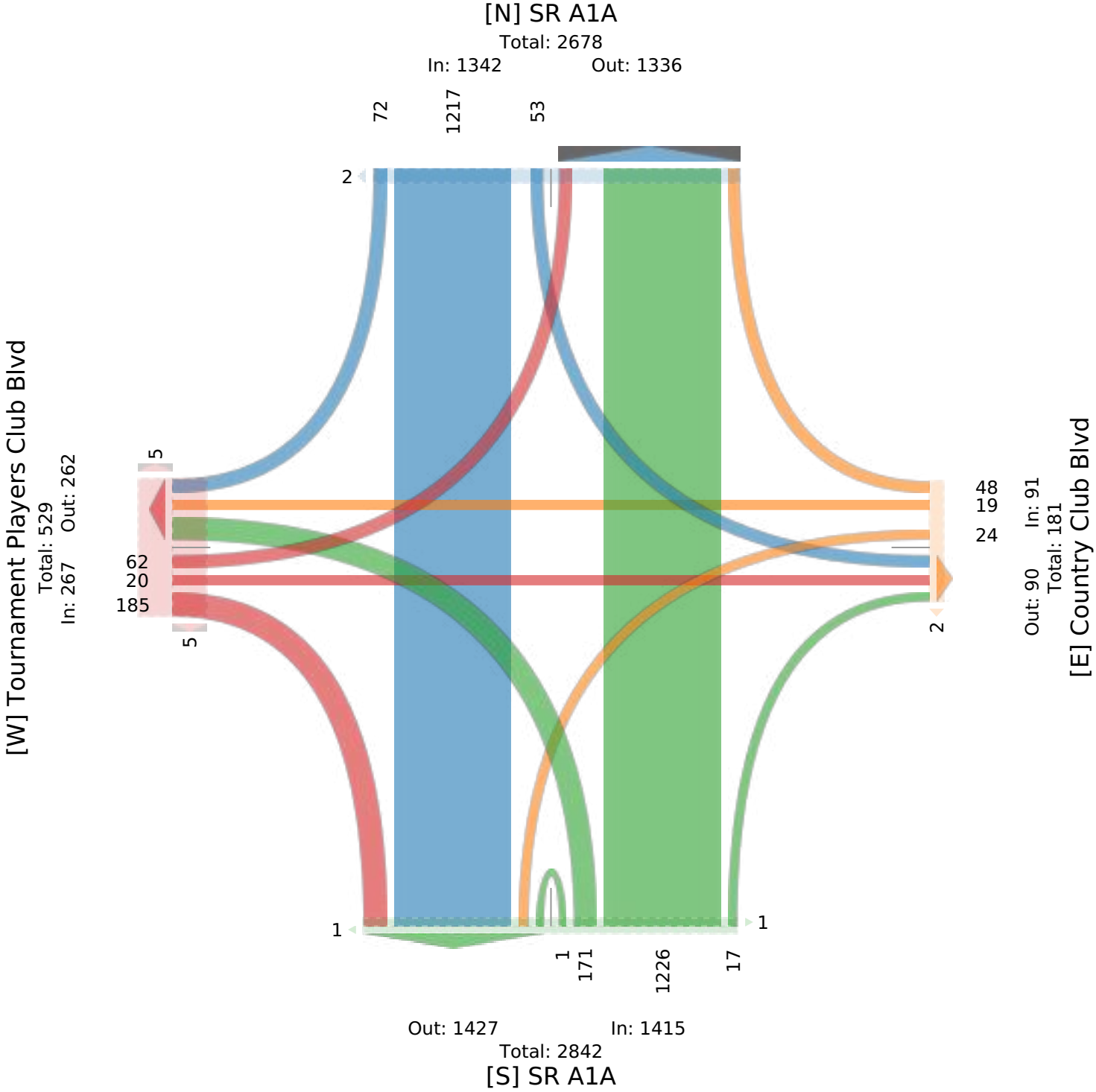
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

Leg	SR A1A						Country Club Blvd						SR A1A						Tournament Players Club Blvd						
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**
2023-10-04 7:45AM	20	267	17	0	**304**	0	9	7	8	0	**24**	0	3	346	47	0	**396**	0	36	3	13	0	**52**	2	**776**
8:00AM	16	266	5	0	**287**	0	12	9	3	0	**24**	1	6	324	41	0	**371**	1	38	4	16	0	**58**	3	**740**
8:15AM	20	307	12	0	**339**	2	15	2	6	0	**23**	0	4	289	46	1	**340**	1	51	2	13	0	**66**	3	**768**
8:30AM	16	377	19	0	**412**	0	12	1	7	0	**20**	1	4	267	37	0	**308**	0	60	11	20	0	**91**	2	**831**
Total	72	1217	53	0	**1342**	2	48	19	24	0	**91**	2	17	1226	171	1	**1415**	2	185	20	62	0	**267**	10	**3115**
% Approach	5.4%	90.7%	3.9%	0%	**-**	-	52.7%	20.9%	26.4%	0%	**-**	-	1.2%	86.6%	12.1%	0.1%	**-**	-	69.3%	7.5%	23.2%	0%	**-**	-	**-**
% Total	2.3%	39.1%	1.7%	0%	**43.1%**	-	1.5%	0.6%	0.8%	0%	**2.9%**	-	0.5%	39.4%	5.5%	0%	**45.4%**	-	5.9%	0.6%	2.0%	0%	**8.6%**	-	**-**
PHF	0.900	0.807	0.697	-	**0.814**	-	0.800	0.528	0.750	-	**0.948**	-	0.708	0.886	0.910	0.250	**0.893**	-	0.771	0.455	0.775	-	**0.734**	-	0.937
Lights and Motorcycles	67	1183	52	0	**1302**	-	48	19	21	0	**88**	-	17	1206	168	1	**1392**	-	182	20	59	0	**261**	-	3043
% Lights and Motorcycles	93.1%	97.2%	98.1%	0%	**97.0%**	-	100%	100%	87.5%	0%	**96.7%**	-	100%	98.4%	98.2%	100%	**98.4%**	-	98.4%	100%	95.2%	0%	**97.8%**	-	97.7%
Heavy	5	34	1	0	**40**	-	0	0	3	0	**3**	-	0	20	3	0	**23**	-	3	0	3	0	**6**	-	72
% Heavy	6.9%	2.8%	1.9%	0%	**3.0%**	-	0%	0%	12.5%	0%	**3.3%**	-	0%	1.6%	1.8%	0%	**1.6%**	-	1.6%	0%	4.8%	0%	**2.2%**	-	2.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	80.0%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	20.0%	-

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

7-SR A1A & Country Club Blvd (FL23-234) - TMC
Wed Oct 4, 2023
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1116069, Location: 30.202663, -81.380096

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



7-SR A1A & Country Club Blvd (FL23-234) - TMC

Wed Oct 4, 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: 1116069, Location: 30.202663, -81.380096

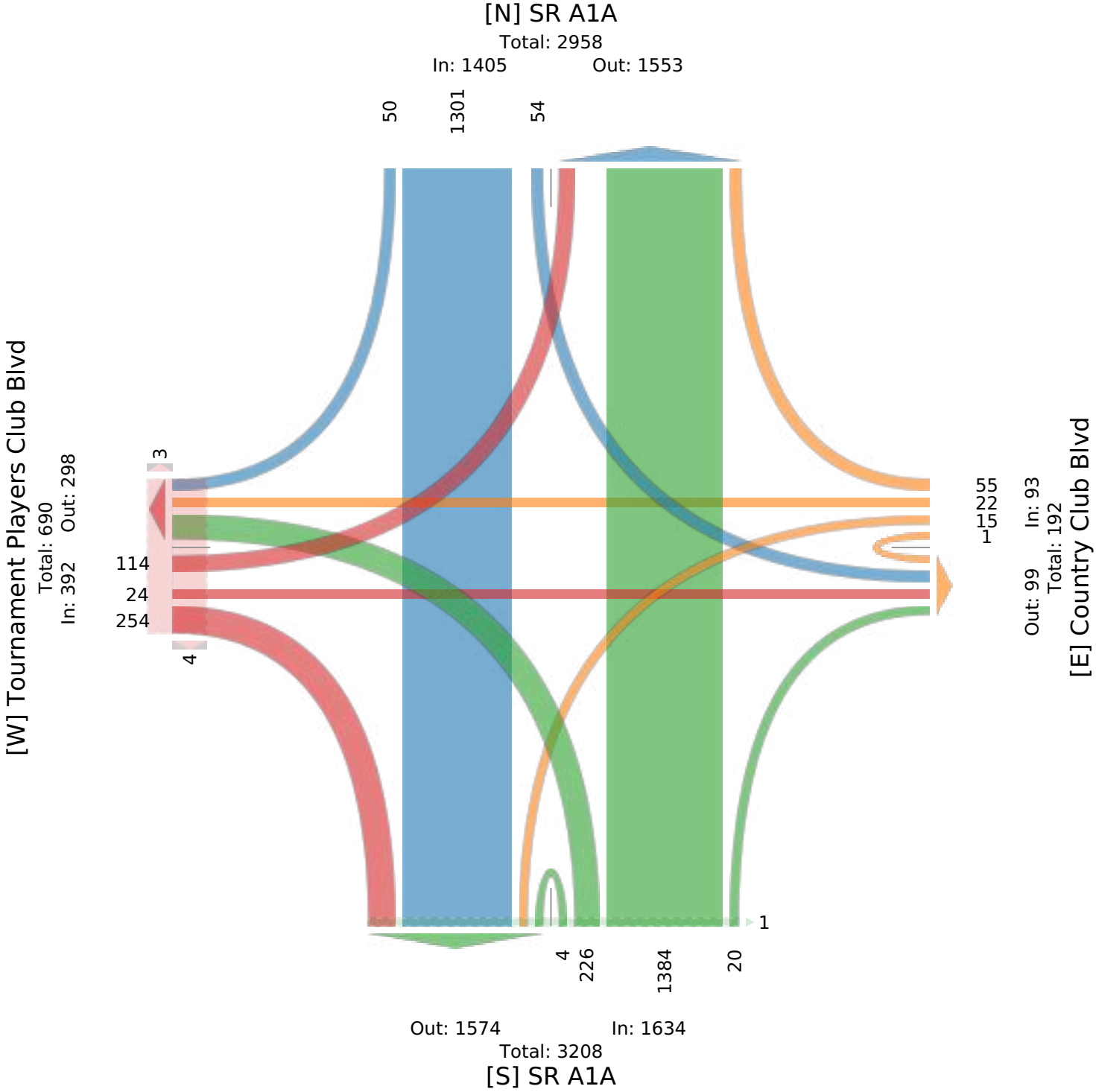
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

Leg	SR A1A						Country Club Blvd						SR A1A						Tournament Players Club Blvd						
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**
2023-10-04 4:30PM	14	343	17	0	**374**	0	8	9	5	0	**22**	0	5	280	52	1	**338**	0	63	6	25	0	**94**	1	**828**
4:45PM	12	333	14	0	**359**	0	17	6	3	0	**26**	0	3	317	55	1	**376**	1	55	5	28	0	**88**	4	**849**
5:00PM	12	318	9	0	**339**	0	14	2	7	1	**24**	0	4	391	59	2	**456**	0	66	8	27	0	**101**	1	**920**
5:15PM	12	307	14	0	**333**	0	16	5	0	0	**21**	0	8	396	60	0	**464**	0	70	5	34	0	**109**	1	**927**
Total	50	1301	54	0	**1405**	0	55	22	15	1	**93**	0	20	1384	226	4	**1634**	1	254	24	114	0	**392**	7	**3524**
% Approach	3.6%	92.6%	3.8%	0%	**-**	-	59.1%	23.7%	16.1%	1.1%	**-**	-	1.2%	84.7%	13.8%	0.2%	**-**	-	64.8%	6.1%	29.1%	0%	**-**	-	**-**
% Total	1.4%	36.9%	1.5%	0%	**39.9%**	-	1.6%	0.6%	0.4%	0%	**2.6%**	-	0.6%	39.3%	6.4%	0.1%	**46.4%**	-	7.2%	0.7%	3.2%	0%	**11.1%**	-	**-**
PHF	0.893	0.948	0.794	-	**0.939**	-	0.809	0.611	0.536	0.250	**0.894**	-	0.625	0.874	0.942	0.500	**0.880**	-	0.907	0.750	0.838	-	**0.899**	-	0.950
Lights and Motorcycles	47	1295	54	0	**1396**	-	55	22	15	1	**93**	-	20	1372	226	4	**1622**	-	254	24	109	0	**387**	-	3498
% Lights and Motorcycles	94.0%	99.5%	100%	0%	**99.4%**	-	100%	100%	100%	100%	**100%**	-	100%	99.1%	100%	100%	**99.3%**	-	100%	100%	95.6%	0%	**98.7%**	-	99.3%
Heavy	3	6	0	0	**9**	-	0	0	0	0	**0**	-	0	12	0	0	**12**	-	0	0	5	0	**5**	-	26
% Heavy	6.0%	0.5%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.7%**	-	0%	0%	4.4%	0%	**1.3%**	-	0.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	28.6%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	5	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	71.4%	-

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

7-SR A1A & Country Club Blvd (FL23-234) - TMC
Wed Oct 4, 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: 1116069, Location: 30.202663, -81.380096

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



District Two Traffic Operations

2198 Edison Avenue MS 2815

Jacksonville, Florida 32204

Traffic Signal Study

SR A1A and Fairfield Dr / Sawgrass Dr

St. Johns County

Section Number 78001000, Mile Post 2.600

Assignment Report Number 2016.0199

June, 2016

Approval Date: 06 / 10 / 16

Approved By:

Alejandro Varela, P.E.

P.E. #79672

Traffic Services Engineer II

Study Request

On May 17, 2016, Dale R Lynn, resident, requested that the FDOT consider the installation of a traffic signal at the A1A and Fairfield Dr. / Sawgrass Dr. intersection. This request can be found under Assignment Report number 2016.0199 in this office's Tracker database. This intersection has been evaluated before in 2014 (2014.0068J) and 2015 (2015.0223). The two studies did not recommend signalization.

Existing Conditions

A1A at Fairfield Dr. / Sawgrass Dr. is located in St. Johns County. Appendix A contains the Straight Line Diagram for A1A, identified as Section Number 78001000. A1A intersects Fairfield Dr / Sawgrass Dr. at Mile Post 2.60.

A1A is an urban minor arterial four-lane divided highway with two travel lanes in the northbound and southbound direction. South of the intersection, the road reduces to a two-lane corridor. The posted speed limit is 45 mph at the intersection. The lanes are 12 feet wide. There is an exclusive left and right turn lane for both directions. There is a grass median and shoulders that vary in width. There are bike lanes for the northbound and southbound direction. There is a sidewalk that runs parallel with the southbound direction.

Fairfield Dr. is a two-lane residential road with one travel lane in each direction. There is a left turn/thru lane and an exclusive right turn lane. There is no sidewalk. There is a grass shoulder. The road is part of the Fairfield community. The road is divided at the intersection.

Sawgrass Dr is a four-lane residential road with two travel lanes in each direction. There is a left turn/thru lane and an exclusive right turn lane. There is a no sidewalk. There is a grass shoulder. The road is part of the Sawgrass community. The road is divided at the intersection.

The condition diagram is shown in Appendix B. Appendix C contains approach photos of the intersection.

Data Collection

Crash reports were pulled from FDOT's Crash Analysis Reporting System (CARS) and Signal Four Analytics for the time period of January 1, 2013 through May 18, 2016. 13 crashes were found at this intersection. There were seven angle, three rear ends, one left turn, one off road, and one sideswipe. The crash summary and collision diagram are included in Appendix D.

Traffic counts were collected on Wednesday, May 25, 2016 (a normal weekday) at this intersection by Peggy Malone & Associates, Inc. through the District Two Studies Contract Number C9851. These counts are included in Appendix E. According to Florida Traffic Online, the 2014 Annual Average Daily Traffic (AADT) for A1A near this intersection was 20,300 vehicles per day.

Utilizing the traffic count information and crash reports, a signal warrant analysis was conducted per Chapter 4C of Federal Highway Administration's (FHWA's) Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways (2009 Edition, revised May 2012) and Chapter 3 of FDOT's Manual on Uniform Traffic Studies (January 2000, revised March 2003). There are nine warrants should be investigated to determine if a traffic signal should be installed at a particular intersection. The following provides a list of the nine warrants and a summary of the warrant analysis for this intersection. The details of the signal warrant analysis can be found in Appendix F.

- Warrant 1, Eight-Hour Vehicular Volume: The minimum volume requirements are shown in Appendix F. There was sufficient vehicular volume to meet the minimum threshold requirements of this warrant for all of the eight highest hours; therefore, this warrant is satisfied.

- Warrant 2, Four-Hour Vehicular Volume: The minimum volume requirements are shown in Appendix F. There was sufficient vehicular volume to meet the minimum threshold requirements of this warrant for the four highest hours; therefore, this warrant is satisfied.

- Warrants 3, Peak Hour: The use of Warrant 3 requires an unusual condition to justify the use of the warrant. Unusual cases include intersections that service facilities (for example, heavy industrial facilities) that attract a large number of vehicles over a short time. This warrant is not applicable.

- Warrant 4, Pedestrian Volume: There were 29 pedestrians observed during the highest four hours of the eight-hour count. The pedestrian volume did not meet the minimum thresholds; therefore, this warrant is not met.

- Warrant 5, School Crossing: This warrant is not applicable to this intersection, since a school zone is not located at or near the intersection.

- Warrant 6, Coordinated Signal System: This warrant is not applicable.

- Warrant 7, Crash Experience: As mentioned previously, 13 crashes were found at this intersection between January 1, 2013 and May 18, 2016. The warrant requires five or more potentially correctable crashes to have occurred within a 12-month period, adequate trial of alternatives with satisfactory observance & enforcement has failed to reduce the crash frequency, and must meet 80 percent of Warrant 1. Therefore, this warrant is not met.

- Warrant 8, Roadway Network: This warrant is not applicable to this intersection.

- Warrant 9, Intersection near a Grade Railroad Crossing: This warrant is not applicable at this location.

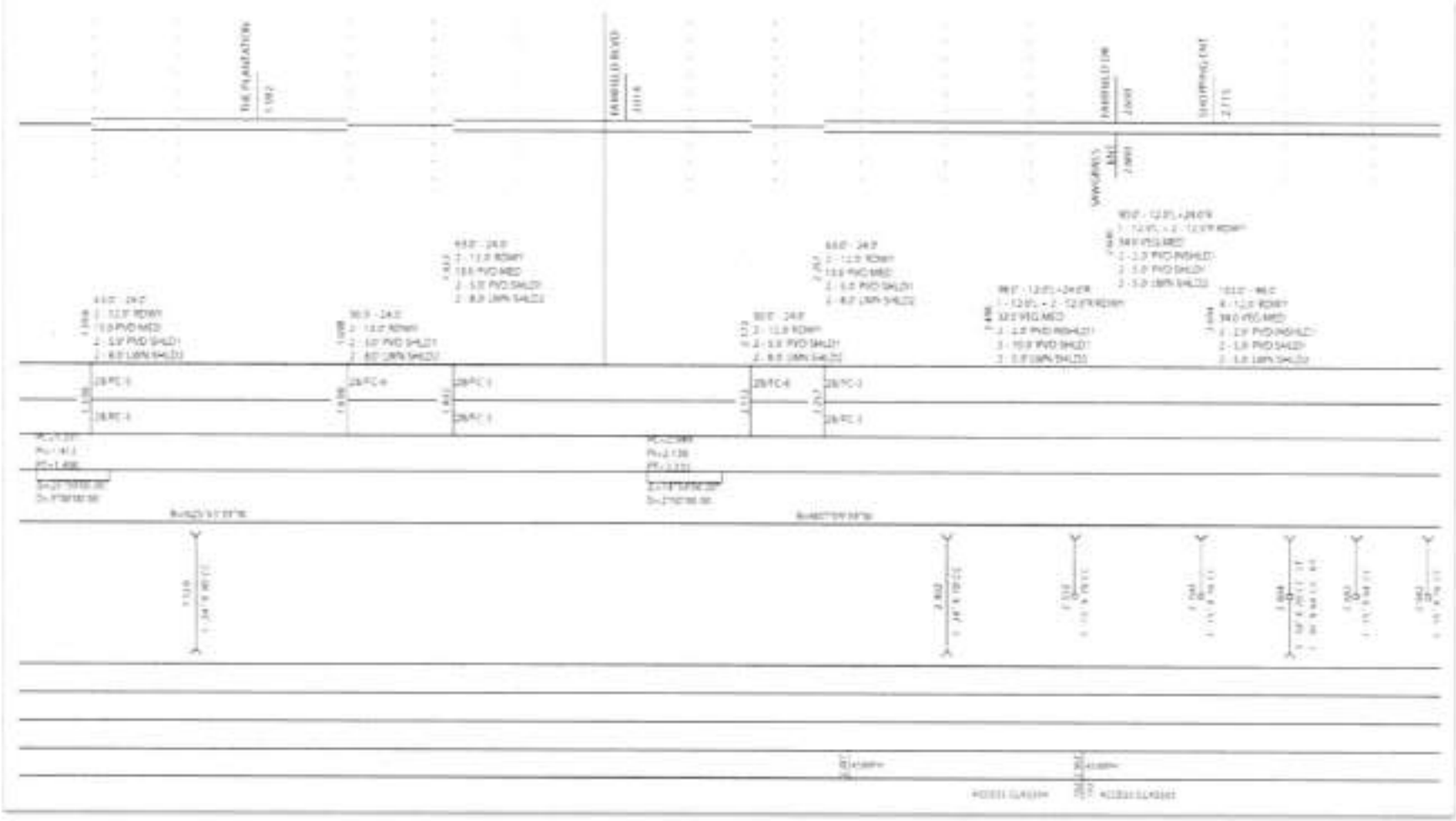
Summary of Findings

- During the past 41 months (2012 – 2016) 13 crashes have occurred.
    - Eight collisions had the potential to be corrected with a traffic signal.
    - There were three rear end collisions. It has been found through studies nationwide that the installation of a traffic signal can cause rear end collisions to increase.

Recommendations

The signal warrant analysis found that this intersection meets two of the nine warrants. Based on the findings of this study and recommendations provided in the MUTCD, the installation of a signal at this intersection is justified at this time.

Appendix A
Straight Line Diagram & Aerial Map

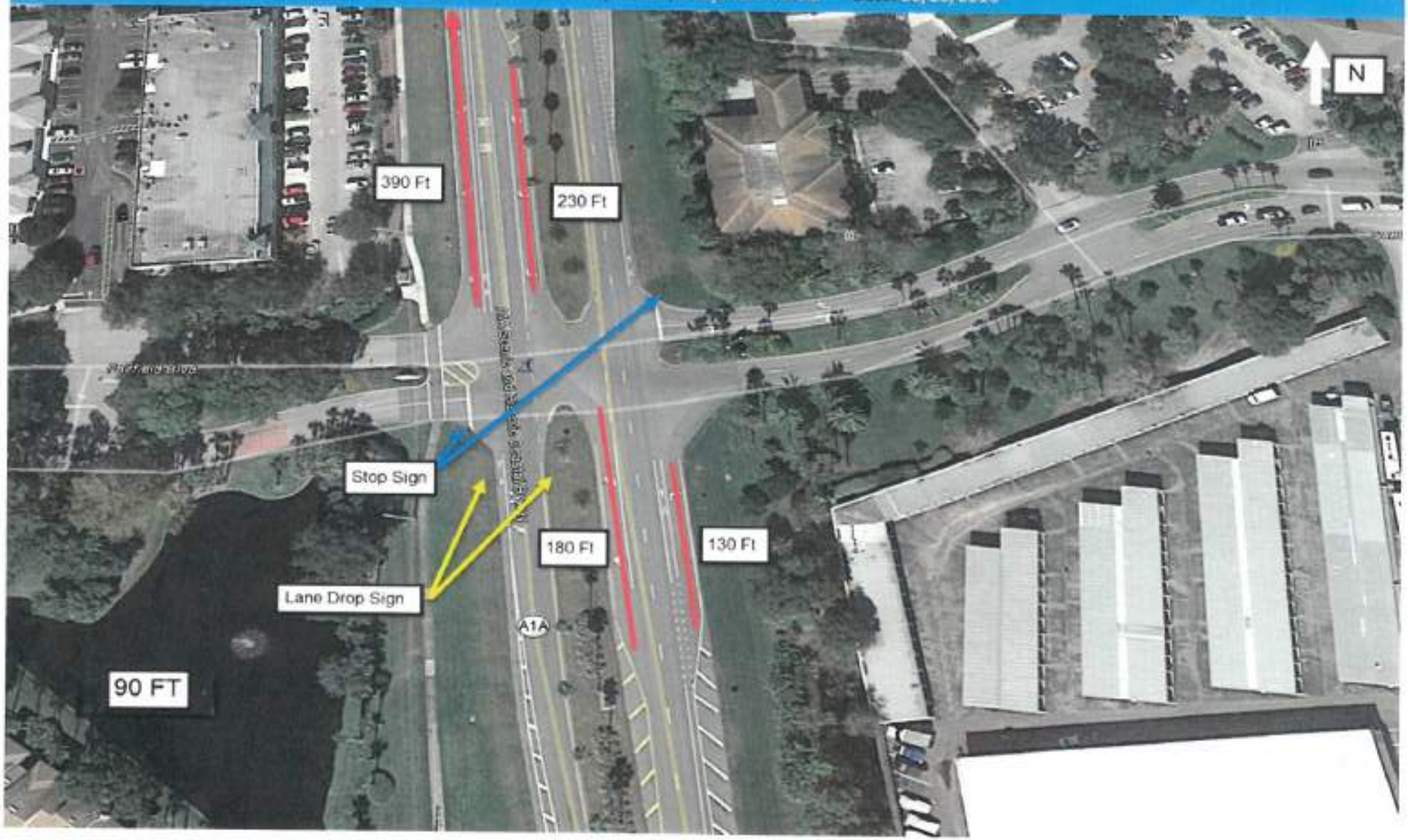


A1A
Ponte Vedra Beach
Palm Valley
Google earth

Appendix B
Condition Diagram

Condition Diagram

Location ID: A1A at Fairfield Dr / Sawgrass Dr Report # 2016.0199 Section Number: 78001000 Mile Post: 2.60 County: St. Johns
City: Ponte Vedra Prepared By: Alejandro Varela Date: 05/25/2016



Appendix C
Approach Photos

Northbound

Southbound
ENDS
LANE

Westbound

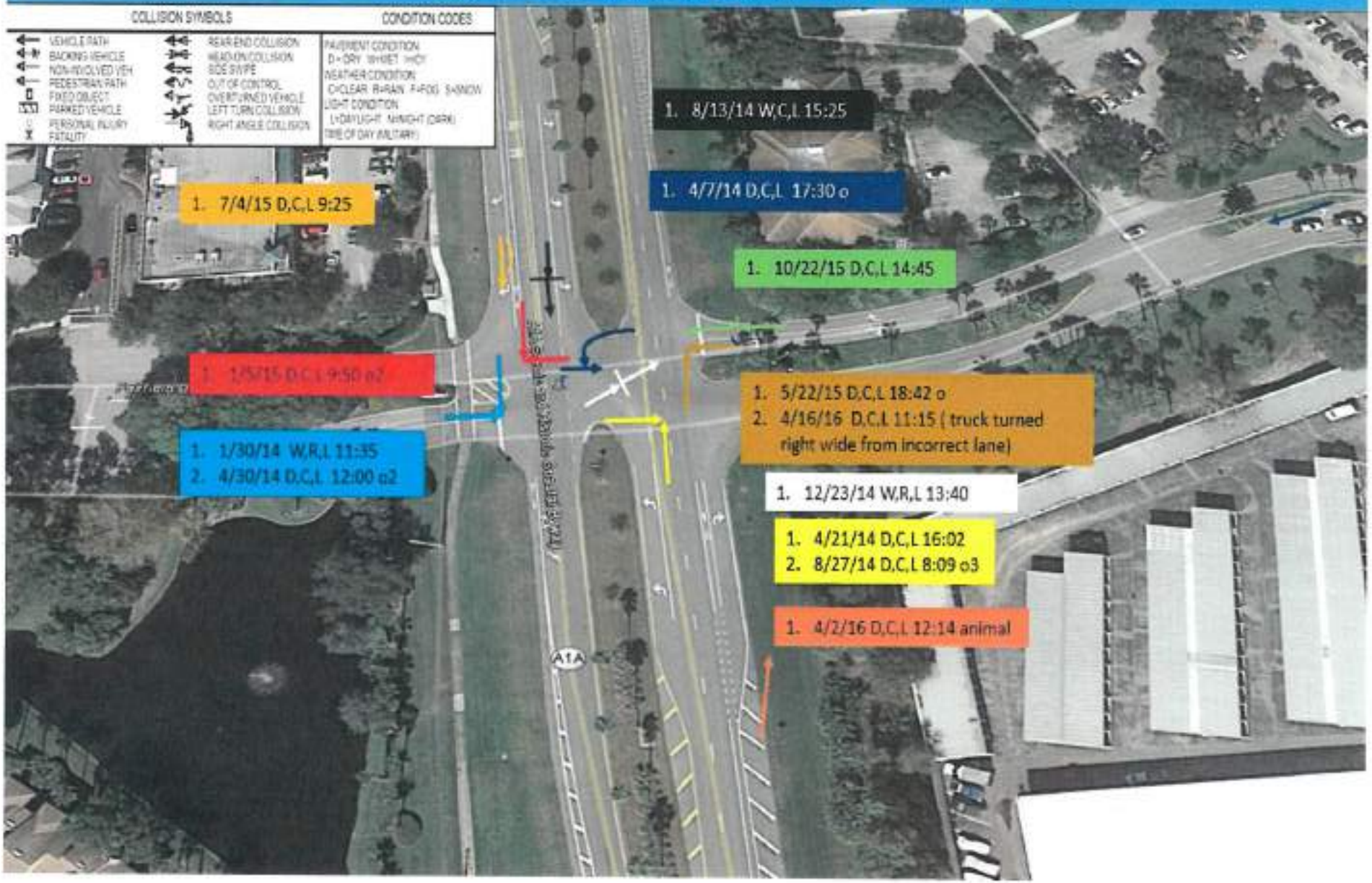
Eastbound

Appendix D
Crash Summary and Collision Diagram

State of Florida Department of Transportation Crash Summary														
Location : A1A at Fairfield Dr / Sawgrass Dr W							Study Period: 1/1/13 - 5/18/16							
MM: 2.6							County: St Johns							
No.	Report #	Crash Date	Time	Crash Street	Intersecting Street	Type	Vehicles	Non_Motorists	Fatalities	Injuries	Damages	Weather	Light	Surface
1	82392778	1/30/2014	11:35 AM	SR A1A	SAWGRASS DR WEST	Angle	2	0	0	0	$3,000	Rain	Daylight	Wet
2	83727331	4/7/2014	5:30 PM	SR A1A	FAIRFIELD BLVD	Left Turn	2	0	0	1	$3,500	Cloudy	Daylight	Dry
3	82392686	4/21/2014	4:02 PM	SR A1A	SAWGRASS DR WEST	Angle	2	0	0	0	$10,000	Clear	Daylight	Dry
4	83737957	4/30/2014	12:00 PM	SAWGRASS DR WEST	SR A1A	Angle	2	0	0	2	$30,000	Cloudy	Daylight	Dry
5	82394573	8/13/2014	3:25 PM	SR A1A	FAIRFIELD BOULEVARD	Rear End	2	0	0	0	$1,000	Cloudy	Daylight	Wet
6	82394828	8/27/2014	8:09 AM	SR A1A	SAWGRASS DR WEST	Angle	3	0	0	3	$24,000	Clear	Daylight	Dry
7	82396380	12/23/2014	1:40 PM	SR A1A	FAIRFIELD BLVD	Rear End	2	0	0	0	$1,600	Rain	Daylight	Wet
8	82395838	1/5/2015	9:50 AM	SR A1A	FAIRFIELD BLVD	Angle	2	0	0	2	$14,000	Clear	Daylight	Dry
9	84552712	5/22/2015	6:42 PM	SR A1A	SAWGRASS DR WEST	Angle	2	0	0	1	$1,300	Clear	Daylight	Dry
10	82387464	7/4/2015	9:25 AM	FAIRFIELD BLVD	SR A1A	Sideswipe	2	0	0	0	$1,500	Clear	Daylight	Dry
11	85141845	10/22/2015	2:45 PM	SAWGRASS DR WEST	SR A1A	Rear End	2	0	0	0	$3,100	Clear	Daylight	Dry
12	82390468	4/2/2016	12:14 PM	SR A1A	FAIRFIELD BLVD	Off Road	1	0	0	0	$3,000	Cloudy	Daylight	Dry
13	82400904	4/16/2016	11:15 AM	SR A1A	SAWGRASS DR WEST	Angle	2	0	0	0	$2,520	Cloudy	Daylight	Dry
	Total						**23**	**0**	**0**	**9**	**$93,000**			

Collision Diagram

Location ID: A1A at Fairfield Dr / Sawgrass Dr Report # 2016.0199 Section Number: 78001000 Mile Post: 2.60 County: St Johns
City: Ponte Vedra Prepared By: Alejandro Varela Date: 05/19/2016



Appendix E
Traffic Counts

Peggy Malone & Associates, Inc.

(904) 992-8072

File Name : A1A & Sawgrass Dr._Fairfield Blvd.
Site Code :
Start Date : 5/25/2016
Page No : 1

Groups Printed- Combined

	A1A Southbound					Sawgrass Dr. Westbound					A1A Northbound					Fairfield Blvd. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	86	10	0	101	22	1	1	0	24	4	148	3	0	155	1	0	11	0	12	292
07:15 AM	5	105	8	0	118	26	3	0	0	29	2	168	5	0	175	1	1	8	2	12	334
07:30 AM	6	96	25	0	127	35	1	5	0	41	5	203	6	0	214	8	0	5	12	25	407
07:45 AM	7	119	41	0	167	28	4	3	0	35	10	208	7	0	225	3	4	16	6	29	456
Total	23	406	84	0	513	111	9	9	0	129	21	727	21	0	769	13	5	40	20	78	1489
08:00 AM	6	137	33	0	176	41	2	3	0	46	10	235	2	0	247	2	1	17	4	24	493
08:15 AM	11	137	25	0	173	35	1	7	0	43	5	218	4	0	227	3	3	15	4	25	468
08:30 AM	10	161	41	0	221	33	0	7	0	40	13	188	6	0	207	2	0	15	2	19	487
08:45 AM	18	138	42	0	198	38	0	7	0	45	10	198	8	2	218	1	1	10	11	23	484
Total	54	573	141	0	768	147	3	24	0	174	38	839	20	2	899	8	5	57	21	91	1932
09:00 AM	10	127	33	2	172	31	2	5	0	38	12	144	13	0	169	1	1	6	10	18	397
09:15 AM	10	96	31	0	137	36	1	4	0	41	7	144	9	1	161	4	4	6	2	16	355
09:30 AM	11	109	26	0	146	31	1	4	0	36	6	148	4	0	158	5	1	9	10	25	365
09:45 AM	14	129	34	0	177	31	4	4	0	39	5	149	7	0	161	2	0	10	4	16	393
Total	45	461	124	2	632	129	8	17	0	154	30	585	33	1	649	12	6	31	26	75	1510
10:00 AM	12	100	32	0	144	30	0	2	0	32	8	120	4	0	132	4	3	10	0	17	325
10:15 AM	13	100	33	0	146	35	1	4	0	40	5	142	9	0	156	3	1	8	1	13	355
10:30 AM	11	111	23	0	145	31	2	6	0	39	5	151	4	0	160	4	3	4	1	12	356
10:45 AM	10	126	26	0	162	32	2	4	0	38	11	165	9	0	185	3	1	11	1	16	401
Total	46	437	114	0	597	128	5	16	0	149	29	578	26	0	633	14	8	33	3	58	1437
11:00 AM	15	124	42	0	181	40	2	5	0	47	5	165	9	0	179	1	2	15	0	18	425
11:15 AM	10	124	38	0	172	36	3	7	0	46	9	144	5	0	158	5	1	8	2	16	392
11:30 AM	9	134	34	0	177	43	1	5	0	49	3	145	4	0	152	2	8	19	2	31	409
11:45 AM	18	129	38	0	185	29	4	7	0	40	10	162	2	0	174	2	5	7	4	18	417
Total	52	511	152	0	715	148	10	24	0	182	27	616	20	0	663	10	16	49	8	83	1643
12:00 PM	16	144	33	0	193	41	1	6	0	48	7	144	3	0	154	2	1	15	2	20	415
12:15 PM	11	148	43	0	202	30	3	3	0	36	13	141	7	0	161	4	3	10	4	21	420
12:30 PM	9	142	45	0	196	42	1	1	0	44	6	151	7	0	164	2	1	11	9	23	427
12:45 PM	9	141	40	0	190	46	2	10	0	58	7	142	4	0	153	2	5	6	2	15	416
Total	45	575	161	0	781	159	7	20	0	186	33	578	21	0	632	10	10	42	17	79	1678
01:00 PM	12	152	31	0	195	34	2	11	2	49	6	143	4	0	153	3	1	12	0	16	413
01:15 PM	11	125	45	0	181	34	0	13	0	47	7	148	2	0	157	1	0	8	0	9	394
01:30 PM	11	172	36	0	219	34	2	8	2	46	4	176	2	0	182	2	4	11	0	17	464
01:45 PM	19	130	35	0	184	35	2	7	0	44	4	126	1	0	131	3	3	12	0	18	377
Total	53	579	147	0	779	137	6	39	4	186	21	593	9	0	623	9	8	43	0	60	1648
02:00 PM	20	145	31	0	196	28	2	7	0	37	14	141	4	0	159	6	0	12	0	18	410
02:15 PM	19	190	40	0	249	30	3	5	0	38	5	131	1	0	137	3	2	11	2	18	442
02:30 PM	14	158	35	0	207	37	3	12	0	52	11	139	3	0	153	3	2	9	1	15	427
02:45 PM	12	162	35	0	209	31	5	6	0	42	7	150	3	0	160	3	4	10	0	17	428
Total	65	655	141	0	861	126	13	30	0	169	37	561	11	0	609	15	8	42	3	68	1707
03:00 PM	18	170	36	0	224	30	5	4	0	39	14	160	4	0	178	0	3	9	0	12	453
03:15 PM	26	157	33	0	216	31	1	4	0	36	6	134	2	0	142	3	2	8	0	13	407
03:30 PM	14	155	27	0	196	32	1	9	0	42	8	191	3	0	202	5	2	10	5	22	462
03:45 PM	12	164	42	0	218	37	2	5	2	46	4	150	5	0	159	2	3	7	1	13	436
Total	70	646	138	0	854	130	9	22	2	163	32	635	14	0	681	10	10	34	6	60	1758
04:00 PM	19	189	31	0	239	20	2	10	0	32	8	138	6	0	152	3	2	12	2	19	442
04:15 PM	12	176	40	0	228	29	3	4	0	36	3	182	1	0	186	4	2	11	3	20	470
04:30 PM	10	190	38	0	238	39	3	4	0	46	7	153	2	0	162	1	4	8	0	13	459
04:45 PM	13	193	43	0	249	32	1	8	0	41	3	137	8	0	148	4	0	4	0	8	446
Total	54	748	152	0	954	120	9	26	0	155	21	610	17	0	648	12	8	35	5	60	1817
05:00 PM	14	248	39	0	301	41	1	7	0	49	2	163	2	0	167	8	1	7	0	16	533
05:15 PM	15	215	40	0	270	36	4	12	0	52	13	148	5	0	166	3	3	8	1	15	503
05:30 PM	5	96	15	0	116	24	0	10	0	34	5	147	5	0	157	1	1	10	0	12	319
05:45 PM	14	98	27	1	140	23	1	7	0	31	5	172	12	0	189	2	0	7	4	13	373
Total	48	657	121	1	827	124	6	36	0	166	25	630	24	0	679	14	5	32	5	56	1728
06:00 PM	6	117	12	0	135	25	3	7	0	35	15	163	2	0	180	1	0	6	0	7	357
06:15 PM	19	121	18	0	158	23	3	6	0	32	4	130	4	0	138	4	1	8	4	17	345
06:30 PM	9	136	19	0	144	24	2	6	0	32	4	104	3	0	111	2	1	9	2	14	301
06:45 PM	19	162	25	0	206	22	3	3	0	28	2	98	2	0	102	2	0	10	0	12	348
Total	53	516	74	0	643	94	11	22	0	127	25	495	11	0	531	9	2	33	6	50	1351
Grand Total	608	6764	1549	3	8924	1553	96	285	6	1940	339	7447	227	3	8016	136	91	471	120	818	19698
Apprch %	6.8	75.8	17.4	0		80.1	4.9	14.7	0.3		4.2	92.9	2.8	0		16.6	11.1	57.6	14.7		
Total %	3.1	34.3	7.9	0	45.3	7.9	0.5	1.4	0	9.8	1.7	37.8	1.2	0	40.7	0.7	0.5	2.4	0.6	4.2	

Summary Information:	
7:46:00 AM - 8:45:00 AM	Lane 1
Total Vehicle Count:	72
Delayed Vehicle Count:	72
Through Vehicle Count:	0
Average Stopped Time:	19.60
Maximum Stopped Time:	72
Min. Secs. for Delay:	0
Average Queue:	0.40
Queue Density:	1.35
Maximum Queue:	3
Delay in Vehicle Hour:	0.40
Total Delay:	1411

Summary Information:	
11:30:00 AM - 12:32:00 PM	Lane 1
Total Vehicle Count:	61
Delayed Vehicle Count:	61
Through Vehicle Count:	0
Average Stopped Time:	30.95
Maximum Stopped Time:	107
Min. Secs. for Delay:	0
Average Queue:	0.51
Queue Density:	1.61
Maximum Queue:	4
Delay in Vehicle Hour:	0.52
Total Delay:	1888

Summary Information:	
7:46:00 AM - 8:45:00 AM	Lane 2
Total Vehicle Count:	10
Delayed Vehicle Count:	10
Through Vehicle Count:	0
Average Stopped Time:	6.20
Maximum Stopped Time:	15
Min. Secs. for Delay:	0
Average Queue:	0.02
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.02
Total Delay:	62

Summary Information:	
11:30:00 AM - 12:32:00 PM	Lane 2
Total Vehicle Count:	12
Delayed Vehicle Count:	12
Through Vehicle Count:	0
Average Stopped Time:	18.33
Maximum Stopped Time:	83
Min. Secs. for Delay:	0
Average Queue:	0.07
Queue Density:	1.00
Maximum Queue:	1
Delay in Vehicle Hour:	0.07
Total Delay:	220

Appendix F
Traffic Signal Warrant Summary

Form 750-020-0
TRAFFIC ENGINEERING
10/1

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City: Ponte Vedra
County: 78 – St. Johns
District: Two

Engineer: Alejandro Varela
Date: June 9, 2016

Major Street: A1A — Lanes: 2 — Major Approach Speed: 45
Minor Street: Fairfield Dr /Sawgrass Dr — Lanes: 2 — 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 (70 km/h)? ☑ 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" ☑ 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

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.

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							
	8:00-9:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-1800
Major	1,665	1,378	1,413	1,402	1,470	1,535	1,602	1,506
Minor	174	182	186	182	169	161	155	166

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	8:00-9:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00
Major	1,665	1,378	1,413	1,402	1,470	1,535	1,602	1,506
Minor	174	182	186	182	169	161	155	166

Existing Volumes

State of Florida Department of Transportation

Form 750-020-07
TRAFFIC ENGINEERING
10/11

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Ponte Vedra	Engineer:	Alejandro Varela
County:	78 – St. Johns	Date:	June 9, 2016
District:	Two		

Major Street:	A1A	Lanes:	2	Major Approach Speed:	45
Minor Street:	Fairfield Dr /Sawgrass Dr	Lanes:	2	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 (70 km/h)? ☑ 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" ☑ Yes ☐ No

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

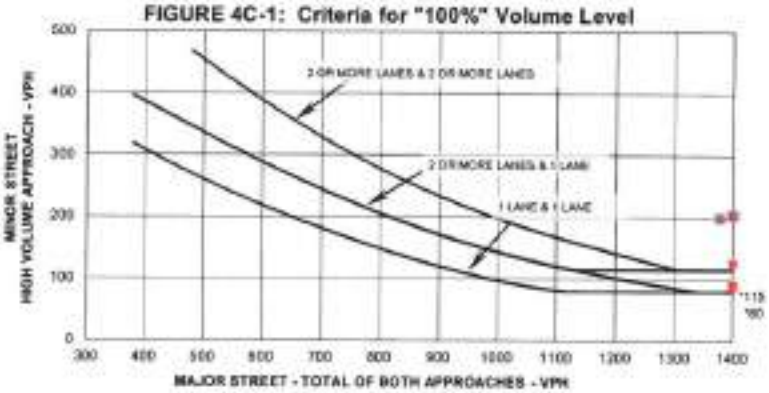
Applicable: ☑ Yes ☐ No
Satisfied: ☑ Yes ☐ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
8:00-9:00	1665	205
15:00-16:00	1378	200
16:00-17:00	1535	91
17:00-1800	1602	127

FIGURE 4C-1: Criteria for "100%" Volume Level



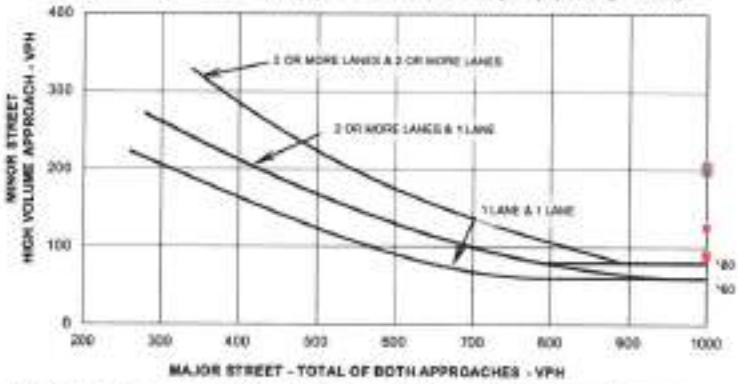
** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
8:00-9:00	1665	205
15:00-16:00	1378	200
16:00-17:00	1535	91
17:00-1800	1602	127

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 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Form 750-020-01
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Ponte Vedra	Engineer:	Alejandro Varela
County:	78 – St. Johns	Date:	June 9, 2016
District:	Two		

Major Street:	A1A	Lanes:	2	Major Approach Speed:	45
Minor Street:	Fairfield Dr /Sawgrass Dr	Lanes:	2	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 (70 km/h)? ☑ 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" ☑ 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:

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.
4:00PM-5:00PM	2176	91

Criteria

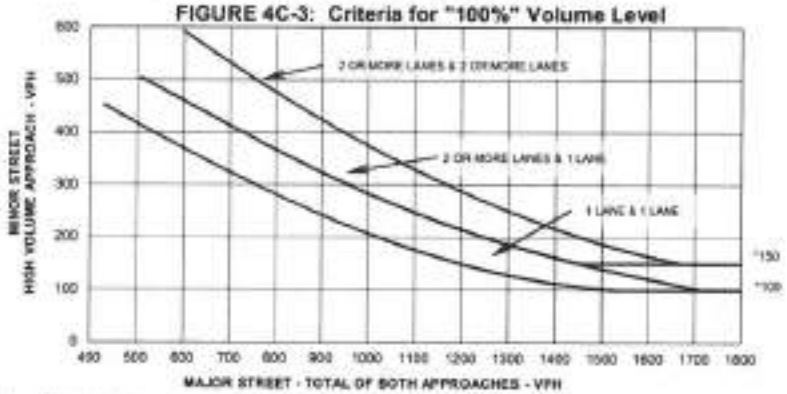
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	☐ Yes	☐ No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	☐ Yes	☑ No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	☐ Yes	☐ No

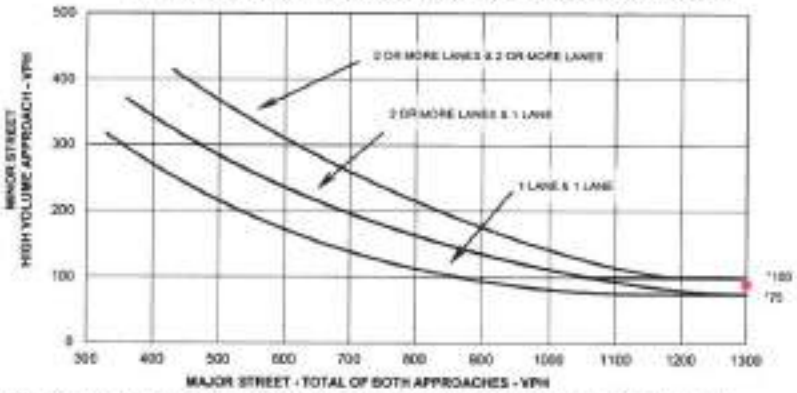
Plot volume combination on the applicable figure below.

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 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

Form 750-020-01
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Ponte Vedra	Engineer:	Alejandro Varela
County:	78 – St. Johns	Date:	June 9, 2016
District:	Two		

Major Street:	A1A	Lanes:	2	Major Approach Speed:	45
Minor Street:	Fairfield Dr /Sawgrass Dr	Lanes:	2	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 (70 km/h)? ☑ 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" ☑ 70% ☐ 100%

WARRANT 4 - PEDESTRIAN VOLUME

For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied.

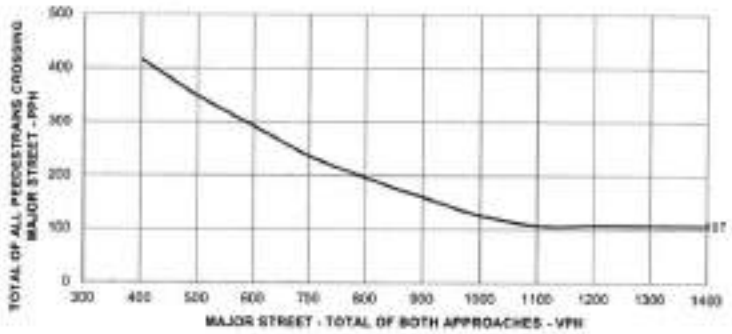
Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

Figure 4C-5. Criteria for "100%" Volume Level

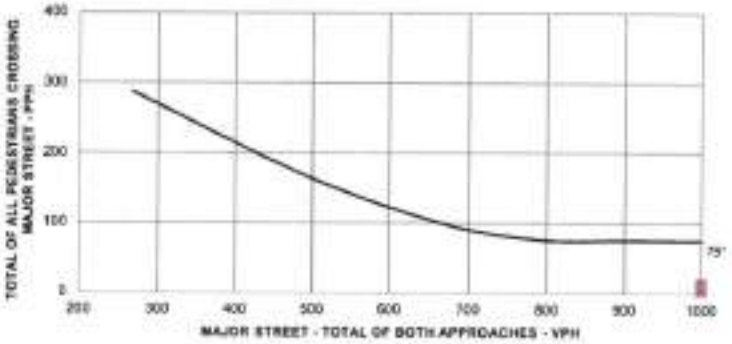


* Note: 107 pph applies as the lower threshold volume

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total
8:00-9:00	1665	14
15:00-16:00	1378	6
16:00-17:00	1535	5
17:00-1800	1602	4

Figure 4C-6 Criteria for "70%" Volume Level



* Note: 75 pph applies as the lower threshold volume

WARRANT 4 - PEDESTRIAN VOLUME

For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point falls above the appropriate line, then the warrant is satisfied.

Applicable: ☑ Yes ☐ No

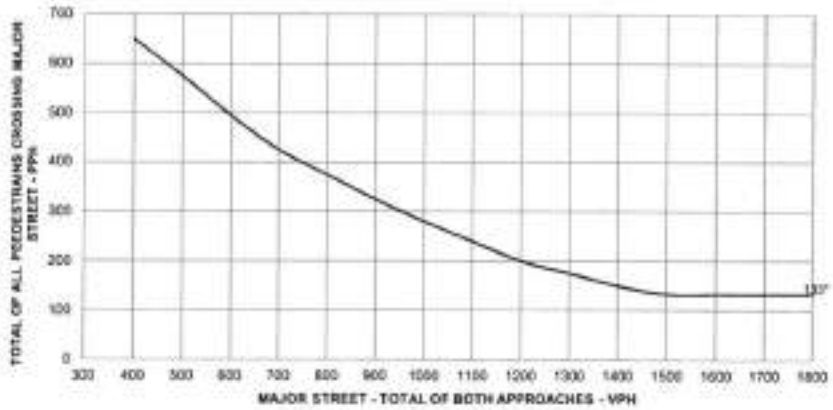
Satisfied: ☐ Yes ☑ No

Plot one volume combination on the applicable figure below.

100% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-7. Criteria for "100%" Volume Level - Peak Hour

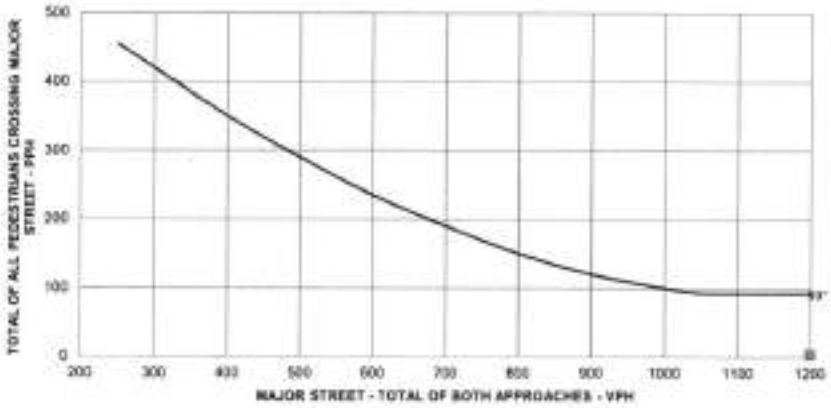


** Note: 133 pph applies as the lower threshold volume*

70% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total
8:00-9:00	1665	5

Figure 4C-8 Criteria for "70%" Volume Level - Peak Hour



** Note: 93 pph applies as the lower threshold volume*

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Ponte Vedra	Engineer:	Alejandro Varela
County:	78 – St. Johns	Date:	June 9, 2016
District:	Two		

Major Street:	A1A	Lanes:	2	Major Approach Speed:	45
Minor Street:	Fairfield Dr /Sawgrass Dr	Lanes:	2	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

WARRANT 5 - SCHOOL CROSSING

Record hours where criteria are fulfilled and the corresponding volume or gap frequency 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. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students:	Hour:			X
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.		Minutes:	Gaps:		
3. The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of traffic.					

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Ponte Vedra	Engineer:	Alejandro Varela
County:	78 – St. Johns	Date:	June 9, 2016
District:	Two		

Major Street:	A1A	Lanes:	2	Major Approach Speed:	45
Minor Street:	Fairfield Dr /Sawgrass Dr	Lanes:	2	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft.).

Applicable: ☐ Yes ☑ No

Satisfied: ☐ Yes ☐ No

	Criteria	Fulfilled? Yes	Fulfilled? No
1.	On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.		
2.	On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.		

Form 750-020-01
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City: Ponte Vedra
County: 78 – St. Johns
District: Two

Engineer: Alejandro Varela
Date: June 9, 2016

Major Street: A1A — Lanes: 2 — Major Approach Speed: 45
Minor Street: Fairfield Dr /Sawgrass Dr — Lanes: 2 — 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		Hour	Volume Major	Volume Minor	Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)					x		
	Warrant 1, Condition B (80% satisfied)				X			
	Warrant 4, Pedestrian Volume at 80% of volume requirements: # ped/hr for four (4) hours or # ped/hr for one (1) hour.					X		
2. Adequate trial of other remedial measure has failed to reduce crash frequency.		Measure tried:						x
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.		Observed Crash Types:	Angle/ Left Turn	Number of crashes per 12 months:		6	x	

Form 750-020-0
TRAFFIC ENGINEERING
10/11

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Ponte Vedra	Engineer:	Alejandro Varela
County:	78 – St. Johns	Date:	June 9, 2016
District:	Two		

Major Street:	A1A	Lanes:	2	Major Approach Speed:	45
Minor Street:	Fairfield Dr /Sawgrass Dr	Lanes:	2	Minor Approach Speed:	25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

WARRANT 8 - ROADWAY NETWORK

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the Major Route characteristics listed.

Applicable: ☐ Yes ☑ No

Satisfied: ☐ Yes ☐ No

Criteria							Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.	Entering Volume:								
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.	Warrant:	1	2	3					
		Satisfied?:								
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)							← Hour			
							←Volume			

Characteristics of Major Routes		Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Part of the street or highway system that serves as the principal roadway network for through traffic flow.	Major Street:				
	Minor Street:				
2. Rural or suburban highway outside of, entering, or traversing a city.	Major Street:				
	Minor Street:				
3. Appears as a major route on an official plan.	Major Street:				
	Minor Street:				

State of Florida Department of Transportation

Form 750-020-01
TRAFFIC ENGINEERING
10/15

TRAFFIC SIGNAL WARRANT SUMMARY

City: Ponte Vedra
County: 78 – St. Johns
District: Two

Engineer: Alejandro Varela
Date: June 9, 2016

Major Street: A1A — Lanes: 2 — Major Approach Speed: 45
Minor Street: Fairfield Dr /Sawgrass Dr — Lanes: 2 — Minor Approach Speed: 25

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Approach Lane Criteria

1. How many approach lanes are there at the track crossing? ☐ 1 ☐ 2 or

If there is 1 lane, use Figure 4C-9 and if there are 2 or more, use Figure 4C-10. ☐ Fig 4C-9 ☐ Fig 4C-10

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing.

Indicate if both criteria are fulfilled in the boxes provided. The warrant is satisfied if both criteria are met.

Applicable: ☐ Yes ☑ No
Satisfied: ☐ Yes ☑ No

Criteria	Fulfilled? Yes	Fulfilled? No
1. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and	☐	☑
2. During the highest traffic volume hour during which the rail uses the crossing, the plotted point falls above the applicable curve for the existing combination of approach lanes over the track and the distance D (clear storage distance).	☐	☑

Use the following tables (4C-2, 4C-3, and 4C-4 to appropriately adjust the minor-street approach volume).

Inputs		Adjustment Factors from Tables
Occurrences of Rail traffic per day		
% of High Occupancy Buses on Minor-Street Approach		1.00
Enter D (feet)		
% of Tractor-Trailer Trucks on Minor-Street Approach		0.50

Table 4C-2. Adjustment Factor for Daily Frequency of Rail Traffic

Rail Traffic per Day	Adjustment Factor
1	0.67
2	0.91
3 to 5	1.00
6 to 8	1.18
9 to 11	1.25
12 or more	1.33

Table 4C-3. Adjustment Factor for Percentage of High-Occupancy Buses

% of High-Occupancy Buses* on Minor Street Approach	Adjustment Factor
0%	1.00
2%	1.09
4%	1.19
6% or more	1.32

* A high-occupancy bus is defined as a bus occupied by at least 20 people

Table 4C-4. Adjustment Factor for Percentage of Tractor-Trailer Trucks

% of Tractor-Trailer Trucks on Minor-Street Approach	Adjustment Factor: D less than 70 feet	Adjustment Factor: D of 70 feet or more
0% to 2.5%	0.50	0.50
2.6% to 7.5%	0.75	0.75
7.6% to 12.5%	1.00	1.00
12.6% to 17.5%	2.30	1.15
17.6% to 22.5%	2.70	1.35
22.6% to 27.5%	3.28	1.64
More than 27.5%	4.18	2.09

Input the major and minor street volumes before adjustment factors are applied

1 Approach Lane		
D (ft)	Major Vol.	Minor Vol.

After adjustment factors are applied

1 Approach Lane w/Factors		
D (ft)	Major Vol.	Minor Vol.

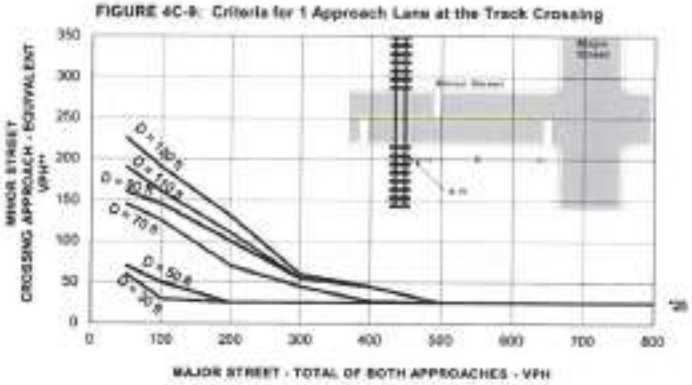
Input D and the major and minor street volumes before adjustment factors are applied

2 or more Approach Lanes		
D (ft)	Major Vol.	Minor Vol.

After adjustment factors are applied

2+ Approach Lane w/Factors		
D (ft)	Major Vol.	Minor Vol.

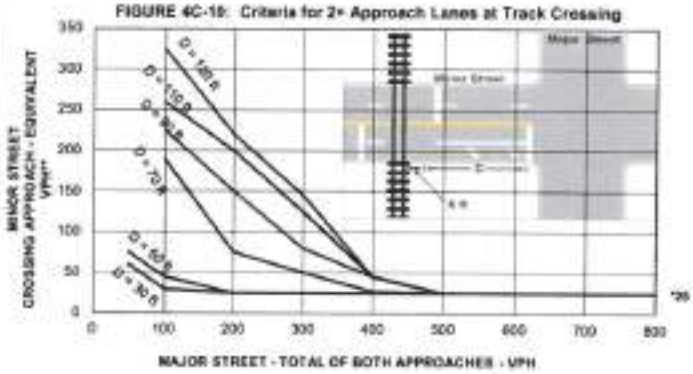
FIGURE 4C-9: Criteria for 1 Approach Lane at the Track Crossing



* Note: 25 vph applies as the lower threshold volume

**Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate

FIGURE 4C-10: Criteria for 2+ Approach Lanes at Track Crossing



* Note: 25 vph applies as the lower threshold volume

**Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate

Form 750-020-01
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Ponte Vedra**
County: **78 – St. Johns**
District: **Two**

Engineer: **Alejandro Varela**
Date: **June 9, 2016**

Major Street: **A1A** Lanes: **2** Major Approach Speed: **45**
Minor Street: **Fairfield Dr /Sawgrass Dr** Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

CONCLUSIONS

Remarks: **The signal warrant analysis found that this intersection meets Warrant 1 and Warrant 2.**
Does not meet Warrants 3 to 9.

WARRANTS SATISFIED:

☑ Warrant 1	☐ Not Applicable
☑ Warrant 2	☐ Not Applicable
☐ Warrant 3	☑ Not Applicable
☐ Warrant 4	☐ Not Applicable
☐ Warrant 5	☑ Not Applicable
☐ Warrant 6	☑ Not Applicable
☐ Warrant 7	☐ Not Applicable
☐ Warrant 8	☑ Not Applicable
☐ Warrant 9	☑ Not Applicable

Appendix C: Existing Year Signal Timing Data

Traffic Signal Controller Parameters Rev 01/22/2020
Duval County, City of Jacksonville, Florida

Intersection: 3rd St (A1A) & Marsh Landing
Time of Day Events

Day	Time	Cycle	Offset	Split	Lag LT
M-TH	12:00 AM	FREE			
M-TH	6:30 AM	1	1	1	
M-TH	9:30 AM	2	1	2	
M-TH	2:30 PM	3	1	3	
M-TH	7:00 PM	4	1	4	
M-TH	9:30 PM	FREE			
SAT	12:00 AM	FREE			
SAT	7:30 AM	5	1	5	
SAT	9:30 AM	6	1	6	
SAT	7:00 PM	7	1	7	
SAT	10:00 PM	FREE			
SUN	12:00 AM	FREE			
SUN	7:30 AM	5	1	5	
SUN	9:30 AM	6	1	6	
SUN	7:00 PM	7	1	7	
SUN	10:00 PM	FREE			
FRI	12:00 AM	FREE			
FRI	6:30 AM	1	1	1	
FRI	9:30 AM	2	1	2	
FRI	2:40 PM	3	1	3	
FRI	7:00 PM	4	1	4	
FRI	9:30 PM	FREE			

Controller: Naztec 980 Int # 1406
Phase Allocations

Plan	MD	AM	PM	WND	N/U	N/U	
Pattern	1	2	3	4	5	6	7
Length	150	150	150	110	110	130	110
Offset	76	47	60	91	56	116	28
Seq	1	1	1	1	1	1	1
Cord Ph	2	2	2	2	2	2	2
Seconds of Cycle							
1	*27*	*28*	26	*21*	23	36	21
2	*98*	*67*	79	*55*	57	54	55
3							
4	25	55	45	34	30	40	34
5							
6	125	95	105	76	80	90	76
7							
8	25	55	45	34	30	40	34
Max Rcl							

Phase Times

		INT	EXT	AMB	RED	MX1	WLK	DW
SLT	PHASE 1	4	3	4.8	2	20		
NA	PHASE 2	18	2.5	4.8	2	45	7	19
	PHASE 3							
	PHASE 4							
	PHASE 5							
SA	PHASE 6	18	2.5	4.8	2	45		
	PHASE 7							
WA	PHASE 8	6	3	3.4	2.9	25		

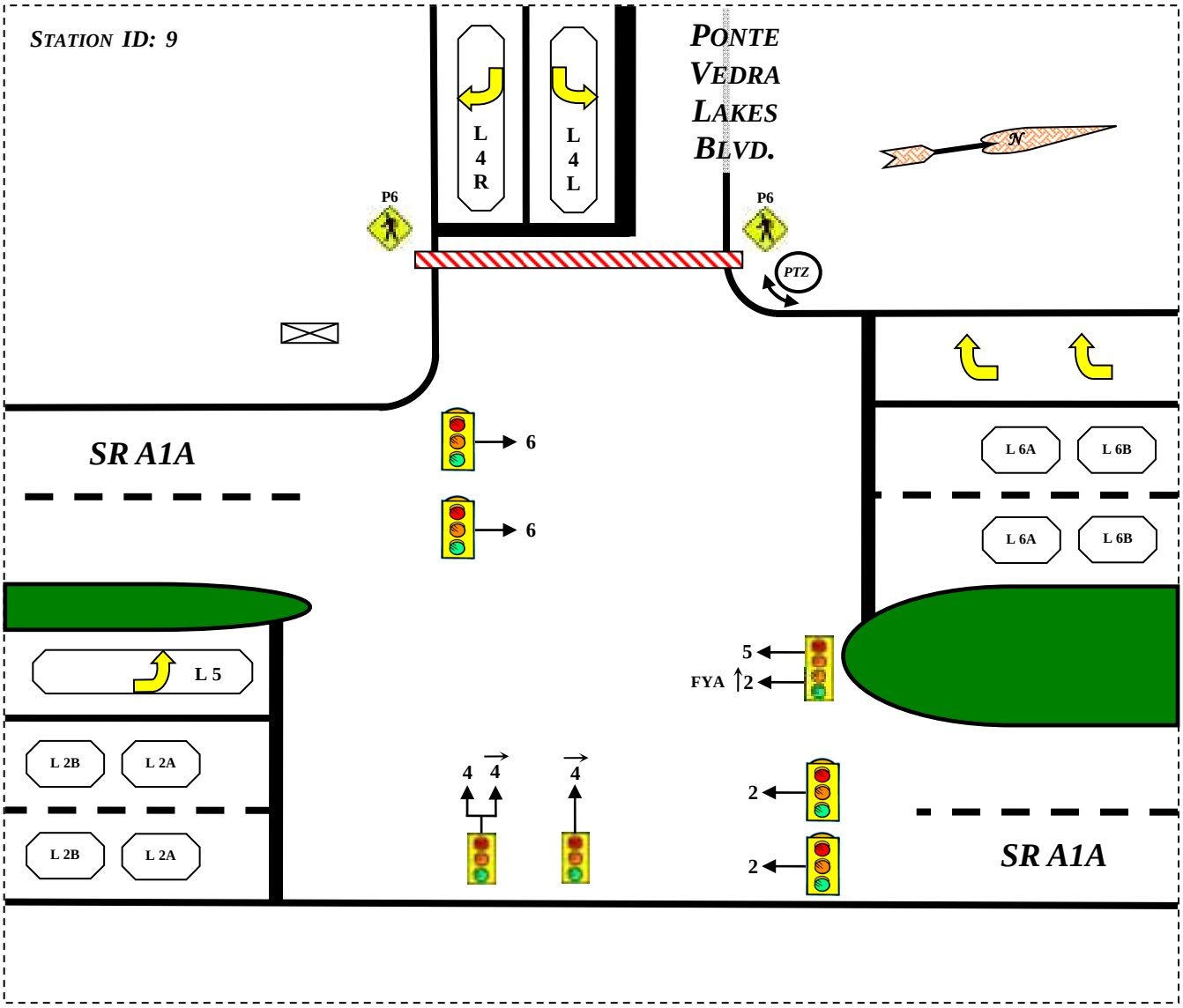
Note: *Splits changed 6/9/2010 per FDOT*

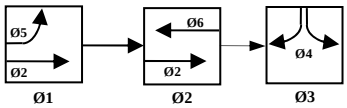
Sequence

1	2		
	6		8

SR A1A North at Ponte Vedra Lakes Blvd.

Cabinet Address: 1 Ponte Vedra Lakes Blvd. (Beaches Energy)





Signal Operating Plan
SOP 12

Timing Function	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
Minimum Green (Initial)	---	18	---	6	4	18	---	---
Extension (Passage)	---	2.5	---	3	3	2.5	---	---
Max Green 1	---	40	---	25	15	40	---	---
Yellow Clear	---	4.8	---	3.4	4.8	4.8	---	---
All Red	---	2.0	---	2.6	2.0	2.0	---	---
Ped Walk	---	---	---	---	---	7	---	---
Ped Clear	---	---	---	---	---	16	---	---

Loop	Detector #	Call Ø	Delay	Switch	Terminals
2A	1	2	---	---	DT2 1, 2
2B	2	2	---	---	DT2 3, 4
2C	3	2	---	---	DT2 5, 6
2D	4	2	---	---	DT2 7, 8
4L	5	4	---	---	DT2 9, 10
4R	6	4	6.0	---	DT2 11, 12
5	7	5	4.0	6	DT3 1, 2
6A	8	6	---	---	DT3 3, 4
6B	9	6	---	---	DT3 5, 6
6C	10	6	---	---	DT3 7, 8
6D	11	6	---	---	DT3 9, 10

Updated 8/17/18

Station : 9 - SR A1A N @ Ponte Vedra Lakes (Standard File)

Phase [1.1.1]

	ϕ1	ϕ2 (NT)	ϕ3	ϕ4 (ER)	ϕ5 (NL)	ϕ6 (SR)	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Walk	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0
Min Green	0	18	0	6	4	18	0	0	0	0	0	0	0	0	0	0
Passage	0	2.5	0	3	3	2.5	0	0	0	0	0	0	0	0	0	0
Max1	0	135	0	25	15	115	0	0	0	0	0	0	0	0	0	0
Max2	0	45	0	45	45	45	0	0	0	0	0	0	0	0	0	0
Yellow	0	4.9	0	3.4	4.9	4.9	0	0	0	0	0	0	0	0	0	0
Red	0	2	0	3.2	2	2	0	0	0	0	0	0	0	0	0	0
Red Revert	3	3	3	3	3	3	3	3	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Enable		ON		ON	ON	ON										
Auto Entry				ON												
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON										
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Close Loop Active	OFF

Prepared By	Date Implemented
System	

Reviewed By	Approved By

St. Johns County FL Timing Sheet 8/27/2025 11:51:44 AM

Station : 9 - SR A1A N @ Ponte Vedra Lakes (Standard File)

PreemptionTimes[3.1]/Phases[3.2]/Options[3.3]/Times+[3.4]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash						
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell						
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0
Min Green	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Track Green	0	0	0	0	0	0

Low Priority Preempt [3]

Preempt	7	8	9	10
Min	0	0	0	0
Max	0	0	0	0
Type				
Platoon Rx				
Cond Lockout				
Coord in Preempt				
Platoon Tx				
Lock				
Begin Mode	SKIP	SKIP	SKIP	SKIP
Priority P1	0	0	0	0
Priority P2	0	0	0	0
Priority P3	0	0	0	0

Min Dwell	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0
Track R1	0	0	0	0	0	0
Track R2	0	0	0	0	0	0
Track R3	0	0	0	0	0	0
Track R4	0	0	0	0	0	0
Dwell P1	0	0	0	0	0	0
Dwell P2	0	0	0	0	0	0
Dwell P3	0	0	0	0	0	0
Dwell P4	0	0	0	0	0	0
Exit R1	0	0	0	0	0	0
Exit R2	0	0	0	0	0	0
Exit R3	0	0	0	0	0	0
Exit R4	0	0	0	0	0	0
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Track Over 1	0	0	0	0	0	0
Track Over 2	0	0	0	0	0	0
Track Over 3	0	0	0	0	0	0
Track Over 4	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0

Priority P4	0	0	0	0
Max Lockout	0	0	0	0
Ext Dwell	0	0	0	0
Ant Arrival	0	0	0	0
Max Grn 1	0	0	0	0
Max Grn 2	0	0	0	0
Max Grn 3	0	0	0	0
Max Grn 4	0	0	0	0
Max Grn 5	0	0	0	0
Max Grn 6	0	0	0	0
Max Grn 7	0	0	0	0
Max Grn 8	0	0	0	0
Max Grn 9	0	0	0	0
Max Grn 10	0	0	0	0
Max Grn 11	0	0	0	0
Max Grn 12	0	0	0	0
Max Grn 13	0	0	0	0
Max Grn 14	0	0	0	0
Max Grn 15	0	0	0	0
Max Grn 16	0	0	0	0
Headway Group				
Queue Jump				
Headway Time	0	0	0	0
TX Time	0	0	0	0
PP Hold Time	0	0	0	0
PP Tx Phase 1	0	0	0	0
PP Tx Phase 2	0	0	0	0
PP Tx Phase 3	0	0	0	0
PP Tx Phase 4	0	0	0	0

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6	5								6								R-T/OTH		4.9	2
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5
Overlap 9																	NORMAL		3.5	1.5
Overlap 10																	NORMAL		3.5	1.5
Overlap 11																	NORMAL		3.5	1.5
Overlap 12																	NORMAL		3.5	1.5
Overlap 13																	NORMAL		3.5	1.5
Overlap 14																	NORMAL		3.5	1.5
Overlap 15																	NORMAL		3.5	1.5
Overlap 16																	NORMAL		3.5	1.5

Station : 9 - SR A1A N @ Ponte Vedra Lakes (Standard File)

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	180	170	170	120	110	140	110	110	140	110						
Offset Time	117	93	48	59	61	134	18	61	134	18						
Split Number	1	2	3	4	5	6	7	8	9	10						
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Short	12	12	12	12	12	12	12	12	12	12	12	12	12	12		
Long	50	50	50	50	50	50	50	50	50	50	50	50	50	50	17	17
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	BEGGRN	BEGGRN

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time				180	180											
Offset Time				39	28											
Split Number				20	21											
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Short				12	12											
Long	17	17	17	22	22	17	17	17	17	17	17	17	17	17	17	17
Offset	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN

Coordination, Splits [2.7.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1-Time		143		37	21	122		37								
1-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
1-Coord-Ph						ON										
2-Time		143		27	22	121		27								
2-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
2-Coord-Ph						ON										
3-Time		138		32	23	115		32								
3-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
3-Coord-Ph						ON										
4-Time		96		24	20	76		24								
4-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
4-Coord-Ph						ON										
5-Time		87		23	16	71		23								
5-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
5-Coord-Ph						ON										
6-Time		114		26	18	96		26								
6-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
6-Coord-Ph						ON										
7-Time		88		22	17	71		22								
7-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
7-Coord-Ph						ON										
8-Time		87		23	16	71		23								
8-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
8-Coord-Ph						ON										
9-Time		114		26	18	96		26								
9-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
9-Coord-Ph						ON										
10-Time		88		22	17	71		22								
10-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
10-Coord-Ph						ON										
11-Time																
11-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
11-Coord-Ph																
12-Time																
12-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
12-Coord-Ph																
13-Time																
13-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
13-Coord-Ph																
14-Time																
14-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
14-Coord-Ph																
15-Time																
15-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
15-Coord-Ph																
16-Time																
16-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
16-Coord-Ph																
17-Time																
17-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
17-Coord-Ph																
18-Time																
18-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
18-Coord-Ph																
19-Time																
19-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
19-Coord-Ph																
20-Time		145		35	18	127		35								
20-Mode	NON	MAX	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
20-Coord-Ph						ON										

21-Time		145		35	18	127		35								
21-Mode	NON	MAX	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
21-Coord-Ph						ON										
22-Time																
22-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
22-Coord-Ph																
23-Time																
23-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
23-Coord-Ph																
24-Time																
24-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
24-Coord-Ph																
25-Time																
25-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
25-Coord-Ph																
26-Time																
26-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
26-Coord-Ph																
27-Time																
27-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
27-Coord-Ph																
28-Time																
28-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
28-Coord-Ph																
29-Time																
29-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
29-Coord-Ph																
30-Time																
30-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
30-Coord-Ph																
31-Time																
31-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
31-Coord-Ph																
32-Time																
32-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
32-Coord-Ph																

Station : 9 - SR A1A N @ Ponte Vedra Lakes (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
5	1												1	1	1	1	1	1	1	1																															2
6							1						1	1	1	1	1	1	1				1																													2
7												1	1	1	1	1	1	1	1																										1							2
8					1									1																															1	1	1	1	1	1	1	2
9									1					1						1	1	1	1	1	1	1																										2
10											1						1																								1	1	1	1	1	1	1				2
11											1							1																								1	1	1	1	1	1	1			2
12																																																				1
13																																																				1
14																																																				1
15																																																				1
16																																																				1
17																																																				1
18																																																				1
19																																																				1
20					1								1						1											1	1																					20
21																																																				1
22																																																				1
23																																																				1
24																																																				1

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**EASY**															
		99	254																							
6	30	1	1	180	117	1	1	12	50			143		37	21	122		37								
10		2	2	170	93	2	1	12	50			143		27	22	121		27								
14	30	3	3	170	48	3	1	12	50			138		32	23	115		32								
18	15	4	4	120	59	4	1	12	50			96		24	20	76		24								
22		99	254																							
Day Plan 2											**EASY**															
		99	254																							
7	15	5	5	110	61	5	1	12	50			87		23	16	71		23								
10		6	6	140	134	6	1	12	50			114		26	18	96		26								
18		7	7	110	18	7	1	12	50			88		22	17	71		22								
23		99	254																							

Station : 9 - SR A1A N @ Ponte Vedra Lakes (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 3											**EASY**															
		99	254																							
7	45	8	8	110	61	8	1	12	50			87		23	16	71		23								
10	30	9	9	140	134	9	1	12	50			114		26	18	96		26								
16		10	10	110	18	10	1	12	50			88		22	17	71		22								
22		99	254																							
Day Plan 4											**EASY**															
		99	254																							
6	30	1	1	180	117	1	1	12	50			143		37	21	122		37								
10		2	2	170	93	2	1	12	50			143		27	22	121		27								
14	30	3	3	170	48	3	1	12	50			138		32	23	115		32								
18	15	4	4	120	59	4	1	12	50			96		24	20	76		24								
22	30	99	254																							

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Table : 1 Ring 1	1	2	3	4				
Table : 1 Ring 2	5	6	7	8				
Table : 1 Ring 3								
Table : 1 Ring 4								
Table : 2 Ring 1	1	2	3	4				
Table : 2 Ring 2	6	5	7	8				
Table : 2 Ring 3								
Table : 2 Ring 4								
Table : 3 Ring 1	2	1	3	4				
Table : 3 Ring 2	5	6	7	8				
Table : 3 Ring 3								
Table : 3 Ring 4								
Table : 4 Ring 1	2	1	3	4				
Table : 4 Ring 2	6	5	7	8				
Table : 4 Ring 3								
Table : 4 Ring 4								
Table : 5 Ring 1	1	2	3	4				
Table : 5 Ring 2	5	6	8	7				
Table : 5 Ring 3								
Table : 5 Ring 4								
Table : 6 Ring 1	1	2	3	4				
Table : 6 Ring 2	6	5	8	7				
Table : 6 Ring 3								
Table : 6 Ring 4								
Table : 7 Ring 1	2	1	3	4				
Table : 7 Ring 2	5	6	8	7				
Table : 7 Ring 3								
Table : 7 Ring 4								
Table : 8 Ring 1	2	1	3	4				
Table : 8 Ring 2	6	5	8	7				
Table : 8 Ring 3								
Table : 8 Ring 4								
Table : 9 Ring 1	1	2	4	3				
Table : 9 Ring 2	5	6	7	8				
Table : 9 Ring 3								
Table : 9 Ring 4								
Table : 10 Ring 1	1	2	4	3				
Table : 10 Ring 2	6	5	7	8				
Table : 10 Ring 3								
Table : 10 Ring 4								
Table : 11 Ring 1	2	1	4	3				
Table : 11 Ring 2	5	6	7	8				

Table : 11 Ring 3								
Table : 11 Ring 4								
Table : 12 Ring 1	2	1	4	3				
Table : 12 Ring 2	6	5	7	8				
Table : 12 Ring 3								
Table : 12 Ring 4								
Table : 13 Ring 1	1	2	4	3				
Table : 13 Ring 2	5	6	8	7				
Table : 13 Ring 3								
Table : 13 Ring 4								
Table : 14 Ring 1	1	2	4	3				
Table : 14 Ring 2	6	5	8	7				
Table : 14 Ring 3								
Table : 14 Ring 4								
Table : 15 Ring 1	2	1	4	3				
Table : 15 Ring 2	5	6	8	7				
Table : 15 Ring 3								
Table : 15 Ring 4								
Table : 16 Ring 1	2	1	4	3				
Table : 16 Ring 2	6	5	8	7				
Table : 16 Ring 3								
Table : 16 Ring 4								

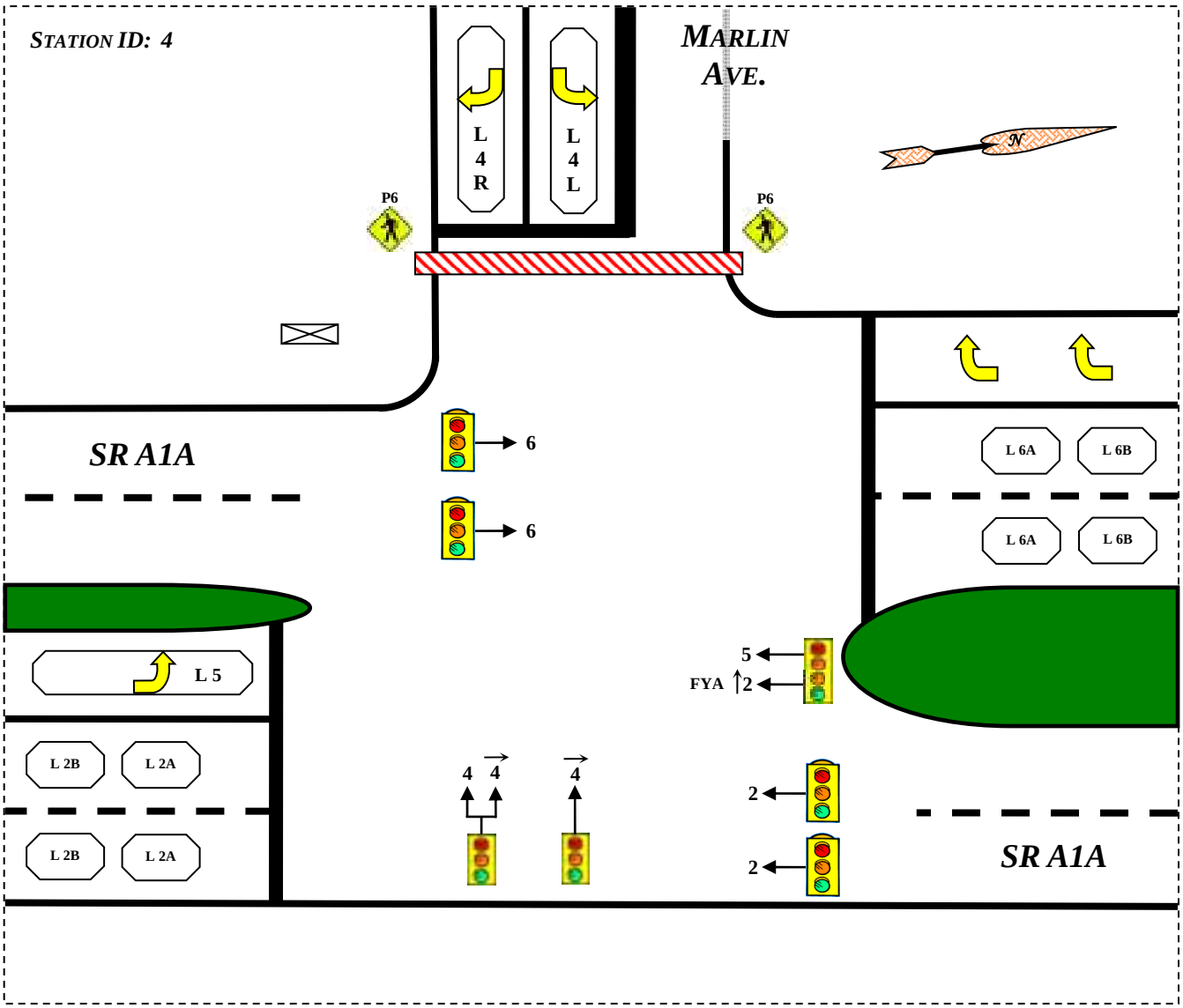
Channels/SDLC+, IO Logic [1.8.7]

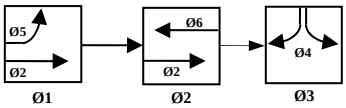
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
Result	0	0	0	0	0	0	0	0	0	0
Operand 1 Result	I	I	I	I	I	I	I	I	I	I
Operand 1 IO	I	I	I	I	I	I	I	I	I	I
Operand 1 Invert	-	-	-	-	-	-	-	-	-	-
Operand 1	0	0	0	0	0	0	0	0	0	0
Operator 2 Function	----	----	----	----	----	----	----	----	----	----
Operand 2 IO	I	I	I	I	I	I	I	I	I	I
Operand 2 Invert	-	-	-	-	-	-	-	-	-	-
Operand 2	0	0	0	0	0	0	0	0	0	0
Operator 3 Function	----	----	----	----	----	----	----	----	----	----
Operand 3 IO	I	I	I	I	I	I	I	I	I	I
Operand 3 Invert	-	-	-	-	-	-	-	-	-	-
Operand 3	0	0	0	0	0	0	0	0	0	0
Time Operator	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY
Time	0	0	0	0	0	0	0	0	0	0

User Comments:

SR A1A NORTH AT MARLIN AVE.

CABINET ADDRESS: 190-TS SR A1A NORTH (BEACHES ENERGY)





SIGNAL OPERATING PLAN
SOP 12

TIMING FUNCTION	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
MINIMUM GREEN (INITIAL)	---	18	---	6	4	18	---	---
EXTENSION (PASSAGE)	---	2.5	---	3.0	3.0	2.5	---	---
MAX GREEN 1	---	40	---	25	15	40	---	---
YELLOW CLEAR	---	4.8	---	3.4	4.8	4.8	---	---
ALL RED	---	2.0	---	3.3	2.0	2.0	---	---
PED WALK	---	---	---	---	---	7	---	---
PED CLEAR	---	---	---	---	---	16	---	---

Loop	Detector #	Call Ø	Delay	Switch	Terminals
2A	1	2	---	---	DT2 1, 2
2B	2	2	---	---	DT2 3, 4
2C	3	2	---	---	DT2 5, 6
2D	4	2	---	---	DT2 7, 8
4L	5	4	---	---	DT2 9, 10
4R	6	4	6.0	---	DT2 11, 12
5	7	5	4.0	6	DT3 1, 2
6A	8	6	---	---	DT3 3, 4
6B	9	6	---	---	DT3 5, 6
6C	10	6	---	---	DT3 7, 8
6D	11	6	---	---	DT3 9, 10

UPDATED 8/17/18

Station : 4 - SR A1A N @ Marlin Ave. (Standard File)

Phase [1.1.1]

	ϕ1	ϕ2 (NT)	ϕ3	ϕ4 (ER)	ϕ5 (NL)	ϕ6 (ST)	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Walk	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0
Min Green	0	18	0	6	4	18	0	0	0	0	0	0	0	0	0	0
Passage	0	2.5	0	3	3	2.5	0	0	0	0	0	0	0	0	0	0
Max1	0	140	0	25	15	130	0	0	0	0	0	0	0	0	0	0
Max2	0	30	0	30	30	30	0	0	0	0	0	0	0	0	0	0
Yellow	9	4.8	0	3.4	4.8	4.8	0	0	0	0	0	0	0	0	0	0
Red	0	2	0	3.1	2	2	0	0	0	0	0	0	0	0	0	0
Red Revert	3	3	3	3	3	3	3	3	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Enable		ON		ON	ON	ON										
Auto Entry				ON												
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON										
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Close Loop Active	OFF

Prepared By	Date Implemented
System	

Reviewed By	Approved By

St. Johns County FL Timing Sheet 8/27/2025 11:48:25 AM

Station : 4 - SR A1A N @ Marlin Ave. (Standard File)

PreemptionTimes[3.1]/Phases[3.2]/Options[3.3]/Times+[3.4]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash						
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell						
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0
Min Green	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Track Green	0	0	0	0	0	0

Low Priority Preempt [3]

Preempt	7	8	9	10
Min	0	0	0	0
Max	0	0	0	0
Type				
Platoon Rx				
Cond Lockout				
Coord in Preempt				
Platoon Tx				
Lock				
Begin Mode	SKIP	SKIP	SKIP	SKIP
Priority P1	0	0	0	0
Priority P2	0	0	0	0
Priority P3	0	0	0	0

Min Dwell	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0
Track R1	0	0	0	0	0	0
Track R2	0	0	0	0	0	0
Track R3	0	0	0	0	0	0
Track R4	0	0	0	0	0	0
Dwell P1	0	0	0	0	0	0
Dwell P2	0	0	0	0	0	0
Dwell P3	0	0	0	0	0	0
Dwell P4	0	0	0	0	0	0
Exit R1	0	0	0	0	0	0
Exit R2	0	0	0	0	0	0
Exit R3	0	0	0	0	0	0
Exit R4	0	0	0	0	0	0
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Track Over 1	0	0	0	0	0	0
Track Over 2	0	0	0	0	0	0
Track Over 3	0	0	0	0	0	0
Track Over 4	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0

Priority P4	0	0	0	0
Max Lockout	0	0	0	0
Ext Dwell	0	0	0	0
Ant Arrival	0	0	0	0
Max Grn 1	0	0	0	0
Max Grn 2	0	0	0	0
Max Grn 3	0	0	0	0
Max Grn 4	0	0	0	0
Max Grn 5	0	0	0	0
Max Grn 6	0	0	0	0
Max Grn 7	0	0	0	0
Max Grn 8	0	0	0	0
Max Grn 9	0	0	0	0
Max Grn 10	0	0	0	0
Max Grn 11	0	0	0	0
Max Grn 12	0	0	0	0
Max Grn 13	0	0	0	0
Max Grn 14	0	0	0	0
Max Grn 15	0	0	0	0
Max Grn 16	0	0	0	0
Headway Group				
Queue Jump				
Headway Time	0	0	0	0
TX Time	0	0	0	0
PP Hold Time	0	0	0	0
PP Tx Phase 1	0	0	0	0
PP Tx Phase 2	0	0	0	0
PP Tx Phase 3	0	0	0	0
PP Tx Phase 4	0	0	0	0

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6	5								6								R-T/OTH		4.8	2
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5
Overlap 9																	NORMAL		3.5	1.5
Overlap 10																	NORMAL		3.5	1.5
Overlap 11																	NORMAL		3.5	1.5
Overlap 12																	NORMAL		3.5	1.5
Overlap 13																	NORMAL		3.5	1.5
Overlap 14																	NORMAL		3.5	1.5
Overlap 15																	NORMAL		3.5	1.5
Overlap 16																	NORMAL		3.5	1.5

Station : 4 - SR A1A N @ Marlin Ave. (Standard File)

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	180	170	170	120	110	140	110	110	140	110						
Offset Time	122	92	68	65	61	42	36	61	42	36						
Split Number	1	2	3	4	5	6	7	5	6	7						
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Short	12	12	12	12	12	12	12	12	12	12	12	12	12	12		
Long	50	50	50	50	50	50	50	50	50	50	50	50	50	50	17	17
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	BEGGRN	BEGGRN

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time				180	180											
Offset Time				61	25											
Split Number				20	21											
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Short				12	12											
Long	17	17	17	22	22	17	17	17	17	17	17	17	17	17	17	17
Offset	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN

Coordination, Splits [2.7.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1-Time		147		33	15	132		33								
1-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
1-Coord-Ph						ON										
2-Time		141		29	16	125		29								
2-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
2-Coord-Ph						ON										
3-Time		144		26	16	128		26								
3-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
3-Coord-Ph						ON										
4-Time		97		23	15	82		23								
4-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
4-Coord-Ph						ON										
5-Time		87		23	15	72		23								
5-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
5-Coord-Ph						ON										
6-Time		114		26	15	99		26								
6-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
6-Coord-Ph						ON										
7-Time		89		21	15	74		21								
7-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
7-Coord-Ph						ON										
8-Time		87		23	15	72		23								
8-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
8-Coord-Ph						ON										
9-Time		114		26	15	99		26								
9-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
9-Coord-Ph						ON										
10-Time		89		21	15	74		21								
10-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
10-Coord-Ph						ON										
11-Time																
11-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
11-Coord-Ph																
12-Time																
12-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
12-Coord-Ph																
13-Time																
13-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
13-Coord-Ph																
14-Time																
14-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
14-Coord-Ph																
15-Time																
15-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
15-Coord-Ph																
16-Time																
16-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
16-Coord-Ph																
17-Time																
17-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
17-Coord-Ph																
18-Time																
18-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
18-Coord-Ph																
19-Time																
19-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
19-Coord-Ph																
20-Time		150		30	18	132		30								
20-Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
20-Coord-Ph						ON										

21-Time		150		30	18	132		30								
21-Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
21-Coord-Ph						ON										
22-Time																
22-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
22-Coord-Ph																
23-Time																
23-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
23-Coord-Ph																
24-Time																
24-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
24-Coord-Ph																
25-Time																
25-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
25-Coord-Ph																
26-Time																
26-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
26-Coord-Ph																
27-Time																
27-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
27-Coord-Ph																
28-Time																
28-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
28-Coord-Ph																
29-Time																
29-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
29-Coord-Ph																
30-Time																
30-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
30-Coord-Ph																
31-Time																
31-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
31-Coord-Ph																
32-Time																
32-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
32-Coord-Ph																

Station : 4 - SR A1A N @ Marlin Ave. (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
5	1												1	1	1	1	1	1	1	1																															2
6							1						1	1	1	1	1	1	1				1																													2
7												1	1	1	1	1	1	1	1																										1						2
8					1									1																															1	1	1	1	1	1	1	2
9									1					1						1	1	1	1	1	1	1																										2
10											1						1																								1	1	1	1	1	1	1				2
11											1							1																								1	1	1	1	1	1	1			2
12																																																			1
13																																																			1
14																																																			1
15																																																			1
16																																																			1
17																																																			1
18																																																			1
19																																																			1
20					1								1						1											1	1																					20
21																																																			1
22																																																			1
23																																																			1
24																																																			1

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**EASY**															
		99	254																							
6	30	1	1	180	122	1	1	12	50			147		33	15	132		33								
10		2	2	170	92	2	1	12	50			141		29	16	125		29								
14	30	3	3	170	68	3	1	12	50			144		26	16	128		26								
18	15	4	4	120	65	4	1	12	50			97		23	15	82		23								
22		99	254																							
Day Plan 2											**EASY**															
		99	254																							
7	15	5	5	110	61	5	1	12	50			87		23	15	72		23								
10		6	6	140	42	6	1	12	50			114		26	15	99		26								
18		7	7	110	36	7	1	12	50			89		21	15	74		21								
23		99	254																							

St. Johns County FL Timing Sheet 8/27/2025 11:48:25 AM

Station : 4 - SR A1A N @ Marlin Ave. (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 3											**EASY**															
		99	254																							
7	45	8	8	110	61	5	1	12	50			87		23	15	72		23								
10	30	9	9	140	42	6	1	12	50			114		26	15	99		26								
16		10	10	110	36	7	1	12	50			89		21	15	74		21								
22		99	254																							
Day Plan 4											**EASY**															
		99	254																							
6	30	1	1	180	122	1	1	12	50			147		33	15	132		33								
10		2	2	170	92	2	1	12	50			141		29	16	125		29								
14	30	3	3	170	68	3	1	12	50			144		26	16	128		26								
18	15	4	4	120	65	4	1	12	50			97		23	15	82		23								
22	30	99	254																							

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Table : 1 Ring 1	1	2	3	4				
Table : 1 Ring 2	5	6	7	8				
Table : 1 Ring 3								
Table : 1 Ring 4								
Table : 2 Ring 1	1	2	3	4				
Table : 2 Ring 2	6	5	7	8				
Table : 2 Ring 3								
Table : 2 Ring 4								
Table : 3 Ring 1	2	1	3	4				
Table : 3 Ring 2	5	6	7	8				
Table : 3 Ring 3								
Table : 3 Ring 4								
Table : 4 Ring 1	2	1	3	4				
Table : 4 Ring 2	6	5	7	8				
Table : 4 Ring 3								
Table : 4 Ring 4								
Table : 5 Ring 1	1	2	3	4				
Table : 5 Ring 2	5	6	8	7				
Table : 5 Ring 3								
Table : 5 Ring 4								
Table : 6 Ring 1	1	2	3	4				
Table : 6 Ring 2	6	5	8	7				
Table : 6 Ring 3								
Table : 6 Ring 4								
Table : 7 Ring 1	2	1	3	4				
Table : 7 Ring 2	5	6	8	7				
Table : 7 Ring 3								
Table : 7 Ring 4								
Table : 8 Ring 1	2	1	3	4				
Table : 8 Ring 2	6	5	8	7				
Table : 8 Ring 3								
Table : 8 Ring 4								
Table : 9 Ring 1	1	2	4	3				
Table : 9 Ring 2	5	6	7	8				
Table : 9 Ring 3								
Table : 9 Ring 4								
Table : 10 Ring 1	1	2	4	3				
Table : 10 Ring 2	6	5	7	8				
Table : 10 Ring 3								
Table : 10 Ring 4								
Table : 11 Ring 1	2	1	4	3				
Table : 11 Ring 2	5	6	7	8				

Table : 11 Ring 3								
Table : 11 Ring 4								
Table : 12 Ring 1	2	1	4	3				
Table : 12 Ring 2	6	5	7	8				
Table : 12 Ring 3								
Table : 12 Ring 4								
Table : 13 Ring 1	1	2	4	3				
Table : 13 Ring 2	5	6	8	7				
Table : 13 Ring 3								
Table : 13 Ring 4								
Table : 14 Ring 1	1	2	4	3				
Table : 14 Ring 2	6	5	8	7				
Table : 14 Ring 3								
Table : 14 Ring 4								
Table : 15 Ring 1	2	1	4	3				
Table : 15 Ring 2	5	6	8	7				
Table : 15 Ring 3								
Table : 15 Ring 4								
Table : 16 Ring 1	2	1	4	3				
Table : 16 Ring 2	6	5	8	7				
Table : 16 Ring 3								
Table : 16 Ring 4								

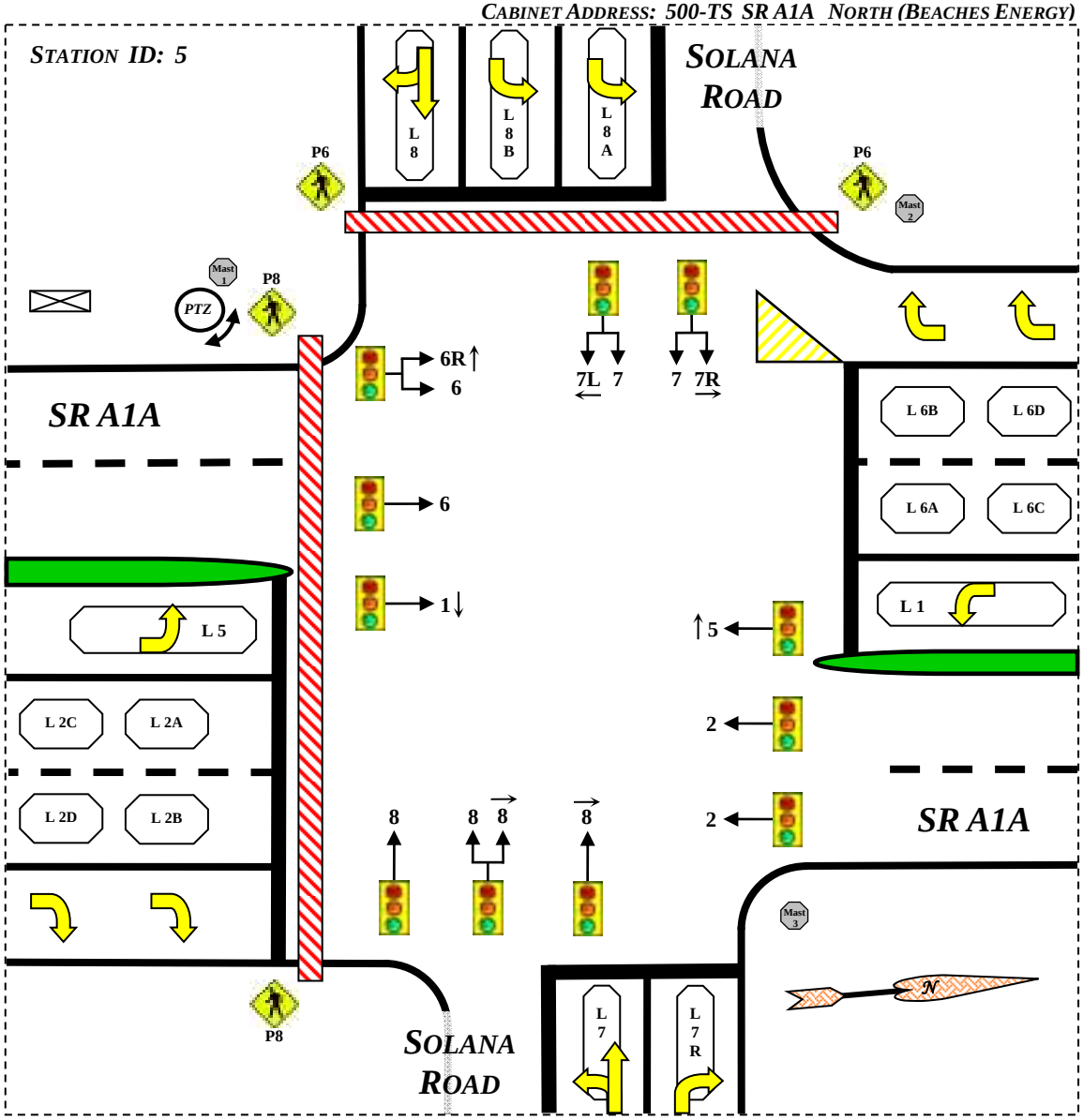
Channels/SDLC+, IO Logic [1.8.7]

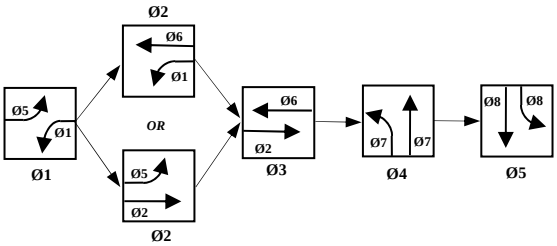
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
Result	0	0	0	0	0	0	0	0	0	0
Operand 1 Result	I	I	I	I	I	I	I	I	I	I
Operand 1 IO	I	I	I	I	I	I	I	I	I	I
Operand 1 Invert	-	-	-	-	-	-	-	-	-	-
Operand 1	0	0	0	0	0	0	0	0	0	0
Operator 2 Function	----	----	----	----	----	----	----	----	----	----
Operand 2 IO	I	I	I	I	I	I	I	I	I	I
Operand 2 Invert	-	-	-	-	-	-	-	-	-	-
Operand 2	0	0	0	0	0	0	0	0	0	0
Operator 3 Function	----	----	----	----	----	----	----	----	----	----
Operand 3 IO	I	I	I	I	I	I	I	I	I	I
Operand 3 Invert	-	-	-	-	-	-	-	-	-	-
Operand 3	0	0	0	0	0	0	0	0	0	0
Time Operator	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY
Time	0	0	0	0	0	0	0	0	0	0

User Comments:

SR A1A North at Solana Road

Cabinet Address: 500-TS SR A1A North (Beaches Energy)





Signal Operating Plan SOP 9

*** Ø5 Lags during coordination*

Timing Function	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
Minimum Green (Initial)	5	18	---	---	5	18	6	6
Extension (Passage)	3	2.5	---	---	3	2.5	3	3
Max Green 1	20	50	---	---	20	50	40	30
Yellow Clear	4.8	4.8	---	---	4.8	4.8	3.4	4.0
All Red	2.0	2.0	---	---	2.0	2.0	3.0	2.3
Ped Walk	---	---	---	---	---	7	---	7
Ped Clear	---	---	---	---	---	17	---	32

Loop	Detector #	Call Ø	Delay	Switch	Terminals
1	1	1	4.0	---	DT2 1, 2
2A	2	2	---	---	DT2 3, 4
2B	3	2	---	---	DT2 5, 6
2C	4	2	---	---	DT2 7, 8
2D	5	2	---	---	DT2 9, 10
5	6	5	4.0	---	DT2 11, 12
6A	7	6	---	---	DT3 1, 2
6B	8	6	---	---	DT3 3, 4
6C	9	6	---	---	DT3 5, 6
6D	10	6	---	---	DT3 7, 8
7R	11	7	6.0	---	DT3 9, 10
7	12	7	---	---	DT3 11, 12
8A	13	8	---	---	DT4 1, 2
8B	14	8	---	---	DT4 3, 4
8	15	8	---	---	DT4 5, 6

Updated 9/20/16

Station : 5 - SR A1A N @ Solana Rd. (Standard File)

Phase [1.1.1]

	ϕ1 (SL)	ϕ2 (NT)	ϕ3	ϕ4	ϕ5 (NL)	ϕ6 (SR)	ϕ7 (WR)	ϕ8 (ET)	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Walk	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	18	0	32	0	0	0	0	0	0	0	0
Min Green	5	18	0	0	5	18	6	6	0	0	0	0	0	0	0	0
Passage	3	2.5	0	0	3	2.5	2.5	2.5	0	0	0	0	0	0	0	0
Max1	25	100	0	0	20	110	40	35	0	0	0	0	0	0	0	0
Max2	15	65	0	0	15	65	20	22	0	0	0	0	0	0	0	0
Yellow	4.8	4.8	9	9	4.8	4.8	3.4	4	0	0	0	0	0	0	0	0
Red	2	2	0	0	2	2	3	2.4	0	0	0	0	0	0	0	0
Red Revert	3	3	3	3	3	3	3	3	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Enable	ON	ON			ON	ON	ON	ON								
Auto Entry								ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call																
Min Recall																
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON										
Guar Passage																
Rest In Walk						ON										
Cond Service																
Add Init Calc																

Close Loop Active	OFF

Prepared By	Date Implemented
System	

Reviewed By	Approved By

St. Johns County FL Timing Sheet 8/27/2025 11:49:54 AM

Station : 5 - SR A1A N @ Solana Rd. (Standard File)

PreemptionTimes[3.1]/Phases[3.2]/Options[3.3]/Times+[3.4]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash						
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell						
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0
Min Green	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Track Green	0	0	0	0	0	0

Low Priority Preempt [3]

Preempt	7	8	9	10
Min	0	0	0	0
Max	0	0	0	0
Type				
Platoon Rx				
Cond Lockout				
Coord in Preempt				
Platoon Tx				
Lock				
Begin Mode	SKIP	SKIP	SKIP	SKIP
Priority P1	0	0	0	0
Priority P2	0	0	0	0
Priority P3	0	0	0	0

Min Dwell	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0
Track R1	0	0	0	0	0	0
Track R2	0	0	0	0	0	0
Track R3	0	0	0	0	0	0
Track R4	0	0	0	0	0	0
Dwell P1	0	0	0	0	0	0
Dwell P2	0	0	0	0	0	0
Dwell P3	0	0	0	0	0	0
Dwell P4	0	0	0	0	0	0
Exit R1	0	0	0	0	0	0
Exit R2	0	0	0	0	0	0
Exit R3	0	0	0	0	0	0
Exit R4	0	0	0	0	0	0
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Track Over 1	0	0	0	0	0	0
Track Over 2	0	0	0	0	0	0
Track Over 3	0	0	0	0	0	0
Track Over 4	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0

Priority P4	0	0	0	0
Max Lockout	0	0	0	0
Ext Dwell	0	0	0	0
Ant Arrival	0	0	0	0
Max Grn 1	0	0	0	0
Max Grn 2	0	0	0	0
Max Grn 3	0	0	0	0
Max Grn 4	0	0	0	0
Max Grn 5	0	0	0	0
Max Grn 6	0	0	0	0
Max Grn 7	0	0	0	0
Max Grn 8	0	0	0	0
Max Grn 9	0	0	0	0
Max Grn 10	0	0	0	0
Max Grn 11	0	0	0	0
Max Grn 12	0	0	0	0
Max Grn 13	0	0	0	0
Max Grn 14	0	0	0	0
Max Grn 15	0	0	0	0
Max Grn 16	0	0	0	0
Headway Group				
Queue Jump				
Headway Time	0	0	0	0
TX Time	0	0	0	0
PP Hold Time	0	0	0	0
PP Tx Phase 1	0	0	0	0
PP Tx Phase 2	0	0	0	0
PP Tx Phase 3	0	0	0	0
PP Tx Phase 4	0	0	0	0

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4	8																NORMAL		4.8	2
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5
Overlap 9																	NORMAL		3.5	1.5
Overlap 10																	NORMAL		3.5	1.5
Overlap 11																	NORMAL		3.5	1.5
Overlap 12																	NORMAL		3.5	1.5
Overlap 13																	NORMAL		3.5	1.5
Overlap 14																	NORMAL		3.5	1.5
Overlap 15																	NORMAL		3.5	1.5
Overlap 16																	NORMAL		3.5	1.5

St. Johns County FL Timing Sheet 8/27/2025 11:49:54 AM

Station : 5 - SR A1A N @ Solana Rd. (Standard File)

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	180	170	170	120	110	140	110	110	140	110	180					
Offset Time	11	152	130	46	37	88	108	37	88	108	11					
Split Number	1	2	3	4	5	6	7	8	9	10	11					
Seq Number	3	3	3	2	2	3	2	2	3	2	3	1	1	1	1	1
Short	12	12	12	12	12	12	12	12	12	12	12	12	12	12		
Long	50	50	50	50	50	50	50	50	50	50	50	50	50	50	17	17
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	BEGGRN	BEGGRN

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time				180	180											
Offset Time				127	42											
Split Number				20	21											
Seq Number	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1
Short				12	12											
Long	17	17	17	22	22	17	17	17	17	17	17	17	17	17	17	17
Offset	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN

Coordination, Splits [2.7.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1-Time	27	81			15	93	26	46								
1-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
1-Coord-Ph		ON														
2-Time	23	93			15	101	22	32								
2-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
2-Coord-Ph		ON														
3-Time	20	101			15	106	20	29								
3-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
3-Coord-Ph		ON														
4-Time	19	57			16	60	22	22								
4-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
4-Coord-Ph						ON										
5-Time	17	48			17	48	22	23								
5-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
5-Coord-Ph						ON										
6-Time	20	72			15	77	21	27								
6-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
6-Coord-Ph		ON														
7-Time	18	51			15	54	20	21								
7-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
7-Coord-Ph						ON										
8-Time	17	48			17	48	22	23								
8-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
8-Coord-Ph						ON										
9-Time	20	72			15	77	21	27								
9-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
9-Coord-Ph		ON														
10-Time	18	51			15	54	20	21								
10-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
10-Coord-Ph						ON										
11-Time	28	96			19	105	25	31								
11-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
11-Coord-Ph		ON														
12-Time																
12-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
12-Coord-Ph																
13-Time																
13-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
13-Coord-Ph																
14-Time																
14-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
14-Coord-Ph																
15-Time																
15-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
15-Coord-Ph																
16-Time																
16-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
16-Coord-Ph																
17-Time																
17-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
17-Coord-Ph																
18-Time																
18-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
18-Coord-Ph																
19-Time																
19-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
19-Coord-Ph																
20-Time	23	95			16	102	20	42								
20-Mode	NON	MAX	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
20-Coord-Ph						ON										

21-Time	20	95			19	96	20	45								
21-Mode	NON	MAX	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
21-Coord-Ph						ON										
22-Time																
22-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
22-Coord-Ph																
23-Time																
23-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
23-Coord-Ph																
24-Time																
24-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
24-Coord-Ph																
25-Time																
25-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
25-Coord-Ph																
26-Time																
26-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
26-Coord-Ph																
27-Time																
27-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
27-Coord-Ph																
28-Time																
28-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
28-Coord-Ph																
29-Time																
29-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
29-Coord-Ph																
30-Time																
30-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
30-Coord-Ph																
31-Time																
31-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
31-Coord-Ph																
32-Time																
32-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
32-Coord-Ph																

Station : 5 - SR A1A N @ Solana Rd. (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
5	1	1	1	1	1	1	1	1	1	1	1	1								1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5
6	1												1	1	1	1	1	1	1	1																															2
7							1						1	1	1	1	1	1	1				1																													2
8												1	1	1	1	1	1	1	1																										1							2
9					1									1																															1	1	1	1	1	1	1	2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																								1	1	1	1	1	1	1				2
13																																																				1
14																																																				1
15																																																				1
16																																																				1
17																																																				1
18																																																				1
19																																																				1
20					1								1						1											1	1																					20
21																																																				1
22																																																				1
23																																																				1
24																																																				1

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**EASY**															
		99	254																							
6	30	1	1	180	11	1	3	12	50		27	81			15	93	26	46								
8		11	11	180	11	11	3	12	50		28	96			19	105	25	31								
10		2	2	170	152	2	3	12	50		23	93			15	101	22	32								
14	30	3	3	170	130	3	3	12	50		20	101			15	106	20	29								
18	15	4	4	120	46	4	2	12	50		19	57			16	60	22	22								
22		99	254																							
Day Plan 2											**EASY**															
		99	254																							
7	15	5	5	110	37	5	2	12	50		17	48			17	48	22	23								
10		6	6	140	88	6	3	12	50		20	72			15	77	21	27								
18		7	7	110	108	7	2	12	50		18	51			15	54	20	21								
23		99	254																							

St. Johns County FL Timing Sheet 8/27/2025 11:49:54 AM

Station : 5 - SR A1A N @ Solana Rd. (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 3											**EASY**															
		99	254																							
7	45	8	8	110	37	8	2	12	50		17	48			17	48	22	23								
10	30	9	9	140	88	9	3	12	50		20	72			15	77	21	27								
16		10	10	110	108	10	2	12	50		18	51			15	54	20	21								
22		99	254																							
Day Plan 4											**EASY**															
		99	254																							
6	30	1	1	180	11	1	3	12	50		27	81			15	93	26	46								
8		11	11	180	11	11	3	12	50		28	96			19	105	25	31								
10		2	2	170	152	2	3	12	50		23	93			15	101	22	32								
14	30	3	3	170	130	3	3	12	50		20	101			15	106	20	29								
18	15	4	4	120	46	4	2	12	50		19	57			16	60	22	22								
22	30	99	254																							

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Table : 1 Ring 1	1	2	3	7	4	8		
Table : 1 Ring 2	5	6						
Table : 1 Ring 3								
Table : 1 Ring 4								
Table : 2 Ring 1	1	2	3	7	4	8		
Table : 2 Ring 2	6	5						
Table : 2 Ring 3								
Table : 2 Ring 4								
Table : 3 Ring 1	2	1	3	7	4	8		
Table : 3 Ring 2	5	6						
Table : 3 Ring 3								
Table : 3 Ring 4								
Table : 4 Ring 1	2	1	3	7	4	8		
Table : 4 Ring 2	6	5						
Table : 4 Ring 3								
Table : 4 Ring 4								
Table : 5 Ring 1	1	2	3	8	4	7		
Table : 5 Ring 2	5	6						
Table : 5 Ring 3								
Table : 5 Ring 4								
Table : 6 Ring 1	1	2	3	8	4	7		
Table : 6 Ring 2	6	5						
Table : 6 Ring 3								
Table : 6 Ring 4								
Table : 7 Ring 1	2	1	3	8	4	7		
Table : 7 Ring 2	5	6						
Table : 7 Ring 3								
Table : 7 Ring 4								
Table : 8 Ring 1	2	1	3	8	4	7		
Table : 8 Ring 2	6	5						
Table : 8 Ring 3								
Table : 8 Ring 4								
Table : 9 Ring 1	1	2	4	3				
Table : 9 Ring 2	5	6	7	8				
Table : 9 Ring 3								
Table : 9 Ring 4								
Table : 10 Ring 1	1	2	4	3				
Table : 10 Ring 2	6	5	7	8				
Table : 10 Ring 3								
Table : 10 Ring 4								
Table : 11 Ring 1	2	1	4	3				
Table : 11 Ring 2	5	6	7	8				

Table : 11 Ring 3								
Table : 11 Ring 4								
Table : 12 Ring 1	2	1	4	3				
Table : 12 Ring 2	6	5	7	8				
Table : 12 Ring 3								
Table : 12 Ring 4								
Table : 13 Ring 1	1	2	4	3				
Table : 13 Ring 2	5	6	8	7				
Table : 13 Ring 3								
Table : 13 Ring 4								
Table : 14 Ring 1	1	2	4	3				
Table : 14 Ring 2	6	5	8	7				
Table : 14 Ring 3								
Table : 14 Ring 4								
Table : 15 Ring 1	2	1	4	3				
Table : 15 Ring 2	5	6	8	7				
Table : 15 Ring 3								
Table : 15 Ring 4								
Table : 16 Ring 1	2	1	4	3				
Table : 16 Ring 2	6	5	8	7				
Table : 16 Ring 3								
Table : 16 Ring 4								

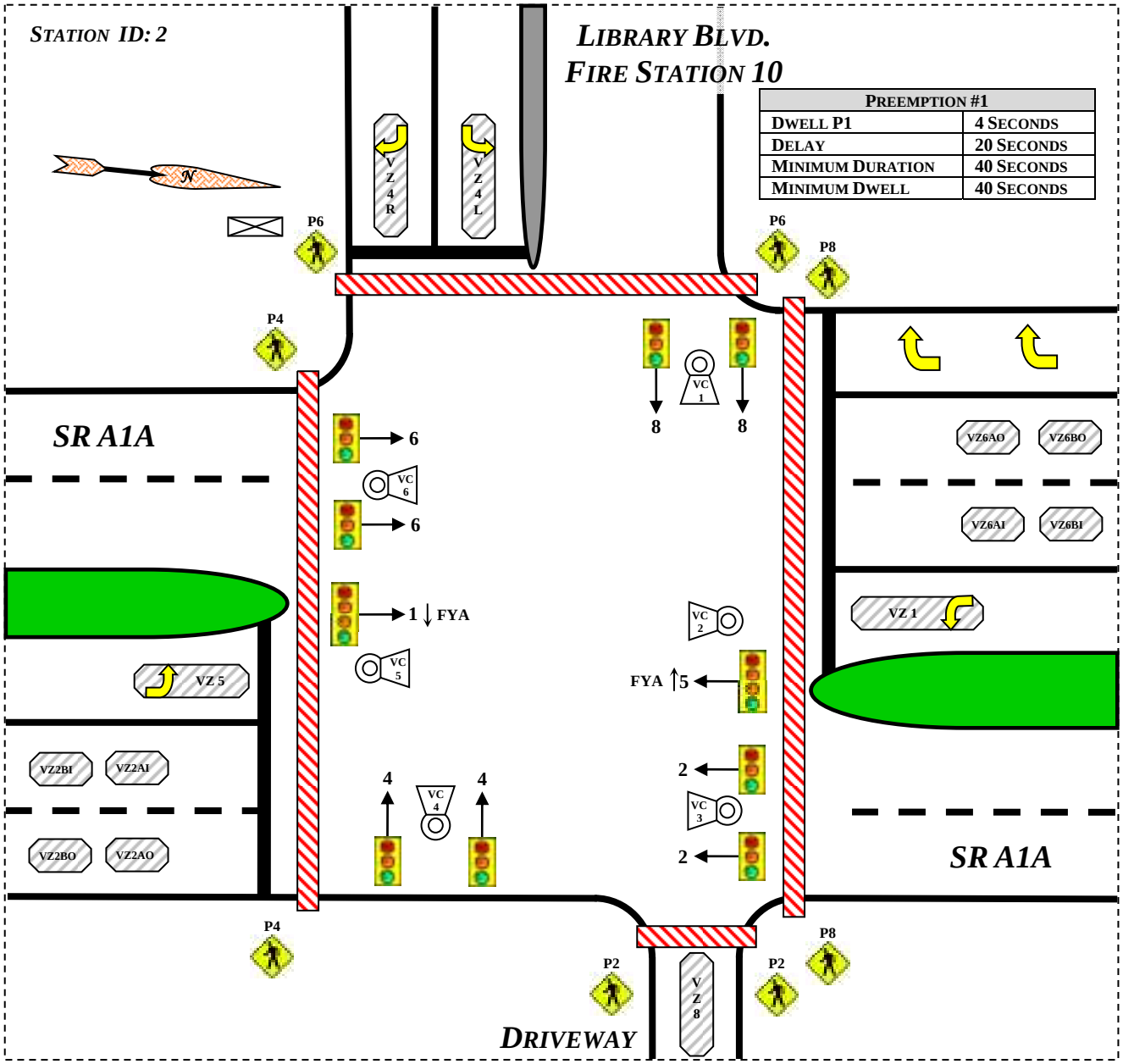
Channels/SDLC+, IO Logic [1.8.7]

	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
Result	0	0	0	0	0	0	0	0	0	0
Operand 1 Result	I	I	I	I	I	I	I	I	I	I
Operand 1 IO	I	I	I	I	I	I	I	I	I	I
Operand 1 Invert	-	-	-	-	-	-	-	-	-	-
Operand 1	0	0	0	0	0	0	0	0	0	0
Operator 2 Function	----	----	----	----	----	----	----	----	----	----
Operand 2 IO	I	I	I	I	I	I	I	I	I	I
Operand 2 Invert	-	-	-	-	-	-	-	-	-	-
Operand 2	0	0	0	0	0	0	0	0	0	0
Operator 3 Function	----	----	----	----	----	----	----	----	----	----
Operand 3 IO	I	I	I	I	I	I	I	I	I	I
Operand 3 Invert	-	-	-	-	-	-	-	-	-	-
Operand 3	0	0	0	0	0	0	0	0	0	0
Time Operator	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY
Time	0	0	0	0	0	0	0	0	0	0

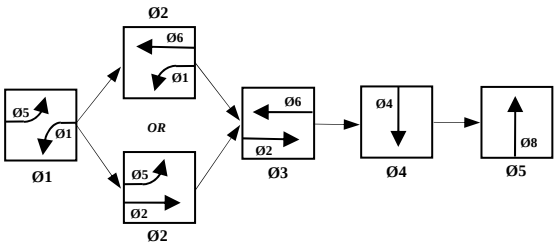
User Comments:

SR A1A North at Library Boulevard

Cabinet Address: 526-1 SR A1A North (Beaches Energy)



Preemption #1	
Dwell P1	4 Seconds
Delay	20 Seconds
Minimum Duration	40 Seconds
Minimum Dwell	40 Seconds



Signal Operating Plan
SOP 9

Timing Function	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
Minimum Green (Initial)	4	18	---	6	4	18	---	6
Extension (Passage)	3.0	4.0	---	3.0	3.0	4.0	---	3.0
Max Green 1	15	45	---	30	15	45	---	15
Yellow Clear	4.8	4.8	---	3.7	4.8	4.8	---	3.7
All Red	2.0	2.0	---	2.5	2.0	2.0	---	2.5
Ped Walk	---	7	---	7	---	7	---	7
Ped Clear	---	8	---	32	---	24	---	34

Video Zone	Detector #	Call Ø	Delay	Terminals
1	17	1	5.0	N/A
2AI	20	2	---	N/A
2AO	20	2	---	N/A
2BI	20	2	---	N/A
2BO	20	2	---	N/A
4	19	4	5.0	N/A
4R	23	4	15	N/A
5	18	5	5.0	N/A
6AI	21	6	---	N/A
6AO	21	6	---	N/A
6BI	21	6	---	N/A
6BO	21	6	---	N/A
8	22	8	5.0	N/A

Updated 9/20/16

Station : 2 - SR A1A N @ Library Blvd. (Standard File)

Phase [1.1.1]

	ϕ1	ϕ2 (NT)	ϕ3	ϕ4 (ER)	ϕ5	ϕ6 (SR)	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	7	0	32	0	24	0	35	0	0	0	0	0	0	0	0
Min Green	4	18	0	6	4	18	0	6	0	0	0	0	0	0	0	0
Passage	3	4	0	3	3	4	0	3	0	0	0	0	0	0	0	0
Max1	15	70	0	30	15	70	0	15	0	0	0	0	0	0	0	0
Max2	15	45	0	30	15	45	0	15	0	0	0	0	0	0	0	0
Yellow	4.8	4.8	3.5	3.4	4.8	4.8	3.5	3.4	0	0	0	0	0	0	0	0
Red	2	2	0	3.3	2	2	0	3.2	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Enable	ON	ON		ON	ON	ON		ON					ON	ON	ON	ON
Auto Entry																
Auto Exit																
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON										
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Close Loop Active	OFF

Prepared By	Date Implemented
System	

Reviewed By	Approved By

St. Johns County FL Timing Sheet 8/27/2025 11:10:33 AM

Station : 2 - SR A1A N @ Library Blvd. (Standard File)

PreemptionTimes[3.1]/Phases[3.2]/Options[3.3]/Times+[3.4]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash						
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell						
Link	0	0	0	0	0	0
Delay	20	0	0	0	0	0
Min Duration	40	0	0	0	0	0
Min Green	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Track Green	0	0	0	0	0	0

Low Priority Preempt [3]

Preempt	7	8	9	10
Min	0	0	0	0
Max	0	0	0	0
Type				
Platoon Rx				
Cond Lockout				
Coord in Preempt				
Platoon Tx				
Lock				
Begin Mode	SKIP	SKIP	SKIP	SKIP
Priority P1	0	0	0	0
Priority P2	0	0	0	0
Priority P3	0	0	0	0

Min Dwell	40	0	0	0	0	0
Max Presence	0	0	0	0	0	0
Track R1	0	0	0	0	0	0
Track R2	0	0	0	0	0	0
Track R3	0	0	0	0	0	0
Track R4	0	0	0	0	0	0
Dwell P1	4	0	0	0	0	0
Dwell P2	0	0	0	0	0	0
Dwell P3	0	0	0	0	0	0
Dwell P4	0	0	0	0	0	0
Exit R1	2	0	0	0	0	0
Exit R2	6	0	0	0	0	0
Exit R3	0	0	0	0	0	0
Exit R4	0	0	0	0	0	0
Enable	ON					
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Track Over 1	0	0	0	0	0	0
Track Over 2	0	0	0	0	0	0
Track Over 3	0	0	0	0	0	0
Track Over 4	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0

Priority P4	0	0	0	0
Max Lockout	0	0	0	0
Ext Dwell	0	0	0	0
Ant Arrival	0	0	0	0
Max Grn 1	0	0	0	0
Max Grn 2	0	0	0	0
Max Grn 3	0	0	0	0
Max Grn 4	0	0	0	0
Max Grn 5	0	0	0	0
Max Grn 6	0	0	0	0
Max Grn 7	0	0	0	0
Max Grn 8	0	0	0	0
Max Grn 9	0	0	0	0
Max Grn 10	0	0	0	0
Max Grn 11	0	0	0	0
Max Grn 12	0	0	0	0
Max Grn 13	0	0	0	0
Max Grn 14	0	0	0	0
Max Grn 15	0	0	0	0
Max Grn 16	0	0	0	0
Headway Group				
Queue Jump				
Headway Time	0	0	0	0
TX Time	0	0	0	0
PP Hold Time	0	0	0	0
PP Tx Phase 1	0	0	0	0
PP Tx Phase 2	0	0	0	0
PP Tx Phase 3	0	0	0	0
PP Tx Phase 4	0	0	0	0

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2	1								2								R-T/OTH		4.8	2
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6	5								6								R-T/OTH		4.8	2
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5
Overlap 9																	NORMAL		3.5	1.5
Overlap 10																	NORMAL		3.5	1.5
Overlap 11																	NORMAL		3.5	1.5
Overlap 12																	NORMAL		3.5	1.5
Overlap 13																	NORMAL		3.5	1.5
Overlap 14																	NORMAL		3.5	1.5
Overlap 15																	NORMAL		3.5	1.5
Overlap 16																	NORMAL		3.5	1.5

Station : 2 - SR A1A N @ Library Blvd. (Standard File)

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	180	170	170	120	110	140	110	110	140	110						
Offset Time	47	20	160	62	54	119	13	54	119	13						
Split Number	1	2	3	4	5	6	7	8	9	10						
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Short	12	12	12	12	12	12	12	12	12	12	12	12	12	12		
Long	50	50	50	50	50	50	50	50	50	50	50	50	50	50	17	17
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	BEGGRN	BEGGRN

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time				180	180											
Offset Time				138	31											
Split Number				20	21											
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Short																
Long	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
Offset	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN

Coordination, Splits [2.7.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1-Time	15	103		46	15	103		16								
1-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
1-Coord-Ph						ON										
2-Time	16	79		46	19	76		29								
2-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
2-Coord-Ph						ON										
3-Time	15	81		46	20	76		28								
3-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
3-Coord-Ph						ON										
4-Time	15	67		22	15	67		16								
4-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
4-Coord-Ph						ON										
5-Time	15	63		16	15	63		16								
5-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
5-Coord-Ph						ON										
6-Time	15	51		46	18	48		28								
6-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
6-Coord-Ph						ON										
7-Time	15	63		16	15	63		16								
7-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
7-Coord-Ph						ON										
8-Time	15	63		16	15	63		16								
8-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
8-Coord-Ph						ON										
9-Time	15	51		46	18	48		28								
9-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
9-Coord-Ph						ON										
10-Time	15	63		16	15	63		16								
10-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
10-Coord-Ph						ON										
11-Time																
11-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
11-Coord-Ph																
12-Time																
12-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
12-Coord-Ph																
13-Time																
13-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
13-Coord-Ph																
14-Time																
14-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
14-Coord-Ph																
15-Time																
15-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
15-Coord-Ph																
16-Time																
16-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
16-Coord-Ph																
17-Time																
17-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
17-Coord-Ph																
18-Time																
18-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
18-Coord-Ph																
19-Time																
19-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
19-Coord-Ph																
20-Time	15	130		20	21	124		15								
20-Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
20-Coord-Ph						ON										

21-Time	15	130		20	21	124		15								
21-Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
21-Coord-Ph						ON										
22-Time																
22-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
22-Coord-Ph																
23-Time																
23-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
23-Coord-Ph																
24-Time																
24-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
24-Coord-Ph																
25-Time																
25-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
25-Coord-Ph																
26-Time																
26-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
26-Coord-Ph																
27-Time																
27-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
27-Coord-Ph																
28-Time																
28-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
28-Coord-Ph																
29-Time																
29-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
29-Coord-Ph																
30-Time																
30-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
30-Coord-Ph																
31-Time																
31-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
31-Coord-Ph																
32-Time																
32-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
32-Coord-Ph																

Station : 2 - SR A1A N @ Library Blvd. (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
5	1	1	1	1	1	1	1	1	1	1	1	1								1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	1												1	1	1	1	1	1	1	1																															2
7							1						1	1	1	1	1	1	1				1																													2
8												1	1	1	1	1	1	1	1																											1						2
9					1									1																																1	1	1	1	1	1	1	2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																								1	1	1	1	1	1	1				2
13																																																				1
14																																																				1
15																																																				1
16																																																				1
17																																																				1
18																																																				1
19																																																				1
20					1								1						1											1	1																					20
21																																																				1
22																																																				1
23																																																				1
24																																																				1

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**EASY**															
		99	254																							
6	30	1	1	180	47	1	1	12	50		15	103		46	15	103		16								
10		2	2	170	20	2	1	12	50		16	79		46	19	76		29								
14	30	3	3	170	160	3	1	12	50		15	81		46	20	76		28								
18	15	4	4	120	62	4	1	12	50		15	67		22	15	67		16								
22		99	254																							
Day Plan 2											**EASY**															
		99	254																							
7	15	5	5	110	54	5	1	12	50		15	63		16	15	63		16								
10		6	6	140	119	6	1	12	50		15	51		46	18	48		28								
18		7	7	110	13	7	1	12	50		15	63		16	15	63		16								
23		99	254																							

St. Johns County FL Timing Sheet 8/27/2025 11:10:33 AM

Station : 2 - SR A1A N @ Library Blvd. (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 3											**EASY**															
		99	254																							
7	45	8	8	110	54	8	1	12	50		15	63		16	15	63		16								
10	30	9	9	140	119	9	1	12	50		15	51		46	18	48		28								
16		10	10	110	13	10	1	12	50		15	63		16	15	63		16								
22		99	254																							
Day Plan 4											**EASY**															
		99	254																							
6	30	1	1	180	47	1	1	12	50		15	103		46	15	103		16								
10		2	2	170	20	2	1	12	50		16	79		46	19	76		29								
14	30	3	3	170	160	3	1	12	50		15	81		46	20	76		28								
18	15	4	4	120	62	4	1	12	50		15	67		22	15	67		16								
22	30	99	254																							

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Table : 1 Ring 1	1	2	3	7	4	8		
Table : 1 Ring 2	5	6						
Table : 1 Ring 3								
Table : 1 Ring 4								
Table : 2 Ring 1	1	2	3	7	4	8		
Table : 2 Ring 2	6	5						
Table : 2 Ring 3								
Table : 2 Ring 4								
Table : 3 Ring 1	2	1	3	7	4	8		
Table : 3 Ring 2	5	6						
Table : 3 Ring 3								
Table : 3 Ring 4								
Table : 4 Ring 1	2	1	3	7	4	8		
Table : 4 Ring 2	6	5						
Table : 4 Ring 3								
Table : 4 Ring 4								
Table : 5 Ring 1	1	2	3	8	4	7		
Table : 5 Ring 2	5	6						
Table : 5 Ring 3								
Table : 5 Ring 4								
Table : 6 Ring 1	1	2	3	8	4	7		
Table : 6 Ring 2	6	5						
Table : 6 Ring 3								
Table : 6 Ring 4								
Table : 7 Ring 1	2	1	3	8	4	7		
Table : 7 Ring 2	5	6						
Table : 7 Ring 3								
Table : 7 Ring 4								
Table : 8 Ring 1	2	1	3	8	4	7		
Table : 8 Ring 2	6	5						
Table : 8 Ring 3								
Table : 8 Ring 4								
Table : 9 Ring 1	1	2	4	3				
Table : 9 Ring 2	5	6	7	8				
Table : 9 Ring 3								
Table : 9 Ring 4								
Table : 10 Ring 1	1	2	4	3				
Table : 10 Ring 2	6	5	7	8				
Table : 10 Ring 3								
Table : 10 Ring 4								
Table : 11 Ring 1	2	1	4	3				
Table : 11 Ring 2	5	6	7	8				

Table : 11 Ring 3								
Table : 11 Ring 4								
Table : 12 Ring 1	2	1	4	3				
Table : 12 Ring 2	6	5	7	8				
Table : 12 Ring 3								
Table : 12 Ring 4								
Table : 13 Ring 1	1	2	4	3				
Table : 13 Ring 2	5	6	8	7				
Table : 13 Ring 3								
Table : 13 Ring 4								
Table : 14 Ring 1	1	2	4	3				
Table : 14 Ring 2	6	5	8	7				
Table : 14 Ring 3								
Table : 14 Ring 4								
Table : 15 Ring 1	2	1	4	3				
Table : 15 Ring 2	5	6	8	7				
Table : 15 Ring 3								
Table : 15 Ring 4								
Table : 16 Ring 1	2	1	4	3				
Table : 16 Ring 2	6	5	8	7				
Table : 16 Ring 3								
Table : 16 Ring 4								

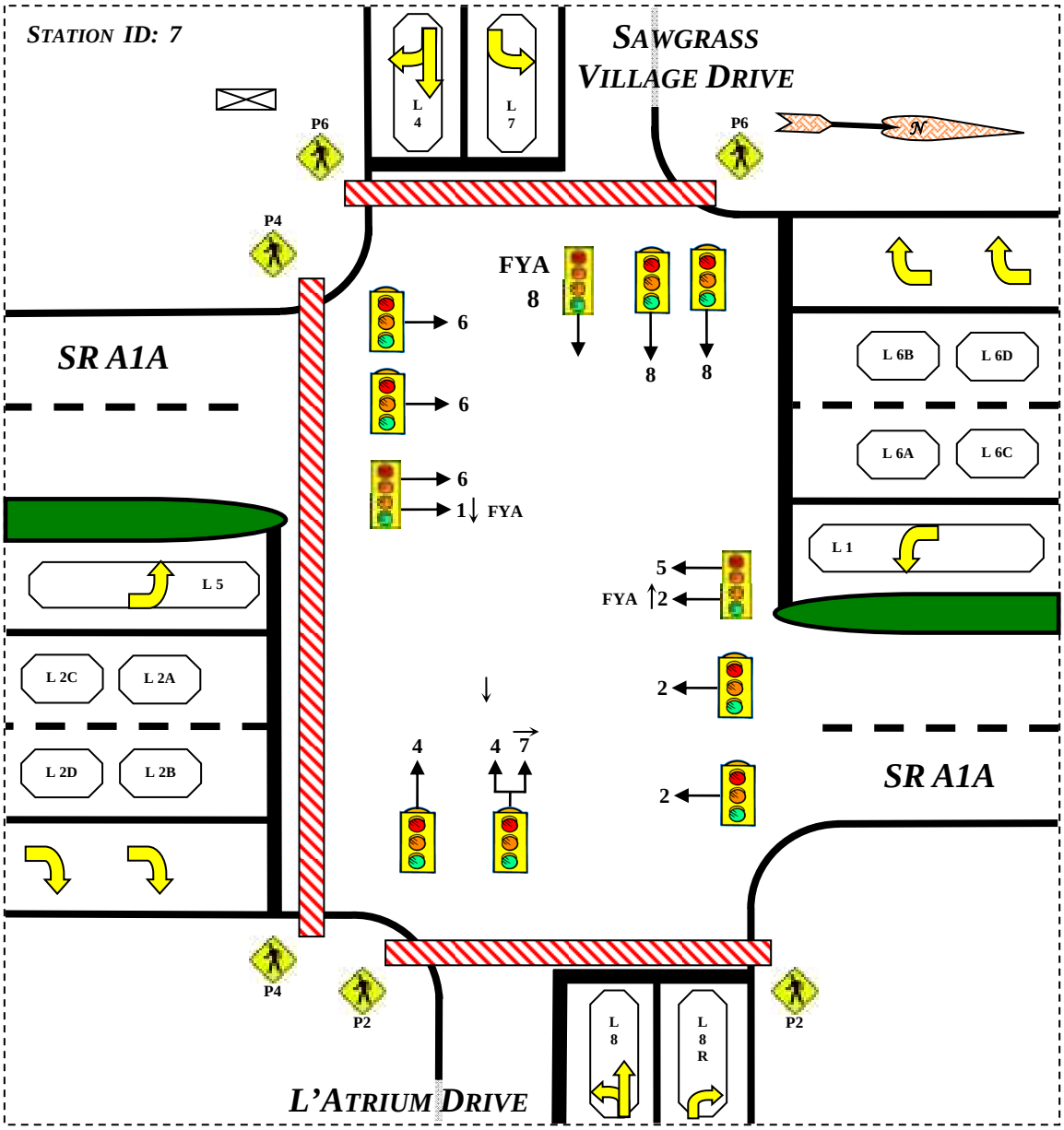
Channels/SDLC+, IO Logic [1.8.7]

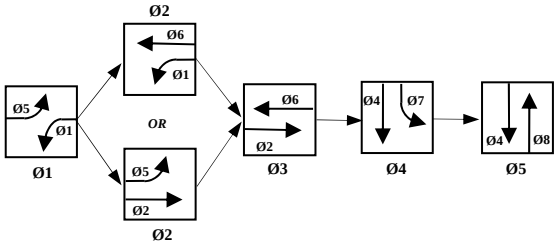
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
Result	198	0	0	0	0	0	0	0	0	0
Operand 1 Result	I	I	I	I	I	I	I	I	I	I
Operand 1 IO	I	I	I	I	I	I	I	I	I	I
Operand 1 Invert	-	-	-	-	-	-	-	-	-	-
Operand 1	198	0	0	0	0	0	0	0	0	0
Operator 2 Function	----	----	----	----	----	----	----	----	----	----
Operand 2 IO	I	I	I	I	I	I	I	I	I	I
Operand 2 Invert	-	-	-	-	-	-	-	-	-	-
Operand 2	0	0	0	0	0	0	0	0	0	0
Operator 3 Function	----	----	----	----	----	----	----	----	----	----
Operand 3 IO	I	I	I	I	I	I	I	I	I	I
Operand 3 Invert	-	-	-	-	-	-	-	-	-	-
Operand 3	0	0	0	0	0	0	0	0	0	0
Time Operator	EXT	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY
Time	3	0	0	0	0	0	0	0	0	0

User Comments:

SR A1A North at L'Atrium Drive

Cabinet Address: 856-A SR A1A North (Beaches Energy)





Signal Operating Plan
SOP 9

Timing Function	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
Minimum Green (Initial)	4	18	---	6	4	18	4	6
Extension (Passage)	3.0	2.5	---	3.0	3.0	2.5	3.0	3.0
Max Green 1	20	40	---	30	20	40	20	30
Yellow Clear	4.9	4.9	---	3.4	4.8	4.9	3.4	3.4
All Red	2.0	2.0	---	3.2	2.0	2.0	2.4	3.2
Ped Walk	---	7	---	7	---	7	---	---
Ped Clear	---	23	---	37	---	27	---	---

Loop	Detector #	Call Ø	Delay	Switch	Terminals
1	1	1	4.0	2	DT2 1, 2
2A	2	2	---	---	DT2 3, 4
2B	3	2	---	---	DT2 5, 6
2C	4	2	---	---	DT2 7, 8
2D	5	2	---	---	DT2 9, 10
4	6	4	---	---	DT2 11, 12
5	7	5	4.0	6	DT3 1, 2
6A	8	6	---	---	DT3 3, 4
6B	9	6	---	---	DT3 5, 6
6C	10	6	---	---	DT3 7, 8
6D	11	6	---	---	DT3 9, 10
7	12	7	---	4	DT3 11, 12
8	13	8	---	---	DT4 1, 2
8R	14	8	6.0	---	DT4 3, 4

Updated 8/31/18

Station : 7 - SR A1A N @ Latrium Dr. (Standard File)

Phase [1.1.1]

	ϕ1 (SL)	ϕ2 (NT)	ϕ3	ϕ4 (ER)	ϕ5 (NL)	ϕ6 (ST)	ϕ7 (EL)	ϕ8 (WR)	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	23	0	37	0	27	0	38	0	0	0	0	0	0	0	0
Min Green	4	18	0	6	4	18	4	6	0	0	0	0	0	0	0	0
Passage	3	2.5	0	3	3	2.5	3	3	0	0	0	0	0	0	0	0
Max1	20	85	0	40	20	85	25	30	0	0	0	0	0	0	0	0
Max2	45	60	0	50	45	60	45	45	0	0	0	0	0	0	0	0
Yellow	4.8	4.8	9	3.4	4.8	4.8	3.4	3.4	0	0	0	0	0	0	0	0
Red	2	2	0	3.6	2	2	2.5	3.6	0	0	0	0	0	0	0	0
Red Revert	3	3	3	3	3	3	3	3	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Enable	ON	ON		ON	ON	ON	ON	ON								
Auto Entry								ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON		ON		ON		ON								
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Close Loop Active	OFF

Prepared By	Date Implemented
System	

Reviewed By	Approved By

St. Johns County FL Timing Sheet 8/27/2025 11:50:51 AM

Station : 7 - SR A1A N @ Latrium Dr. (Standard File)

PreemptionTimes[3.1]/Phases[3.2]/Options[3.3]/Times+[3.4]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash						
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell						
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0
Min Green	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Track Green	0	0	0	0	0	0

Low Priority Preempt [3]

Preempt	7	8	9	10
Min	0	0	0	0
Max	0	0	0	0
Type				
Platoon Rx				
Cond Lockout				
Coord in Preempt				
Platoon Tx				
Lock				
Begin Mode	SKIP	SKIP	SKIP	SKIP
Priority P1	0	0	0	0
Priority P2	0	0	0	0
Priority P3	0	0	0	0

Min Dwell	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0
Track R1	0	0	0	0	0	0
Track R2	0	0	0	0	0	0
Track R3	0	0	0	0	0	0
Track R4	0	0	0	0	0	0
Dwell P1	0	0	0	0	0	0
Dwell P2	0	0	0	0	0	0
Dwell P3	0	0	0	0	0	0
Dwell P4	0	0	0	0	0	0
Exit R1	0	0	0	0	0	0
Exit R2	0	0	0	0	0	0
Exit R3	0	0	0	0	0	0
Exit R4	0	0	0	0	0	0
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Track Over 1	0	0	0	0	0	0
Track Over 2	0	0	0	0	0	0
Track Over 3	0	0	0	0	0	0
Track Over 4	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0

Priority P4	0	0	0	0
Max Lockout	0	0	0	0
Ext Dwell	0	0	0	0
Ant Arrival	0	0	0	0
Max Grn 1	0	0	0	0
Max Grn 2	0	0	0	0
Max Grn 3	0	0	0	0
Max Grn 4	0	0	0	0
Max Grn 5	0	0	0	0
Max Grn 6	0	0	0	0
Max Grn 7	0	0	0	0
Max Grn 8	0	0	0	0
Max Grn 9	0	0	0	0
Max Grn 10	0	0	0	0
Max Grn 11	0	0	0	0
Max Grn 12	0	0	0	0
Max Grn 13	0	0	0	0
Max Grn 14	0	0	0	0
Max Grn 15	0	0	0	0
Max Grn 16	0	0	0	0
Headway Group				
Queue Jump				
Headway Time	0	0	0	0
TX Time	0	0	0	0
PP Hold Time	0	0	0	0
PP Tx Phase 1	0	0	0	0
PP Tx Phase 2	0	0	0	0
PP Tx Phase 3	0	0	0	0
PP Tx Phase 4	0	0	0	0

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2	1								2								R-T/OTH		4.8	2
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6	5								6								R-T/OTH		4.8	2
Overlap 7																	NORMAL		3.5	1.5
Overlap 8	7								8								R-T/OTH		3.4	3.6
Overlap 9																	NORMAL		3.5	1.5
Overlap 10																	NORMAL		3.5	1.5
Overlap 11																	NORMAL		3.5	1.5
Overlap 12																	NORMAL		3.5	1.5
Overlap 13																	NORMAL		3.5	1.5
Overlap 14																	NORMAL		3.5	1.5
Overlap 15																	NORMAL		3.5	1.5
Overlap 16																	NORMAL		3.5	1.5

Station : 7 - SR A1A N @ Latrium Dr. (Standard File)

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	160	170	170	120	110	140	110	110	140	110						
Offset Time	32	160	130	59	49	99	13	49	99	13						
Split Number	1	2	3	4	5	6	7	8	9	10						
Seq Number	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Short	12	12	12	12	12	12	12	12	12	12	12	12	12	12		
Long	50	50	50	50	50	50	50	50	50	50	50	50	50	50	17	17
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	BEGGRN	BEGGRN

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time				180	180											
Offset Time				76	138											
Split Number				20	21											
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Short				12	12											
Long	17	17	17	50	50	17	17	17	17	17	17	17	17	17	17	17
Offset	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN

Coordination, Splits [2.7.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1-Time	15	102		43	17	100	25	18								
1-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
1-Coord-Ph		ON														
2-Time	15	101		54	20	96	35	19								
2-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
2-Coord-Ph						ON										
3-Time	17	101		52	19	99	31	21								
3-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
3-Coord-Ph						ON										
4-Time	15	62		43	15	62	23	20								
4-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
4-Coord-Ph		ON														
5-Time	15	56		39	18	53	19	20								
5-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
5-Coord-Ph		ON														
6-Time	15	74		51	19	70	23	28								
6-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
6-Coord-Ph		ON														
7-Time	16	54		40	17	53	21	19								
7-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
7-Coord-Ph		ON														
8-Time	15	56		39	18	53	19	20								
8-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
8-Coord-Ph		ON														
9-Time	15	74		51	19	70	23	28								
9-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
9-Coord-Ph		ON														
10-Time	16	54		40	17	53	21	19								
10-Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
10-Coord-Ph		ON														
11-Time																
11-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
11-Coord-Ph																
12-Time																
12-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
12-Coord-Ph																
13-Time																
13-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
13-Coord-Ph																
14-Time																
14-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
14-Coord-Ph																
15-Time																
15-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
15-Coord-Ph																
16-Time																
16-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
16-Coord-Ph																
17-Time																
17-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
17-Coord-Ph																
18-Time																
18-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
18-Coord-Ph																
19-Time																
19-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
19-Coord-Ph																
20-Time	17	113		50	16	114	30	20								
20-Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
20-Coord-Ph		ON														

21-Time	16	104		60	15	105	36	24								
21-Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
21-Coord-Ph		ON														
22-Time																
22-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
22-Coord-Ph																
23-Time																
23-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
23-Coord-Ph																
24-Time																
24-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
24-Coord-Ph																
25-Time																
25-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
25-Coord-Ph																
26-Time																
26-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
26-Coord-Ph																
27-Time																
27-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
27-Coord-Ph																
28-Time																
28-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
28-Coord-Ph																
29-Time																
29-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
29-Coord-Ph																
30-Time																
30-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
30-Coord-Ph																
31-Time																
31-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
31-Coord-Ph																
32-Time																
32-Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
32-Coord-Ph																

Station : 7 - SR A1A N @ Latrium Dr. (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month									1									2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
5	1	1	1	1	1	1	1	1	1	1	1	1								1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5
6	1												1	1	1	1	1	1	1	1																															2
7							1						1	1	1	1	1	1	1				1																													2
8												1	1	1	1	1	1	1	1																										1							2
9					1									1																														1	1	1	1	1	1	1	2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																								1	1	1	1	1	1	1			2
13																																																			1
14																																																			1
15																																																			1
16																																																			1
17																																																			1
18																																																			1
19																																																			1
20					1								1						1											1	1																				20
21																																																			1
22																																																			1
23																																																			1
24																																																			1

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**EASY**															
		99	254																							
7		1	1	160	32	1	1	12	50		15	102		43	17	100	25	18								
10		2	2	170	160	2	2	12	50		15	101		54	20	96	35	19								
14	30	3	3	170	130	3	2	12	50		17	101		52	19	99	31	21								
18	15	4	4	120	59	4	1	12	50		15	62		43	15	62	23	20								
21	30	99	254																							
Day Plan 2											**EASY**															
		99	254																							
8		5	5	110	49	5	1	12	50		15	56		39	18	53	19	20								
10		6	6	140	99	6	1	12	50		15	74		51	19	70	23	28								
18		7	7	110	13	7	1	12	50		16	54		40	17	53	21	19								
22	30	99	254																							

St. Johns County FL Timing Sheet 8/27/2025 11:50:51 AM

Station : 7 - SR A1A N @ Latrium Dr. (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 3											**EASY**															
		99	254																							
8	15	8	8	110	49	8	1	12	50		15	56		39	18	53	19	20								
10	30	9	9	140	99	9	1	12	50		15	74		51	19	70	23	28								
16		10	10	110	13	10	1	12	50		16	54		40	17	53	21	19								
21		99	254																							
Day Plan 4											**EASY**															
		99	254																							
7		1	1	160	32	1	1	12	50		15	102		43	17	100	25	18								
10		2	2	170	160	2	2	12	50		15	101		54	20	96	35	19								
14	30	3	3	170	130	3	2	12	50		17	101		52	19	99	31	21								
18	15	4	4	120	59	4	1	12	50		15	62		43	15	62	23	20								
21	30	99	254																							

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Table : 1 Ring 1	1	2	3	4				
Table : 1 Ring 2	5	6	7	8				
Table : 1 Ring 3								
Table : 1 Ring 4								
Table : 2 Ring 1	1	2	3	4				
Table : 2 Ring 2	6	5	7	8				
Table : 2 Ring 3								
Table : 2 Ring 4								
Table : 3 Ring 1	2	1	3	4				
Table : 3 Ring 2	5	6	7	8				
Table : 3 Ring 3								
Table : 3 Ring 4								
Table : 4 Ring 1	2	1	3	4				
Table : 4 Ring 2	6	5	7	8				
Table : 4 Ring 3								
Table : 4 Ring 4								
Table : 5 Ring 1	1	2	3	4				
Table : 5 Ring 2	5	6	8	7				
Table : 5 Ring 3								
Table : 5 Ring 4								
Table : 6 Ring 1	1	2	3	4				
Table : 6 Ring 2	6	5	8	7				
Table : 6 Ring 3								
Table : 6 Ring 4								
Table : 7 Ring 1	2	1	3	4				
Table : 7 Ring 2	5	6	8	7				
Table : 7 Ring 3								
Table : 7 Ring 4								
Table : 8 Ring 1	2	1	3	4				
Table : 8 Ring 2	6	5	8	7				
Table : 8 Ring 3								
Table : 8 Ring 4								
Table : 9 Ring 1	1	2	4	3				
Table : 9 Ring 2	5	6	7	8				
Table : 9 Ring 3								
Table : 9 Ring 4								
Table : 10 Ring 1	1	2	4	3				
Table : 10 Ring 2	6	5	7	8				
Table : 10 Ring 3								
Table : 10 Ring 4								
Table : 11 Ring 1	2	1	4	3				
Table : 11 Ring 2	5	6	7	8				

Table : 11 Ring 3								
Table : 11 Ring 4								
Table : 12 Ring 1	2	1	4	3				
Table : 12 Ring 2	6	5	7	8				
Table : 12 Ring 3								
Table : 12 Ring 4								
Table : 13 Ring 1	1	2	4	3				
Table : 13 Ring 2	5	6	8	7				
Table : 13 Ring 3								
Table : 13 Ring 4								
Table : 14 Ring 1	1	2	4	3				
Table : 14 Ring 2	6	5	8	7				
Table : 14 Ring 3								
Table : 14 Ring 4								
Table : 15 Ring 1	2	1	4	3				
Table : 15 Ring 2	5	6	8	7				
Table : 15 Ring 3								
Table : 15 Ring 4								
Table : 16 Ring 1	2	1	4	3				
Table : 16 Ring 2	6	5	8	7				
Table : 16 Ring 3								
Table : 16 Ring 4								

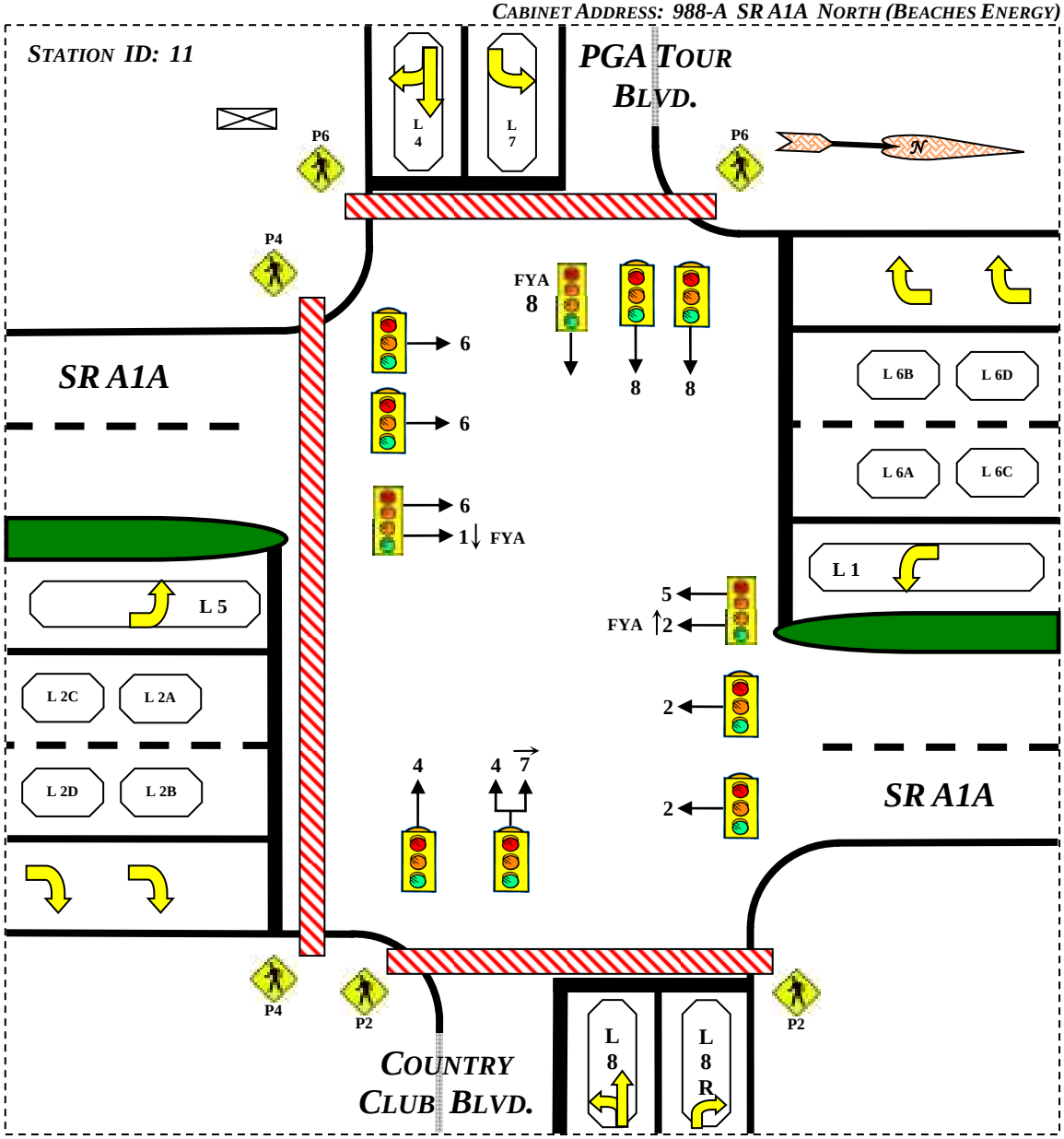
Channels/SDLC+, IO Logic [1.8.7]

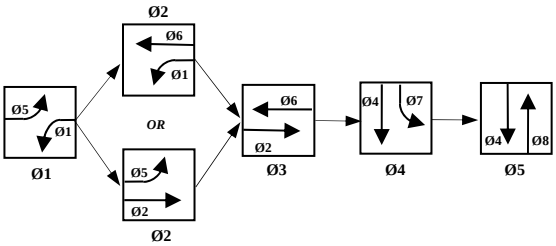
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
Result	0	0	0	0	0	0	0	0	0	0
Operand 1 Result	I	I	I	I	I	I	I	I	I	I
Operand 1 IO	I	I	I	I	I	I	I	I	I	I
Operand 1 Invert	-	-	-	-	-	-	-	-	-	-
Operand 1	0	0	0	0	0	0	0	0	0	0
Operator 2 Function	----	----	----	----	----	----	----	----	----	----
Operand 2 IO	I	I	I	I	I	I	I	I	I	I
Operand 2 Invert	-	-	-	-	-	-	-	-	-	-
Operand 2	0	0	0	0	0	0	0	0	0	0
Operator 3 Function	----	----	----	----	----	----	----	----	----	----
Operand 3 IO	I	I	I	I	I	I	I	I	I	I
Operand 3 Invert	-	-	-	-	-	-	-	-	-	-
Operand 3	0	0	0	0	0	0	0	0	0	0
Time Operator	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY
Time	0	0	0	0	0	0	0	0	0	0

User Comments:

SR A1A NORTH AT PGA TOUR BOULEVARD

CABINET ADDRESS: 988-A SR A1A NORTH (BEACHES ENERGY)





SIGNAL OPERATING PLAN
SOP 9

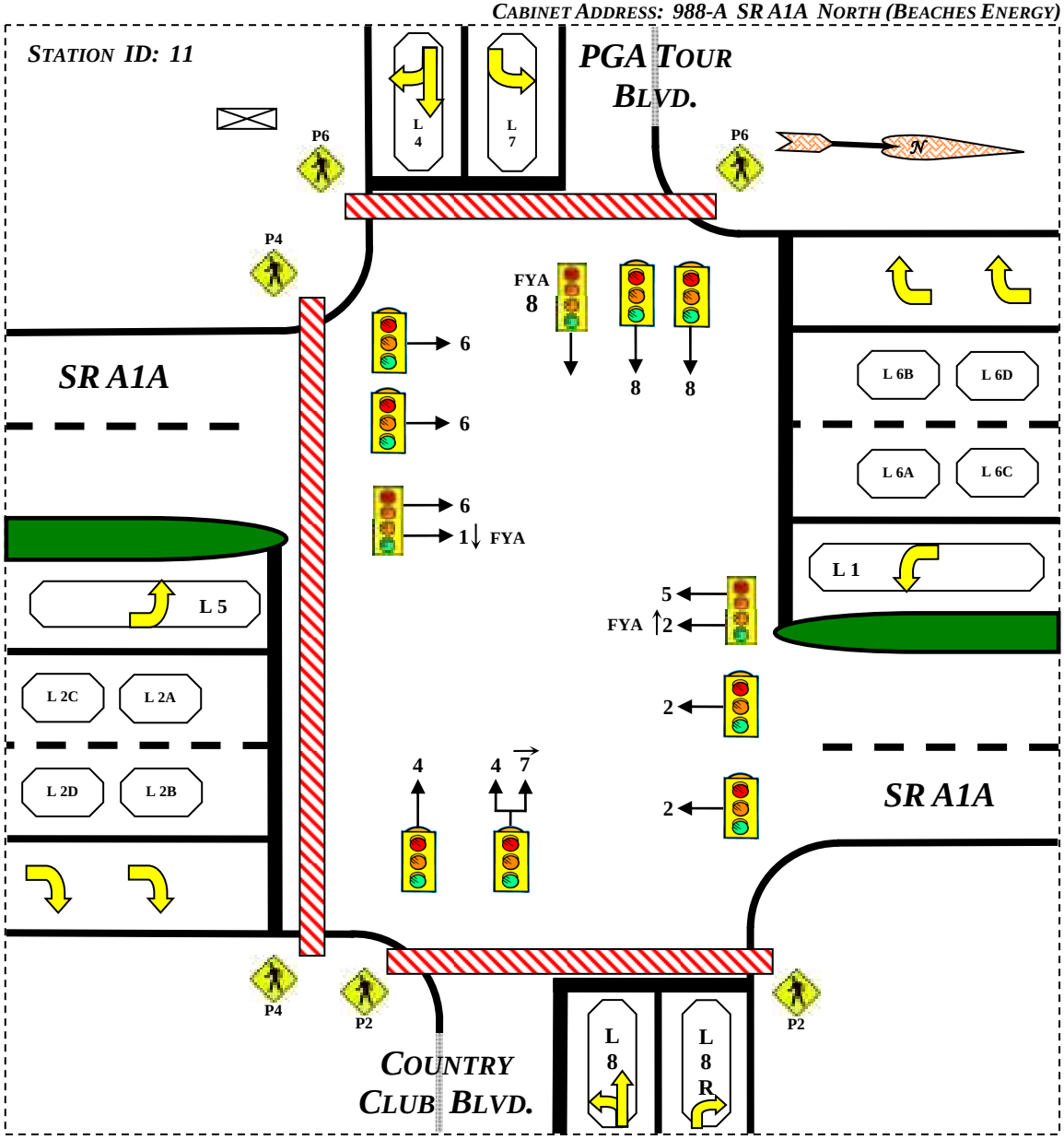
TIMING FUNCTION	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
MINIMUM GREEN (INITIAL)	4	18	---	6	4	18	4	6
EXTENSION (PASSAGE)	3.0	2.5	---	3.0	3.0	2.5	3.0	3.0
MAX GREEN 1	20	40	---	30	20	40	20	30
YELLOW CLEAR	4.8	4.8	---	3.4	4.8	4.8	3.4	3.4
ALL RED	2.0	2.0	---	3.2	2.0	2.0	2.5	3.2
PED WALK	---	7	`---	7	---	7	---	---
PED CLEAR	---	31	---	38	---	30	---	---

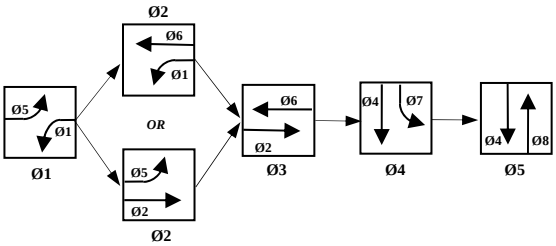
Loop	Detector #	Call Ø	Delay	Switch	Terminals
1	1	1	4.0	2	DT2 1, 2
2A	2	2	---	---	DT2 3, 4
2B	3	2	---	---	DT2 5, 6
2C	4	2	---	---	DT2 7, 8
2D	5	2	---	---	DT2 9, 10
4	6	4	---	---	DT2 11, 12
5	7	5	4.0	6	DT3 1, 2
6A	8	6	---	---	DT3 3, 4
6B	9	6	---	---	DT3 5, 6
6C	10	6	---	---	DT3 7, 8
6D	11	6	---	---	DT3 9, 10
7	12	7	---	4	DT3 11, 12
8	13	8	---	---	DT4 1, 2
8R	14	8	6.0	---	DT4 3, 4

UPDATED 8/30/18

SR A1A NORTH AT PGA TOUR BOULEVARD

CABINET ADDRESS: 988-A SR A1A NORTH (BEACHES ENERGY)





SIGNAL OPERATING PLAN
SOP 9

TIMING FUNCTION	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
MINIMUM GREEN (INITIAL)	4	18	---	6	4	18	4	6
EXTENSION (PASSAGE)	3.0	2.5	---	3.0	3.0	2.5	3.0	3.0
MAX GREEN 1	20	40	---	30	20	40	20	30
YELLOW CLEAR	4.8	4.8	---	3.4	4.8	4.8	3.4	3.4
ALL RED	2.0	2.0	---	3.2	2.0	2.0	2.5	3.2
PED WALK	---	7	`---	7	---	7	---	---
PED CLEAR	---	31	---	38	---	30	---	---

Loop	Detector #	Call Ø	Delay	Switch	Terminals
1	1	1	4.0	2	DT2 1, 2
2A	2	2	---	---	DT2 3, 4
2B	3	2	---	---	DT2 5, 6
2C	4	2	---	---	DT2 7, 8
2D	5	2	---	---	DT2 9, 10
4	6	4	---	---	DT2 11, 12
5	7	5	4.0	6	DT3 1, 2
6A	8	6	---	---	DT3 3, 4
6B	9	6	---	---	DT3 5, 6
6C	10	6	---	---	DT3 7, 8
6D	11	6	---	---	DT3 9, 10
7	12	7	---	4	DT3 11, 12
8	13	8	---	---	DT4 1, 2
8R	14	8	6.0	---	DT4 3, 4

UPDATED 8/30/18

Appendix D: Field Observations

AM Peak Hour Field Observations

Southbound queues extend from the downstream intersection to the intersection of SR A1A at Marsh Landing Pkwy

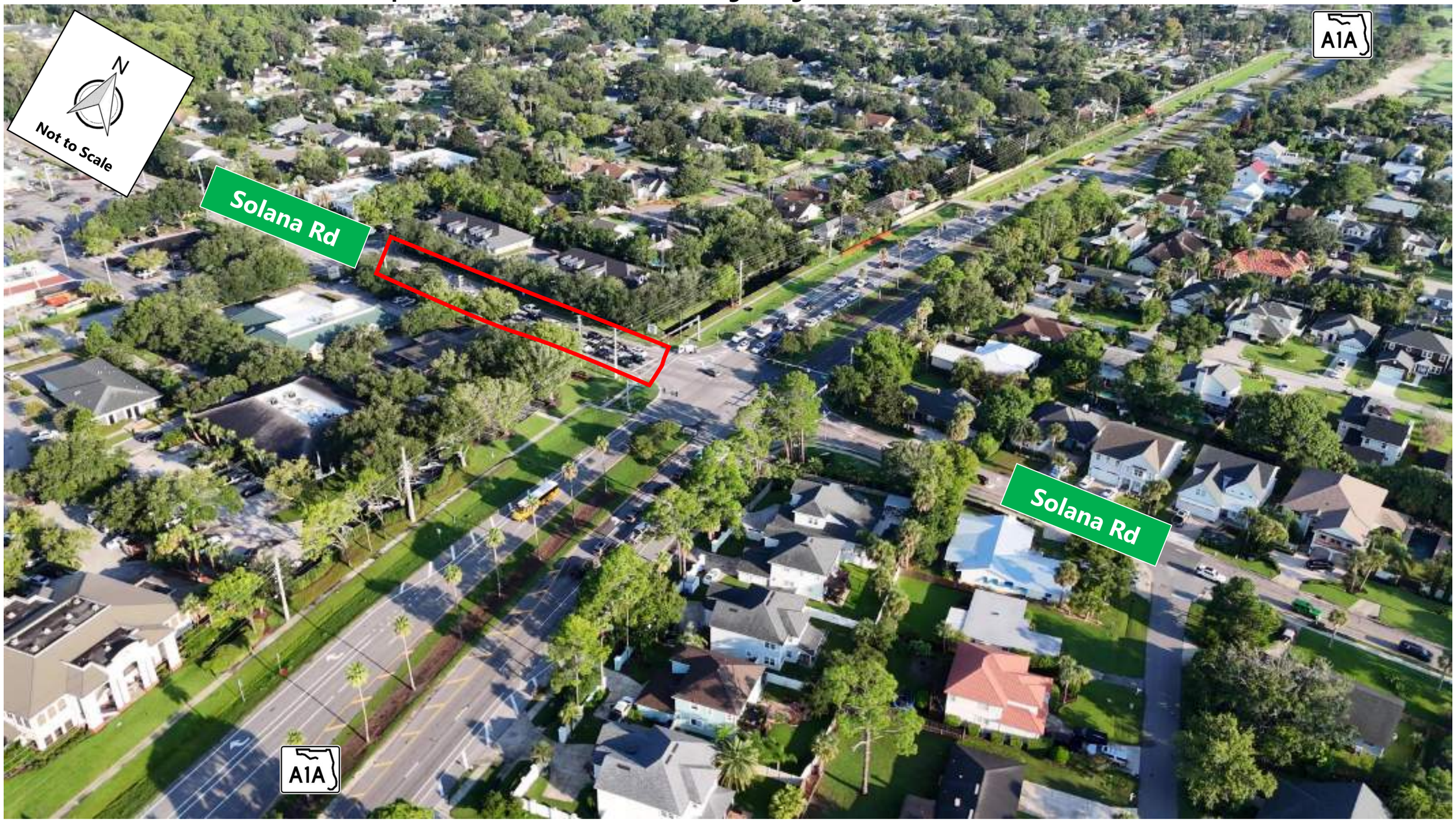
Northbound left-turn traffic prepositions on the inside lane at the intersection of SR A1A at Marsh Landing Pkwy

Eastbound left-turn queues exceed the available eastbound right-turn storage and block the eastbound right-turn traffic at the intersection of SR A1A and Ponte Vedra Lakes Blvd

Eastbound left-turn queues exceed the available eastbound right-turn storage and block the eastbound right-turn traffic at the intersection of SR A1A and Marlin Ave

Northbound queues extend to the upstream intersection and a Southbound queues of approximately 1,000 feet that result in vehicles using multiple signal cycles to cross the intersection of SR A1A and Solana Rd

Eastbound left-turn queues exceed the available storage length at the intersection of SR A1A and Solana Rd



Northbound queues extend from the intersection of SR A1A at Solana Rd to the intersection of SR A1A at Library Blvd

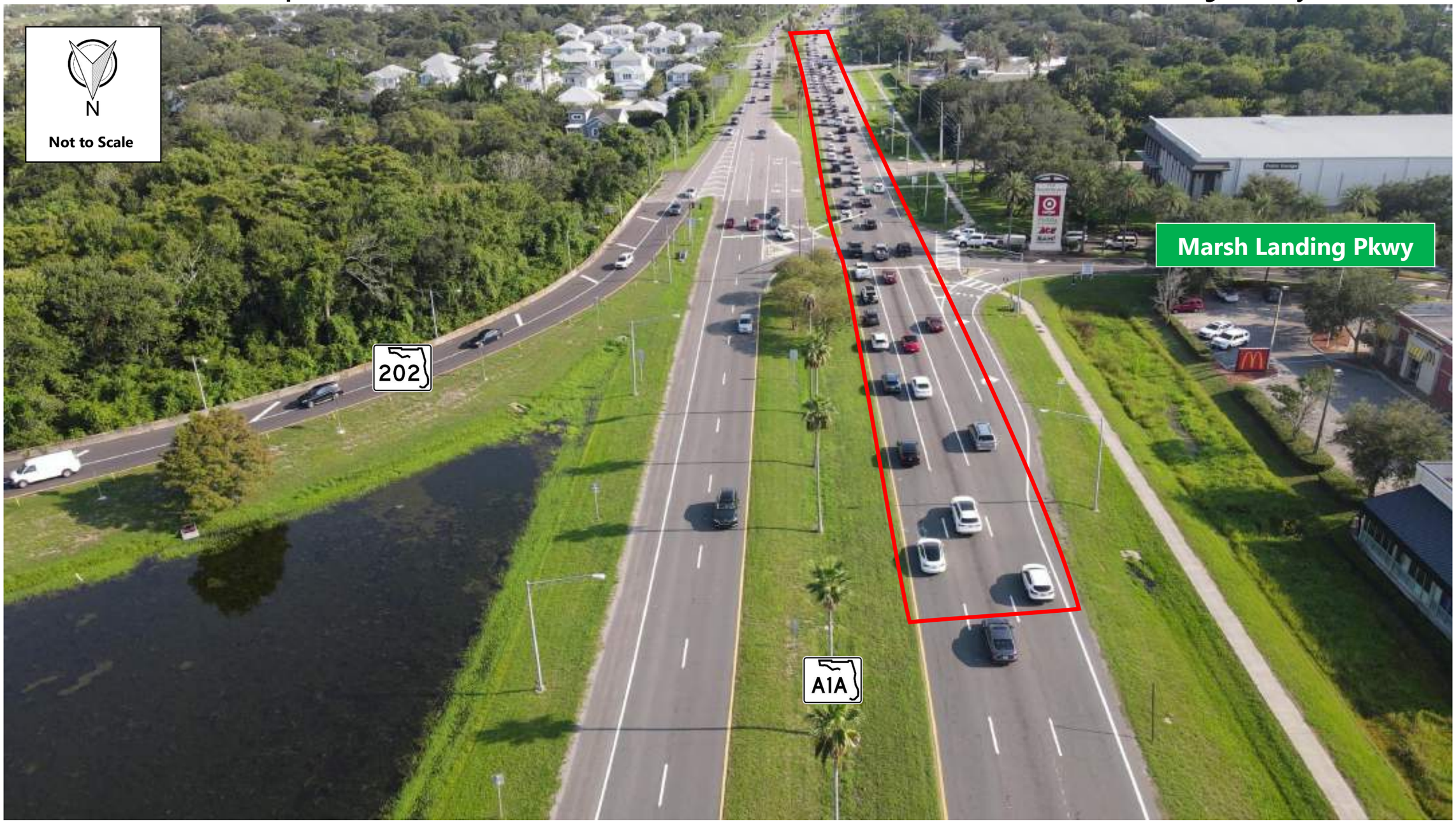
Southbound queues of approximately 1,000 feet that result in vehicles using multiple signal cycles to cross the intersection of SR A1A and L'Atrium Cir/Sawgrass Village Dr

Eastbound right-turn queues of approximately 350 feet result in vehicles using multiple signal cycles to turn onto S.R. A1A at the intersection of SR A1A at Country Club Blvd/TPC Blvd

Vehicles were observed to stop at the median opening while waiting for an acceptable gap at the intersection of SR A1A at Fairfield Blvd/Sawgrass Dr

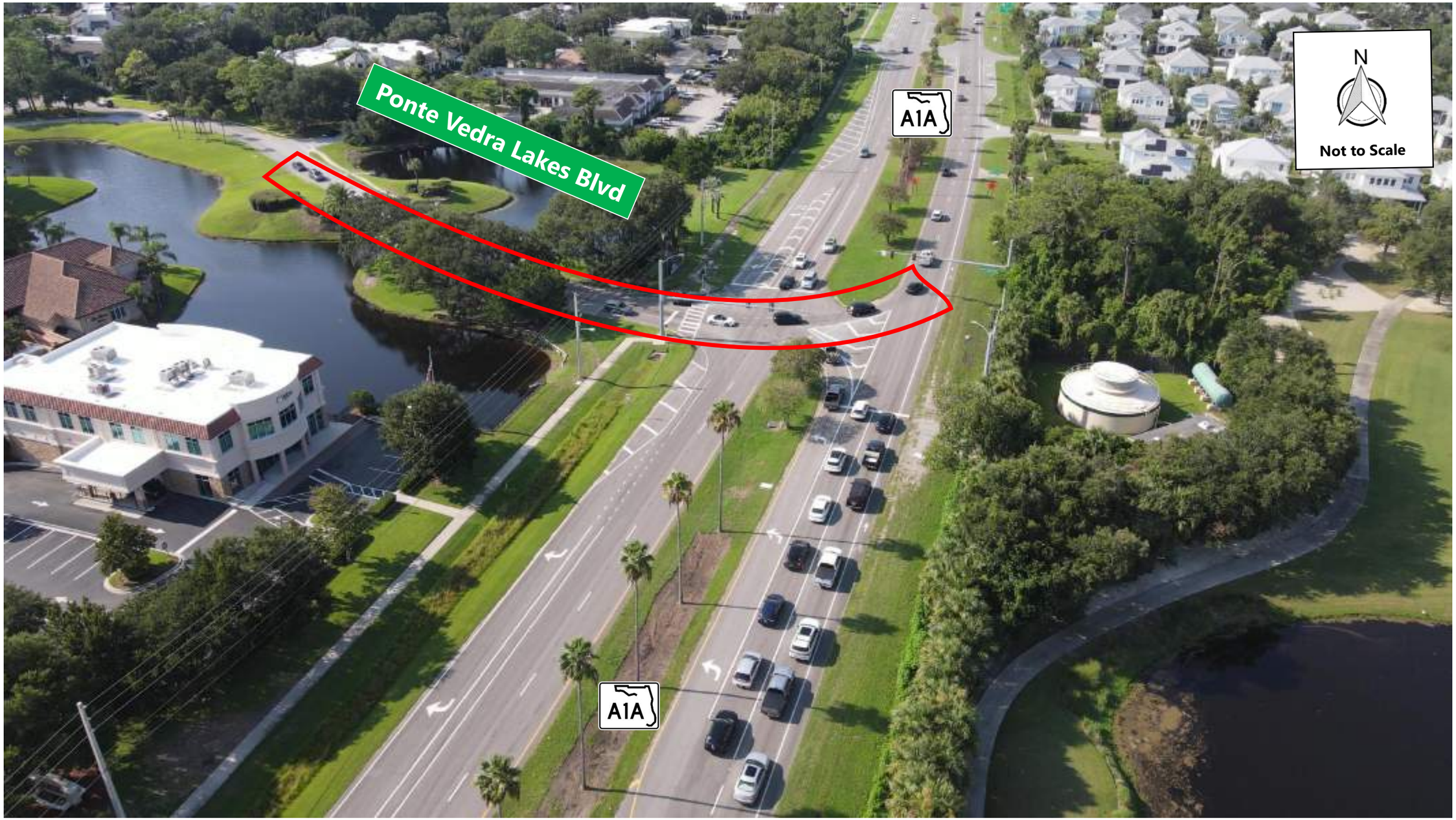
PM Peak Hour Field Observations

Southbound queues extend from downstream intersection to the intersection of SR A1A at Marsh Landing Parkway

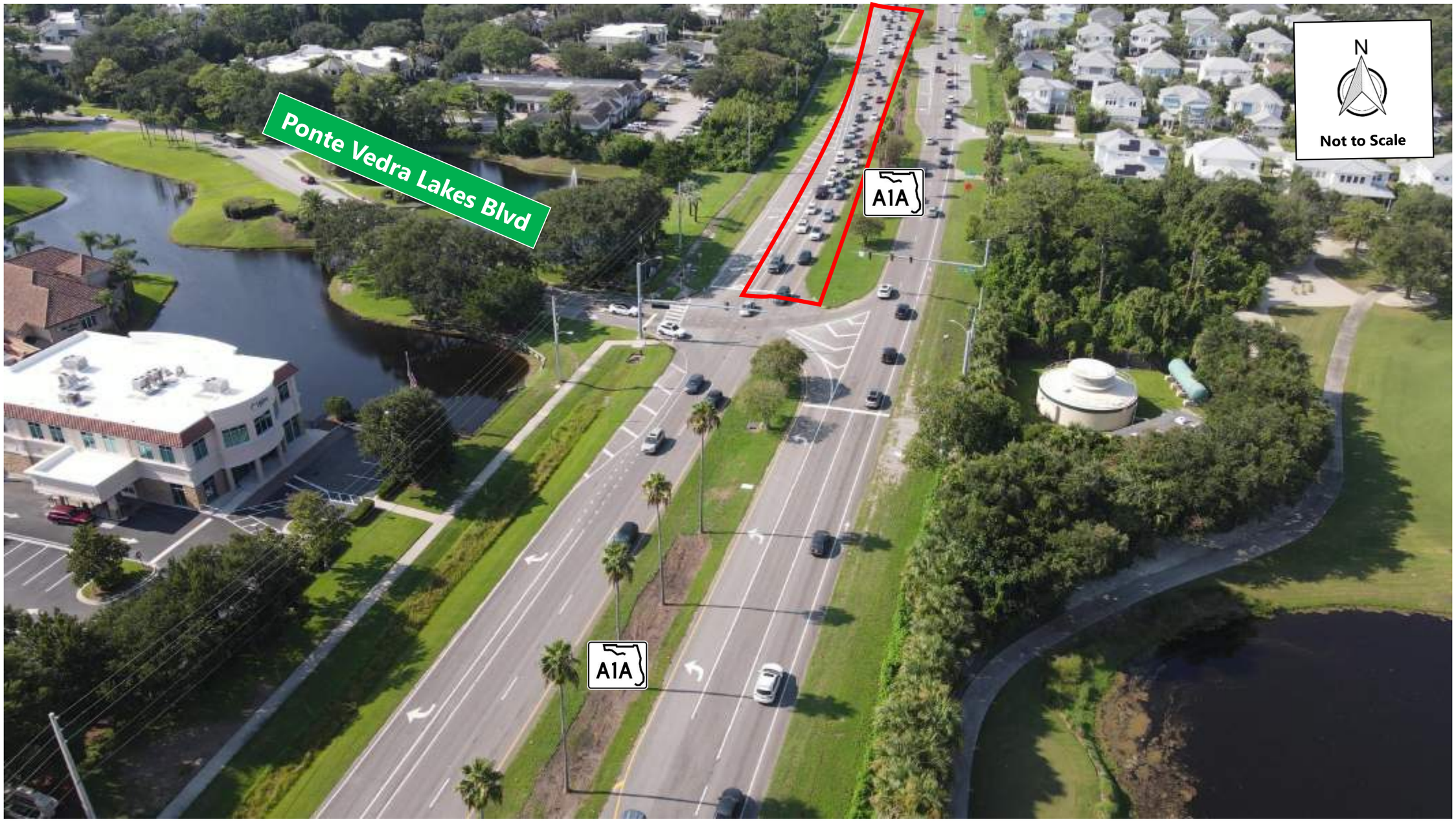


Northbound through queues blocks the left-turn traffic entering onto the left-turn storage lanes at the intersection of SR A1A at Marsh Landing Pkwy

Eastbound left-turn queues exceed the available eastbound right-turn storage and block the eastbound right-turn traffic at the intersection of SR A1A and Ponte Vedra Lakes Blvd



Southbound through queues can extend to upstream intersection while the eastbound traffic was being served at the intersection of SR A1A and Ponte Vedra Lakes Blvd

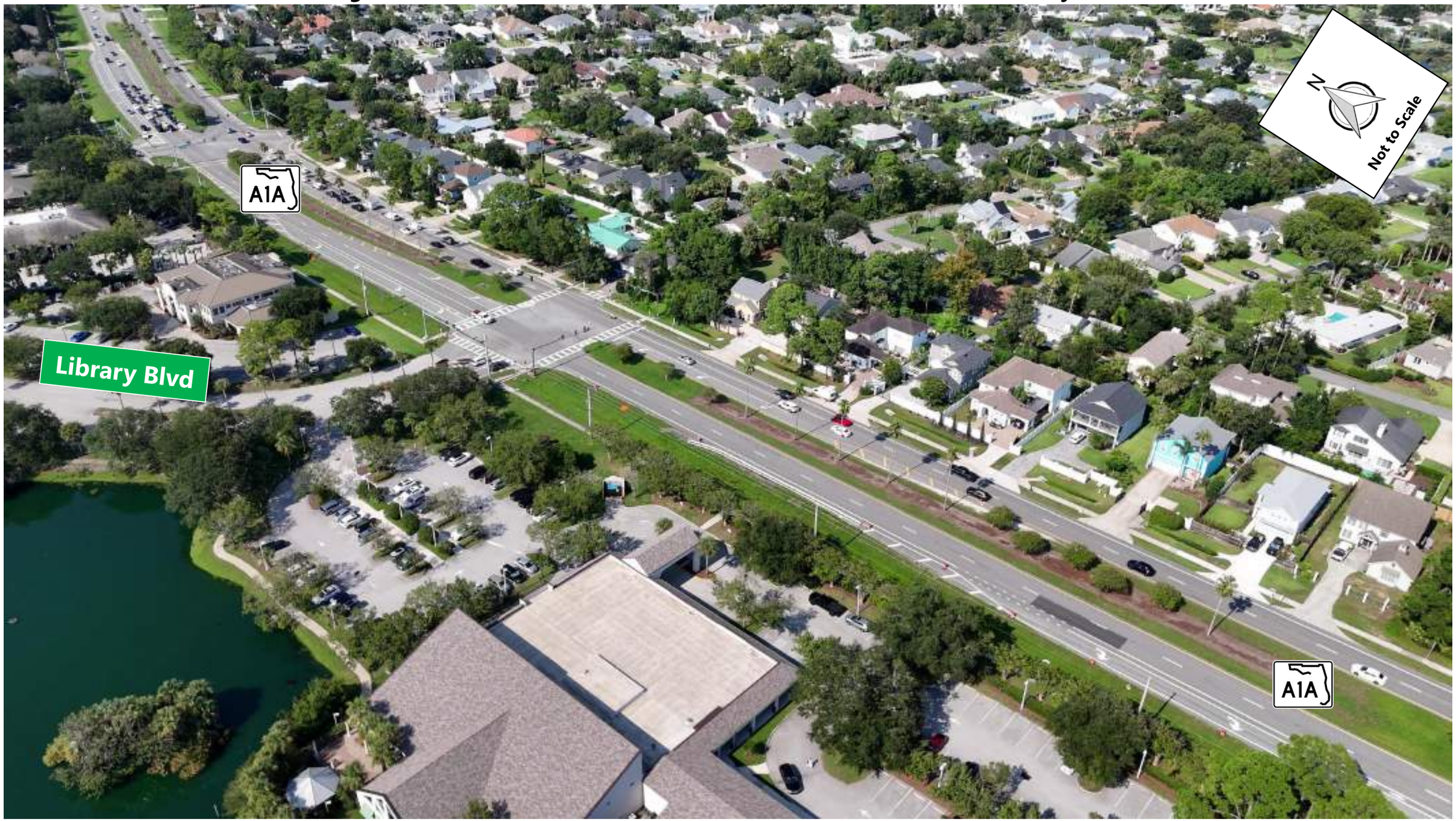


Eastbound left-turn queues exceed the available eastbound right-turn storage and block the eastbound right-turn traffic at the intersection of SR A1A and Marlin Ave

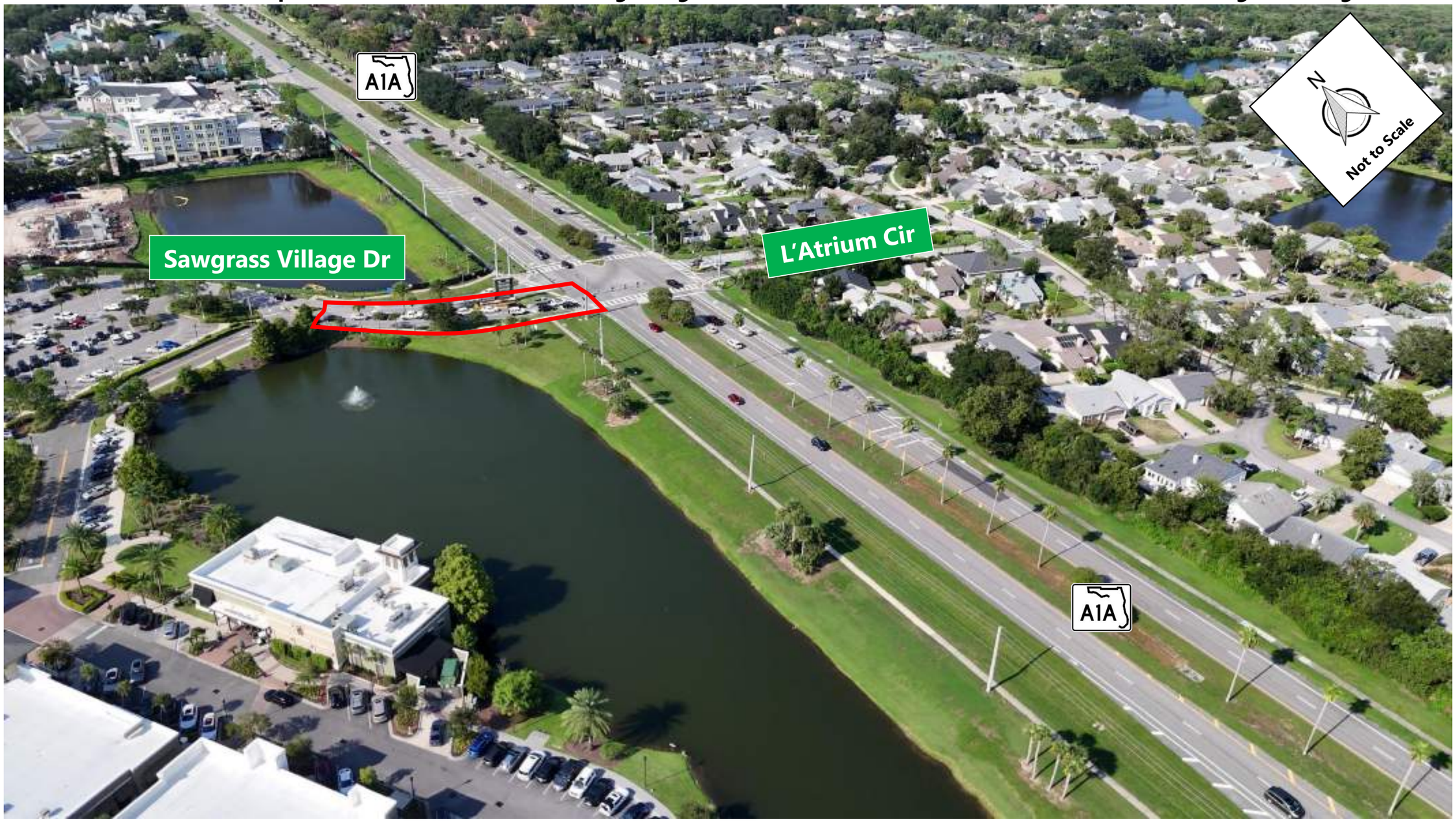
Northbound left-turn traffic running red light while southbound through turns green at the intersection of SR A1A and Solana Rd

Eastbound left-turn queues exceed the available storage length at the intersection of SR A1A and Solana Rd

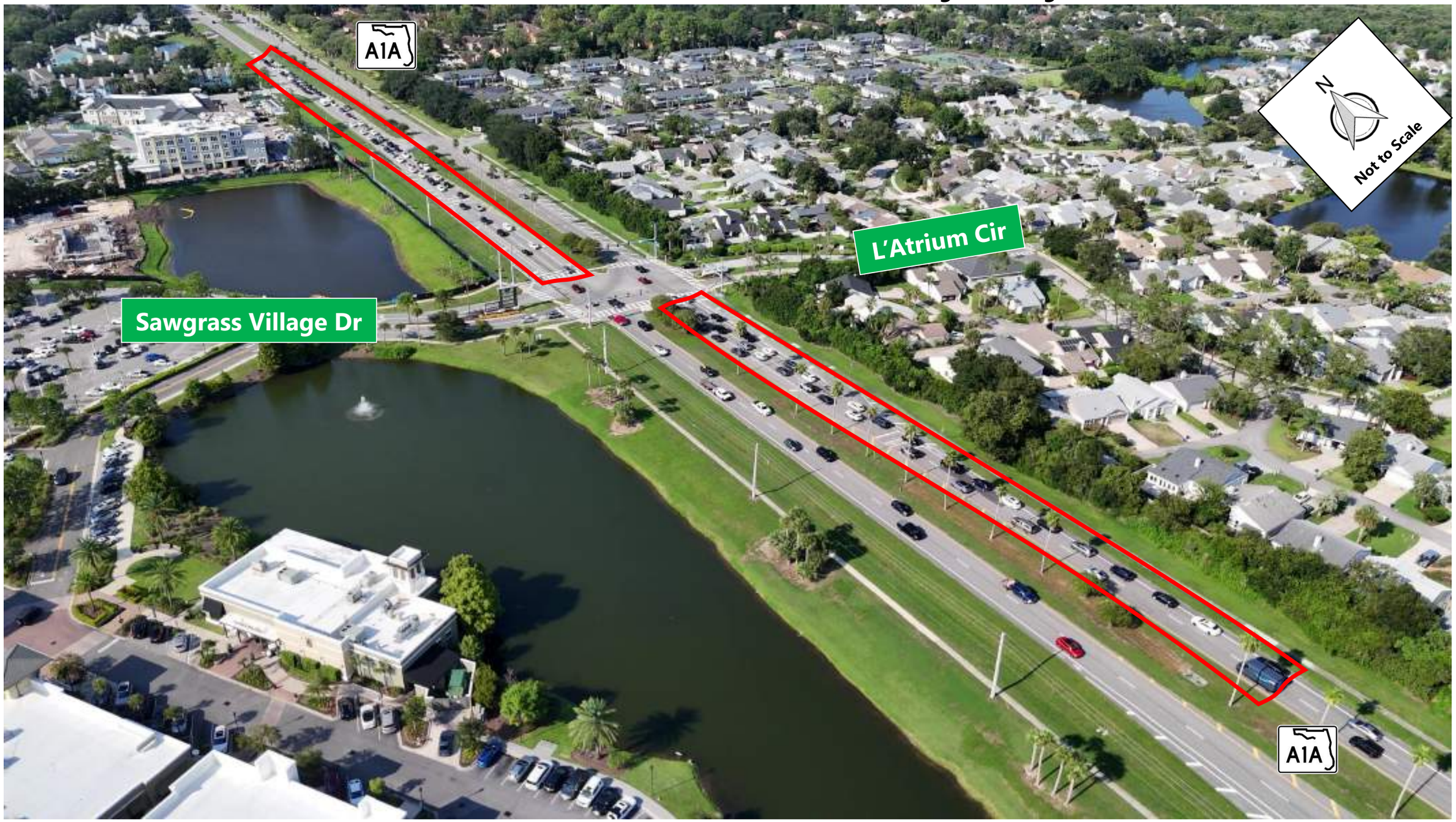
Light traffic conditions observed at the intersection of SR A1A at Library Blvd



Eastbound left-turn queues exceed the available storage length at the intersection of SR A1A and L'Atrium Cir/Sawgrass Village Dr



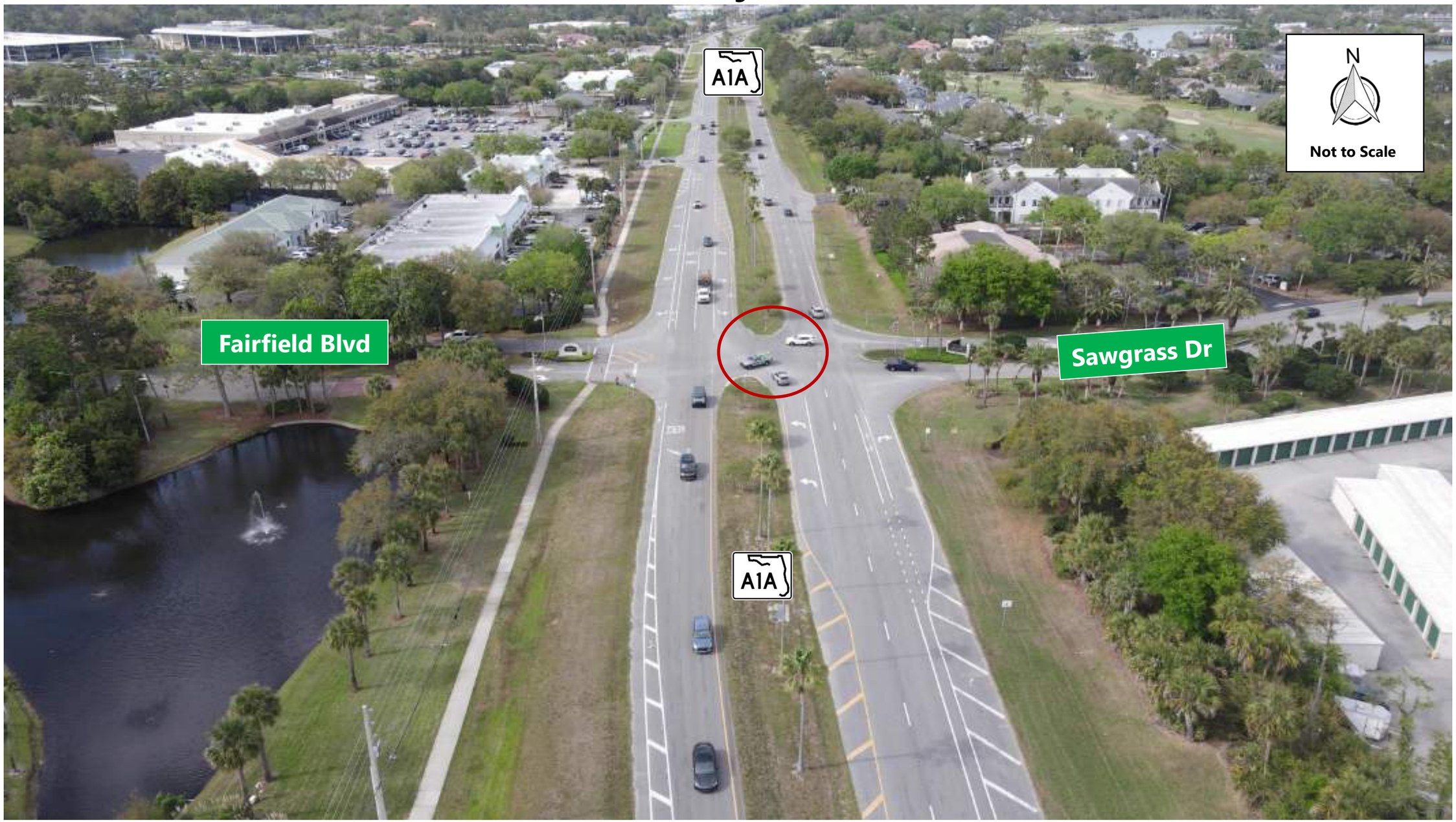
Northbound and southbound through queues exceed the available northbound and southbound right-turn storages and block the right turn traffic at the intersection of SR A1A and L'Atrium Cir/Sawgrass Village Dr



Eastbound right-turn queues of approximately 350 feet result in vehicles using multiple signal cycles to turn onto S.R. A1A at the intersection of SR A1A at Country Club Blvd/TPC Blvd

Northbound left-turn queues exceeding the available storage length causing traffic to stop on the yellow striping at the intersection of SR A1A at Country Club Blvd/TPC Blvd

Vehicles were observed to stop at the median opening while waiting for an acceptable gap at the intersection of SR A1A at Fairfield Blvd/Sawgrass Dr



Appendix E:
Existing Year and Future Years Synchro Models and Output Reports

Existing Year 2023 Synchro Reports

Queues
1: SR A1A & Marsh Landing Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	44	216	160	850	2073	147
v/c Ratio	0.37	0.72	0.56	0.28	0.56	0.12
Control Delay (s/veh)	74.3	24.7	74.0	2.8	11.4	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.3	24.7	74.0	2.8	11.4	4.0
Queue Length 50th (ft)	42	11	79	66	314	18
Queue Length 95th (ft)	81	95	116	116	454	51
Internal Link Dist (ft)	312			389	673	
Turn Bay Length (ft)			275			135
Base Capacity (vph)	220	375	462	2993	3652	1158
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	0.20	0.58	0.35	0.28	0.57	0.13

Intersection Summary

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	41	203	1	149	799	1949	138
Future Volume (vph)	41	203	1	149	799	1949	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00		0.97	0.95	0.91	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	3539	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	3539	5085	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	44	216	1	159	850	2073	147
RTOR Reduction (vph)	0	190	0	0	0	0	21
Lane Group Flow (vph)	44	26	0	160	850	2073	126
Turn Type	Prot	Perm	Prot	Prot	NA	NA	Perm
Protected Phases	8		1	1	6	2	
Permitted Phases		8					2
Actuated Green, G (s)	10.0	10.0		12.3	126.9	107.8	107.8
Effective Green, g (s)	10.0	10.0		12.3	126.9	107.8	107.8
Actuated g/C Ratio	0.07	0.07		0.08	0.85	0.72	0.72
Clearance Time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	118	105		281	2993	3654	1137
v/s Ratio Prot	c0.02			c0.05	0.24	c0.41	
v/s Ratio Perm		0.02					0.08
v/c Ratio	0.37	0.24		0.56	0.28	0.56	0.11
Uniform Delay, d1	66.9	66.4		66.2	2.3	10.0	6.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9	1.2		2.6	0.2	0.6	0.1
Delay (s)	68.9	67.6		68.9	2.5	10.6	6.6
Level of Service	E	E		E	A	B	A
Approach Delay (s/veh)	67.8				13.0	10.3	
Approach LOS	E				B	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: SR A1A & Ponte Vedra Lakes Blvd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	188	194	136	1972	2064	38
v/c Ratio	0.80	0.70	0.79	0.70	0.85	0.03
Control Delay (s/veh)	99.3	59.3	86.3	3.6	28.2	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.3	59.3	86.3	3.6	28.2	6.8
Queue Length 50th (ft)	219	139	119	171	975	7
Queue Length 95th (ft)	304	227	m#225	164	1191	24
Internal Link Dist (ft)	876			1264	274	
Turn Bay Length (ft)		50	200			215
Base Capacity (vph)	298	328	187	2802	2405	1082
Starvation Cap Reductn	0	0	0	53	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.59	0.73	0.72	0.86	0.04

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
2: SR A1A & Ponte Vedra Lakes Blvd

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	184	190	133	1933	2023	37
Future Volume (vph)	184	190	133	1933	2023	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.03	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	58	3539	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	188	194	136	1972	2064	38
RTOR Reduction (vph)	0	64	0	0	0	6
Lane Group Flow (vph)	188	130	136	1972	2064	32
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	23.9	23.9	142.6	142.6	122.4	122.4
Effective Green, g (s)	23.9	23.9	142.6	142.6	122.4	122.4
Actuated g/C Ratio	0.13	0.13	0.79	0.79	0.68	0.68
Clearance Time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	235	210	172	2803	2406	1076
v/s Ratio Prot	c0.11		0.06	c0.56	c0.58	
v/s Ratio Perm		0.08	0.56			0.02
v/c Ratio	0.80	0.61	0.79	0.70	0.85	0.02
Uniform Delay, d1	75.7	73.7	62.1	8.7	22.1	9.4
Progression Factor	1.00	1.00	1.34	0.26	1.00	1.00
Incremental Delay, d2	17.4	5.3	16.3	1.1	4.2	0.0
Delay (s)	93.1	79.0	99.7	3.4	26.3	9.4
Level of Service	F	E	F	A	C	A
Approach Delay (s/veh)	86.0			9.6	26.0	
Approach LOS	F			A	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Queues
3: SR A1A & Marlin Ave

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	138	33	26	1983	1986	54
v/c Ratio	0.73	0.17	0.17	0.68	0.72	0.04
Control Delay (s/veh)	98.7	43.0	2.1	1.5	6.0	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	98.7	43.0	2.1	1.5	6.1	1.8
Queue Length 50th (ft)	161	17	1	23	184	1
Queue Length 95th (ft)	234	54	m2	m56	265	m4
Internal Link Dist (ft)	934			6355	1264	
Turn Bay Length (ft)		50	275			250
Base Capacity (vph)	260	247	168	2898	2743	1235
Starvation Cap Reductn	0	0	0	0	61	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.13	0.15	0.68	0.74	0.04

Intersection Summary

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

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	138	33	3	23	1983	1986	54
Future Volume (vph)	138	33	3	23	1983	1986	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00		1.00	0.95	0.95	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		1770	3539	3539	1583
Flt Permitted	0.95	1.00		0.06	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		114	3539	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	138	33	3	23	1983	1986	54
RTOR Reduction (vph)	0	15	0	0	0	0	9
Lane Group Flow (vph)	138	18	0	26	1983	1986	45
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	NA	Perm
Protected Phases	4		5	5	2	6	
Permitted Phases		4	2	2			6
Actuated Green, G (s)	19.3	19.3		147.4	147.4	136.8	136.8
Effective Green, g (s)	19.3	19.3		147.4	147.4	136.8	136.8
Actuated g/C Ratio	0.11	0.11		0.82	0.82	0.76	0.76
Clearance Time (s)	6.5	6.5		6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0		3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	189	169		128	2898	2689	1203
v/s Ratio Prot	c0.08			0.00	c0.56	c0.56	
v/s Ratio Perm		0.01		0.16			0.03
v/c Ratio	0.73	0.10		0.20	0.68	0.73	0.03
Uniform Delay, d1	77.8	72.5		14.4	6.7	11.8	5.3
Progression Factor	1.00	1.00		0.21	0.11	0.42	0.61
Incremental Delay, d2	13.4	0.2		0.4	0.7	0.9	0.0
Delay (s)	91.3	72.8		3.5	1.4	5.9	3.3
Level of Service	F	E		A	A	A	A
Approach Delay (s/veh)	87.7				1.5	5.8	
Approach LOS	F				A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Queues
4: SR A1A & Solana Rd

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	511	171	153	185	75	1409	113	142	1446	444
v/c Ratio	1.04	0.65	0.86	0.39	0.68	0.80	0.13	0.68	0.74	0.36
Control Delay (s/veh)	124.9	78.6	118.1	26.3	111.5	38.4	3.2	66.9	13.2	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Total Delay (s/veh)	124.9	78.6	118.1	26.3	111.5	39.0	3.2	66.9	13.2	1.3
Queue Length 50th (ft)	~348	177	180	78	88	730	17	164	424	0
Queue Length 95th (ft)	#472	268	#309	158	#157	826	20	m228	472	58
Internal Link Dist (ft)		1286	1299			585			6355	
Turn Bay Length (ft)	285			175	150		200	450		465
Base Capacity (vph)	488	262	187	474	119	1753	835	208	1951	1217
Starvation Cap Reductn	0	0	0	0	0	98	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	1.05	0.65	0.82	0.39	0.63	0.85	0.14	0.68	0.74	0.36

Intersection Summary

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

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

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

HCM Signalized Intersection Capacity Analysis
4: SR A1A & Solana Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	485	94	68	81	65	176	71	1339	107	135	1374	422
Future Volume (vph)	485	94	68	81	65	176	71	1339	107	135	1374	422
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4			6.4	6.8	6.8	6.8	6.8	6.8	6.8	6.4
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1745			1812	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1745			1812	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	511	99	72	85	68	185	75	1409	113	142	1446	444
RTOR Reduction (vph)	0	15	0	0	0	81	0	0	51	0	0	117
Lane Group Flow (vph)	511	156	0	0	153	104	75	1409	62	142	1446	327
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	8	8		7	7	1	5	2		1	6	8
Permitted Phases						7			2			6
Actuated Green, G (s)	25.6	25.6			17.6	38.8	11.2	89.2	89.2	21.2	99.2	124.8
Effective Green, g (s)	25.6	25.6			17.6	38.8	11.2	89.2	89.2	21.2	99.2	124.8
Actuated g/C Ratio	0.14	0.14			0.10	0.22	0.06	0.50	0.50	0.12	0.55	0.69
Clearance Time (s)	6.4	6.4			6.4	6.8	6.8	6.8	6.8	6.8	6.8	6.4
Vehicle Extension (s)	2.5	2.5			2.5	3.0	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)	488	248			177	401	110	1753	784	208	1950	1097
v/s Ratio Prot	c0.15	0.09			c0.08	0.03	0.04	c0.40		0.08	c0.41	0.04
v/s Ratio Perm						0.04			0.04			0.16
v/c Ratio	1.04	0.63			0.86	0.25	0.68	0.80	0.07	0.68	0.74	0.29
Uniform Delay, d1	77.2	72.7			80.0	58.6	82.6	38.0	23.8	76.1	30.6	10.6
Progression Factor	1.00	1.00			1.00	1.00	1.02	0.90	0.58	0.71	0.36	0.88
Incremental Delay, d2	53.6	4.5			32.4	0.3	14.1	3.5	0.1	6.2	1.8	0.0
Delay (s)	130.8	77.2			112.5	59.0	99.2	38.0	14.0	60.8	13.0	9.5
Level of Service	F	E			F	E	F	D	B	E	B	A
Approach Delay (s/veh)		117.3			83.2			39.2			15.5	
Approach LOS		F			F			D			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	43.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	88.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Queues
5: SR A1A & Library Blvd

Lane Group	EBL	EBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	17	83	96	1555	8	1521	57
v/c Ratio	0.23	0.50	0.33	0.51	0.02	0.54	0.04
Control Delay (s/veh)	90.6	16.8	4.5	4.6	0.7	2.2	0.0
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (s/veh)	90.6	16.8	4.5	4.7	0.7	2.2	0.0
Queue Length 50th (ft)	20	0	10	151	1	63	0
Queue Length 95th (ft)	49	36	20	342	m1	88	m0
Internal Link Dist (ft)				7396		585	
Turn Bay Length (ft)			200		125		275
Base Capacity (vph)	382	423	297	2999	300	2815	1279
Starvation Cap Reductn	0	0	0	0	0	106	0
Spillback Cap Reductn	0	0	0	451	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.20	0.32	0.61	0.03	0.56	0.04

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
5: SR A1A & Library Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	16	0	80	0	0	0	6	86	1493	0	8	0
Future Volume (vph)	16	0	80	0	0	0	6	86	1493	0	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7		6.7					6.8	6.8			6.8
Lane Util. Factor	1.00		1.00					1.00	0.95			1.00
Frt	1.00		0.85					1.00	1.00			1.00
Flt Protected	0.95		1.00					0.95	1.00			0.95
Satd. Flow (prot)	1752		1568					1752	3505			1752
Flt Permitted	0.95		1.00					0.13	1.00			0.14
Satd. Flow (perm)	1752		1568					257	3505			276
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	17	0	83	0	0	0	6	90	1555	0	8	0
RTOR Reduction (vph)	0	0	80	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	17	0	3	0	0	0	0	96	1555	0	0	8
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot		Perm				pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	4				8		5	5	2		1	1
Permitted Phases			4	8			2	2			6	6
Actuated Green, G (s)	7.4		7.4					157.7	150.0			146.9
Effective Green, g (s)	7.4		7.4					157.7	150.0			146.9
Actuated g/C Ratio	0.04		0.04					0.88	0.83			0.82
Clearance Time (s)	6.7		6.7					6.8	6.8			6.8
Vehicle Extension (s)	3.0		3.0					3.0	4.0			3.0
Lane Grp Cap (vph)	72		64					289	2920			244
v/s Ratio Prot	c0.01							c0.01	c0.44			0.00
v/s Ratio Perm			0.00					0.28				0.03
v/c Ratio	0.23		0.05					0.33	0.53			0.03
Uniform Delay, d1	83.5		82.9					4.3	4.4			3.5
Progression Factor	1.00		1.00					1.00	1.00			0.40
Incremental Delay, d2	1.6		0.3					0.6	0.6			0.0
Delay (s)	85.2		83.2					5.0	5.1			1.4
Level of Service	F		F					A	A			A
Approach Delay (s/veh)		83.6			0.0				5.1			
Approach LOS		F			A				A			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.9
Intersection Capacity Utilization	67.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1460	55
Future Volume (vph)	1460	55
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3505	1568
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3505	1568
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1521	57
RTOR Reduction (vph)	0	11
Lane Group Flow (vph)	1521	46
Heavy Vehicles (%)	3%	3%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	144.6	144.6
Effective Green, g (s)	144.6	144.6
Actuated g/C Ratio	0.80	0.80
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	4.0	4.0
Lane Grp Cap (vph)	2815	1259
v/s Ratio Prot	0.43	
v/s Ratio Perm		0.03
v/c Ratio	0.54	0.03
Uniform Delay, d1	6.1	3.5
Progression Factor	0.27	1.00
Incremental Delay, d2	0.4	0.0
Delay (s)	2.1	3.6
Level of Service	A	A
Approach Delay (s/veh)	2.2	
Approach LOS	A	

Intersection Summary

Queues
6: SR A1A & Sawgrass Village Dr/L'Atrium Cir

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	91	29	39	83	67	1286	15	43	1346	287
v/c Ratio	0.61	0.09	0.49	0.41	0.26	0.54	0.01	0.15	0.58	0.26
Control Delay (s/veh)	87.0	17.9	92.6	10.7	4.7	11.0	0.0	8.4	18.4	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.0	17.9	92.6	10.7	4.7	11.0	0.0	8.4	18.4	4.4
Queue Length 50th (ft)	94	2	40	0	1	444	0	11	406	29
Queue Length 95th (ft)	153	31	83	27	11	588	m0	27	547	79
Internal Link Dist (ft)		227	571			1076			7396	
Turn Bay Length (ft)				125	225		225	185		215
Base Capacity (vph)	211	381	95	215	284	2352	1090	287	2283	1096
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	0.43	0.08	0.41	0.39	0.24	0.55	0.01	0.15	0.59	0.26

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
6: SR A1A & Sawgrass Village Dr/L'Atrium Cir

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	86	2	25	33	4	78	1	62	1209	14	2	39
Future Volume (vph)	86	2	25	33	4	78	1	62	1209	14	2	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	7.0			7.0	7.0		6.8	6.8	6.8		6.8
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	0.86			1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00			0.95	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	1603			1783	1583		1770	3539	1583		1770
Flt Permitted	0.95	1.00			0.72	1.00		0.14	1.00	1.00		0.16
Satd. Flow (perm)	1770	1603			1354	1583		263	3539	1583		306
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	91	2	27	35	4	83	1	66	1286	15	2	41
RTOR Reduction (vph)	0	22	0	0	0	78	0	0	0	5	0	0
Lane Group Flow (vph)	91	7	0	0	39	5	0	67	1286	10	0	43
Turn Type	Prot	NA		Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	4			8		5	5	2		1	1
Permitted Phases				8		8	2	2		2	6	6
Actuated Green, G (s)	13.5	28.9			9.5	9.5		112.3	105.0	105.0		108.7
Effective Green, g (s)	13.5	28.9			9.5	9.5		112.3	105.0	105.0		108.7
Actuated g/C Ratio	0.08	0.18			0.06	0.06		0.70	0.66	0.66		0.68
Clearance Time (s)	5.9	7.0			7.0	7.0		6.8	6.8	6.8		6.8
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	2.5	2.5		3.0
Lane Grp Cap (vph)	149	289			80	93		253	2322	1038		258
v/s Ratio Prot	c0.05	0.00						c0.01	0.36			0.01
v/s Ratio Perm					c0.03	0.00		0.17		0.01		0.11
v/c Ratio	0.61	0.02			0.48	0.05		0.26	0.55	0.00		0.16
Uniform Delay, d1	70.7	53.9			72.8	71.0		11.2	14.8	9.5		10.5
Progression Factor	1.00	1.00			1.00	1.00		0.35	0.64	1.00		1.00
Incremental Delay, d2	7.2	0.0			4.6	0.2		0.4	0.8	0.0		0.3
Delay (s)	77.9	53.9			77.5	71.2		4.5	10.4	9.5		10.8
Level of Service	E	D			E	E		A	B	A		B
Approach Delay (s/veh)		72.1			73.2				10.1			
Approach LOS		E			E				B			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1265	270
Future Volume (vph)	1265	270
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3539	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3539	1583
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	1346	287
RTOR Reduction (vph)	0	75
Lane Group Flow (vph)	1346	212
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	103.2	103.2
Effective Green, g (s)	103.2	103.2
Actuated g/C Ratio	0.65	0.65
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	2282	1021
v/s Ratio Prot	c0.38	
v/s Ratio Perm		0.13
v/c Ratio	0.58	0.20
Uniform Delay, d1	16.2	11.6
Progression Factor	1.00	1.00
Incremental Delay, d2	1.1	0.4
Delay (s)	17.4	12.1
Level of Service	B	B
Approach Delay (s/veh)	16.3	
Approach LOS	B	

Intersection Summary

Queues
7: SR A1A & Tournament Players Club Blvd/Country Club Blvd

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	61	234	40	55	181	1252	21	55	1276	78
v/c Ratio	0.50	0.57	0.48	0.22	0.55	0.50	0.01	0.18	0.56	0.07
Control Delay (s/veh)	85.8	18.9	91.0	2.0	12.7	14.6	0.0	8.2	15.3	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 (s/veh)	85.8	18.9	91.0	2.0	12.7	14.6	0.0	8.2	15.3	0.3
Queue Length 50th (ft)	63	42	41	0	48	338	0	13	227	0
Queue Length 95th (ft)	113	124	83	0	89	476	0	m35	321	1
Internal Link Dist (ft)		975	890			2810			1076	
Turn Bay Length (ft)	175			325	215		225	225		215
Base Capacity (vph)	200	590	173	349	399	2456	1132	300	2265	1070
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	0.31	0.40	0.23	0.16	0.45	0.51	0.02	0.18	0.56	0.07

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
7: SR A1A & Tournament Players Club Blvd/Country Club Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	57	20	200	22	16	52	1	169	1177	20	52	1199
Future Volume (vph)	57	20	200	22	16	52	1	169	1177	20	52	1199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	6.6			6.6	6.6		6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.86			1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00			0.97	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1608			1811	1583		1770	3539	1583	1770	3539
Flt Permitted	0.95	1.00			0.69	1.00		0.14	1.00	1.00	0.18	1.00
Satd. Flow (perm)	1770	1608			1297	1583		274	3539	1583	351	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	61	21	213	23	17	55	1	180	1252	21	55	1276
RTOR Reduction (vph)	0	158	0	0	0	52	0	0	0	7	0	0
Lane Group Flow (vph)	61	76	0	0	40	3	0	181	1252	14	55	1276
Turn Type	Prot	NA		Perm	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4			8			5	2		1	6
Permitted Phases				8		8	5	2		2	6	
Actuated Green, G (s)	9.5	25.5			10.1	10.1		121.1	108.6	108.6	107.0	101.3
Effective Green, g (s)	9.5	25.5			10.1	10.1		121.1	108.6	108.6	107.0	101.3
Actuated g/C Ratio	0.06	0.16			0.06	0.06		0.76	0.68	0.68	0.67	0.63
Clearance Time (s)	5.9	6.6			6.6	6.6		6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	2.5	2.5	3.0	2.5
Lane Grp Cap (vph)	105	256			81	99		328	2402	1074	285	2240
v/s Ratio Prot	c0.03	0.05						c0.04	c0.35		0.01	c0.36
v/s Ratio Perm					c0.03	0.00		0.37		0.01	0.12	
v/c Ratio	0.58	0.29			0.49	0.03		0.55	0.52	0.01	0.19	0.56
Uniform Delay, d1	73.3	59.3			72.4	70.3		12.1	12.7	8.3	9.9	16.8
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	0.99	0.77
Incremental Delay, d2	7.9	0.6			4.6	0.1		2.0	0.8	0.0	0.2	0.8
Delay (s)	81.2	59.9			77.1	70.5		14.1	13.5	8.3	10.1	13.8
Level of Service	F	E			E	E		B	B	A	B	B
Approach Delay (s/veh)		64.3			73.3				13.5			13.5
Approach LOS		E			E				B			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.1
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	73
Future Volume (vph)	73
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.8
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	78
RTOR Reduction (vph)	29
Lane Group Flow (vph)	49
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	101.3
Effective Green, g (s)	101.3
Actuated g/C Ratio	0.63
Clearance Time (s)	6.8
Vehicle Extension (s)	2.5
Lane Grp Cap (vph)	1002
v/s Ratio Prot	
v/s Ratio Perm	0.03
v/c Ratio	0.04
Uniform Delay, d1	11.1
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	11.1
Level of Service	B
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	12.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	5	8	25	3	152	21	869	39	146	593	58
Future Vol, veh/h	59	5	8	25	3	152	21	869	39	146	593	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	125	-	115	225	-	375
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	5	8	26	3	155	21	887	40	149	605	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1391	1872	303	1533	1892	443	664	0	0	927	0	0
Stage 1	903	903	-	930	930	-	-	-	-	-	-	-
Stage 2	488	969	-	603	962	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	102	71	693	80	69	562	921	-	-	733	-	-
Stage 1	299	354	-	288	344	-	-	-	-	-	-	-
Stage 2	530	330	-	453	332	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 55	55	693	57	54	562	921	-	-	733	-	-
Mov Cap-2 Maneuver	~ 55	55	-	57	54	-	-	-	-	-	-	-
Stage 1	238	282	-	281	336	-	-	-	-	-	-	-
Stage 2	371	322	-	350	265	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	232.23	30.59	0.2	2.04
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	921	-	-	55	128	56	562	733	-	-
HCM Lane V/C Ratio	0.023	-	-	1.101	0.104	0.506	0.276	0.203	-	-
HCM Control Delay (s/veh)	9	-	-	275.4	36.4	121.6	13.8	11.2	-	-
HCM Lane LOS	A	-	-	F	E	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	5.1	0.3	2	1.1	0.8	-	-

Notes

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

Queues
1: SR A1A & Marsh Landing Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	85	340	227	917	1876	221
v/c Ratio	0.38	0.86	0.65	0.32	0.56	0.20
Control Delay (s/veh)	63.2	41.9	73.6	5.4	17.3	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.2	41.9	73.6	5.4	17.3	8.0
Queue Length 50th (ft)	78	115	111	112	352	45
Queue Length 95th (ft)	123	220	153	202	529	111
Internal Link Dist (ft)	312			389	673	
Turn Bay Length (ft)			275			135
Base Capacity (vph)	461	580	443	2825	3310	1064
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	0.18	0.59	0.51	0.32	0.57	0.21

Intersection Summary

HCM Signalized Intersection Capacity Analysis
1: SR A1A & Marsh Landing Pkwy

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	84	337	3	222	908	1857	219
Future Volume (vph)	84	337	3	222	908	1857	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00		0.97	0.95	0.91	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1599		3467	3574	5136	1599
Flt Permitted	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1787	1599		3467	3574	5136	1599
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	85	340	3	224	917	1876	221
RTOR Reduction (vph)	0	198	0	0	0	0	34
Lane Group Flow (vph)	85	142	0	227	917	1876	187
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	Prot	Prot	NA	NA	Perm
Protected Phases	8		1	1	6	2	
Permitted Phases		8					2
Actuated Green, G (s)	18.3	18.3		15.1	118.6	96.7	96.7
Effective Green, g (s)	18.3	18.3		15.1	118.6	96.7	96.7
Actuated g/C Ratio	0.12	0.12		0.10	0.79	0.64	0.64
Clearance Time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	218	195		349	2825	3311	1030
v/s Ratio Prot	0.05			c0.07	0.26	c0.37	
v/s Ratio Perm		c0.09					0.12
v/c Ratio	0.38	0.72		0.65	0.32	0.56	0.18
Uniform Delay, d1	60.7	63.4		64.9	4.4	14.9	10.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	12.6		4.2	0.3	0.7	0.3
Delay (s)	61.8	76.0		69.2	4.7	15.6	11.1
Level of Service	E	E		E	A	B	B
Approach Delay (s/veh)	73.2				17.5	15.1	
Approach LOS	E				B	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Queues
2: SR A1A & Ponte Vedra Lakes Blvd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	165	158	132	2300	2039	131
v/c Ratio	0.77	0.62	0.73	0.80	0.83	0.11
Control Delay (s/veh)	95.2	48.4	64.1	6.3	24.7	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	95.2	48.4	64.1	6.3	24.7	5.5
Queue Length 50th (ft)	181	91	99	190	841	22
Queue Length 95th (ft)	262	172	m154	410	1093	54
Internal Link Dist (ft)	876			1264	274	
Turn Bay Length (ft)		50	200			215
Base Capacity (vph)	266	300	217	2861	2455	1119
Starvation Cap Reductn	0	0	0	14	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.53	0.61	0.81	0.83	0.12

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
2: SR A1A & Ponte Vedra Lakes Blvd

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	162	155	129	2254	1998	128
Future Volume (vph)	162	155	129	2254	1998	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1599	1787	3574	3574	1599
Flt Permitted	0.95	1.00	0.03	1.00	1.00	1.00
Satd. Flow (perm)	1787	1599	68	3574	3574	1599
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	165	158	132	2300	2039	131
RTOR Reduction (vph)	0	63	0	0	0	21
Lane Group Flow (vph)	165	95	132	2300	2039	110
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	20.4	20.4	136.1	136.1	116.8	116.8
Effective Green, g (s)	20.4	20.4	136.1	136.1	116.8	116.8
Actuated g/C Ratio	0.12	0.12	0.80	0.80	0.69	0.69
Clearance Time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	214	191	179	2861	2455	1098
v/s Ratio Prot	c0.09		0.05	c0.64	c0.57	
v/s Ratio Perm		0.06	0.53			0.07
v/c Ratio	0.77	0.49	0.73	0.80	0.83	0.09
Uniform Delay, d1	72.5	69.9	53.7	9.4	19.3	8.9
Progression Factor	1.00	1.00	1.19	0.42	1.00	1.00
Incremental Delay, d2	15.6	2.0	10.6	1.7	3.4	0.1
Delay (s)	88.2	72.0	74.7	5.8	22.8	9.1
Level of Service	F	E	E	A	C	A
Approach Delay (s/veh)	80.2			9.6	21.9	
Approach LOS	F			A	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues
3: SR A1A & Marlin Ave

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	121	22	37	2183	2143	106
v/c Ratio	0.71	0.13	0.28	0.73	0.78	0.08
Control Delay (s/veh)	97.1	40.5	7.8	1.9	2.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	97.1	40.5	7.8	1.9	2.9	0.1
Queue Length 50th (ft)	133	9	1	18	72	0
Queue Length 95th (ft)	206	40	m1	m34	90	m0
Internal Link Dist (ft)	934			6355	1264	
Turn Bay Length (ft)		50	275			250
Base Capacity (vph)	204	194	160	2955	2731	1239
Starvation Cap Reductn	0	0	0	0	7	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	0.11	0.23	0.74	0.79	0.09

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
3: SR A1A & Marlin Ave

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	119	22	36	2139	2100	104
Future Volume (vph)	119	22	36	2139	2100	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1599	1787	3574	3574	1599
Flt Permitted	0.95	1.00	0.04	1.00	1.00	1.00
Satd. Flow (perm)	1787	1599	82	3574	3574	1599
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	121	22	37	2183	2143	106
RTOR Reduction (vph)	0	12	0	0	0	19
Lane Group Flow (vph)	121	10	37	2183	2143	87
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	16.1	16.1	140.6	140.6	128.6	128.6
Effective Green, g (s)	16.1	16.1	140.6	140.6	128.6	128.6
Actuated g/C Ratio	0.09	0.09	0.83	0.83	0.76	0.76
Clearance Time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	169	151	119	2955	2703	1209
v/s Ratio Prot	c0.07		0.01	c0.61	c0.60	
v/s Ratio Perm		0.01	0.25			0.05
v/c Ratio	0.71	0.06	0.31	0.73	0.79	0.07
Uniform Delay, d1	74.7	70.1	20.7	6.5	12.5	5.3
Progression Factor	1.00	1.00	1.58	0.13	0.11	0.01
Incremental Delay, d2	13.4	0.1	0.8	0.9	1.4	0.0
Delay (s)	88.1	70.3	33.7	1.8	2.9	0.1
Level of Service	F	E	C	A	A	A
Approach Delay (s/veh)	85.4			2.4	2.8	
Approach LOS	F			A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Queues
4: SR A1A & Solana Rd

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	489	139	122	130	49	1562	38	102	1494	509
v/c Ratio	1.04	0.54	0.85	0.32	0.59	0.78	0.04	0.73	0.69	0.39
Control Delay (s/veh)	121.5	64.1	121.0	16.2	125.8	16.1	0.0	78.6	10.4	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	121.5	64.1	121.0	16.2	125.8	16.4	0.0	78.6	10.4	1.3
Queue Length 50th (ft)	~307	120	137	19	51	794	0	114	285	10
Queue Length 95th (ft)	#427	198	#257	83	m#103	58	m0	m144	283	52
Internal Link Dist (ft)		1286	1299			585			6355	
Turn Bay Length (ft)	285			175	150		200	450		465
Base Capacity (vph)	469	257	147	395	86	1980	933	138	2148	1282
Starvation Cap Reductn	0	0	0	0	0	80	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	1.04	0.54	0.83	0.33	0.57	0.82	0.04	0.74	0.70	0.40

Intersection Summary

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

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

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

HCM Signalized Intersection Capacity Analysis
4: SR A1A & Solana Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	484	67	70	56	64	129	1	48	1546	38	101	1479
Future Volume (vph)	484	67	70	56	64	129	1	48	1546	38	101	1479
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4			6.4	6.8		6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	0.97	1.00			1.00	1.00		1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.92			1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00			0.97	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3467	1737			1838	1599		1787	3574	1599	1787	3574
Flt Permitted	0.95	1.00			0.97	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3467	1737			1838	1599		1787	3574	1599	1787	3574
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	489	68	71	57	65	130	1	48	1562	38	102	1494
RTOR Reduction (vph)	0	22	0	0	0	91	0	0	0	17	0	0
Lane Group Flow (vph)	489	117	0	0	122	39	0	49	1562	21	102	1494
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Split	NA		Split	NA	pm+ov	Prot	Prot	NA	Perm	Prot	NA
Protected Phases	8	8		7	7	1	5	5	2		1	6
Permitted Phases						7				2		
Actuated Green, G (s)	23.0	23.0			13.2	27.8		6.6	92.8	92.8	14.6	100.8
Effective Green, g (s)	23.0	23.0			13.2	27.8		6.6	92.8	92.8	14.6	100.8
Actuated g/C Ratio	0.14	0.14			0.08	0.16		0.04	0.55	0.55	0.09	0.59
Clearance Time (s)	6.4	6.4			6.4	6.8		6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	2.5	2.5			2.5	3.0		3.0	2.5	2.5	3.0	2.5
Lane Grp Cap (vph)	469	235			142	325		69	1950	872	153	2119
v/s Ratio Prot	c0.14	0.07			c0.07	0.01		0.03	c0.44		0.06	c0.42
v/s Ratio Perm						0.01				0.01		
v/c Ratio	1.04	0.49			0.85	0.11		0.71	0.80	0.02	0.66	0.70
Uniform Delay, d1	73.5	68.1			77.4	60.6		80.7	31.1	17.7	75.3	24.2
Progression Factor	1.00	1.00			1.00	1.00		1.27	0.43	1.00	0.77	0.38
Incremental Delay, d2	53.1	1.1			36.7	0.1		25.3	3.0	0.0	6.4	1.2
Delay (s)	126.6	69.3			114.2	60.8		128.3	16.7	17.8	64.5	10.5
Level of Service	F	E			F	E		F	B	B	E	B
Approach Delay (s/veh)		113.9			86.6				20.0			11.8
Approach LOS		F			F				C			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	504
Future Volume (vph)	504
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.4
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1599
Flt Permitted	1.00
Satd. Flow (perm)	1599
Peak-hour factor, PHF	0.99
Adj. Flow (vph)	509
RTOR Reduction (vph)	95
Lane Group Flow (vph)	414
Heavy Vehicles (%)	1%
Turn Type	pm+ov
Protected Phases	8
Permitted Phases	6
Actuated Green, G (s)	123.8
Effective Green, g (s)	123.8
Actuated g/C Ratio	0.73
Clearance Time (s)	6.4
Vehicle Extension (s)	2.5
Lane Grp Cap (vph)	1164
v/s Ratio Prot	0.05
v/s Ratio Perm	0.21
v/c Ratio	0.35
Uniform Delay, d1	8.4
Progression Factor	0.59
Incremental Delay, d2	0.0
Delay (s)	5.1
Level of Service	A
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Queues
5: SR A1A & Library Blvd

Lane Group	EBL	EBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	40	158	96	1658	3	1611	58
v/c Ratio	0.40	0.66	0.36	0.54	0.01	0.57	0.04
Control Delay (s/veh)	88.0	23.6	5.6	10.5	0.6	2.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.0	23.6	5.6	10.5	0.6	2.1	0.0
Queue Length 50th (ft)	44	0	20	705	0	69	0
Queue Length 95th (ft)	86	77	m25	m903	m0	87	m0
Internal Link Dist (ft)				7396		585	
Turn Bay Length (ft)			200		125		275
Base Capacity (vph)	413	491	311	3037	276	2779	1267
Starvation Cap Reductn	0	0	0	0	0	36	0
Spillback Cap Reductn	0	0	0	187	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.32	0.31	0.58	0.01	0.59	0.05

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
5: SR A1A & Library Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	38	0	152	0	0	0	5	87	1592	0	3	0
Future Volume (vph)	38	0	152	0	0	0	5	87	1592	0	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7		6.7					6.8	6.8			6.8
Lane Util. Factor	1.00		1.00					1.00	0.95			1.00
Frt	1.00		0.85					1.00	1.00			1.00
Flt Protected	0.95		1.00					0.95	1.00			0.95
Satd. Flow (prot)	1787		1599					1787	3574			1787
Flt Permitted	0.95		1.00					0.11	1.00			0.13
Satd. Flow (perm)	1787		1599					221	3574			245
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	40	0	158	0	0	0	5	91	1658	0	3	0
RTOR Reduction (vph)	0	0	149	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	40	0	9	0	0	0	0	96	1658	0	0	3
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot		Perm				pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	4				8		5	5	2		1	1
Permitted Phases			4	8			2	2			6	6
Actuated Green, G (s)	9.5		9.5					147.0	139.1			133.3
Effective Green, g (s)	9.5		9.5					147.0	139.1			133.3
Actuated g/C Ratio	0.06		0.06					0.86	0.82			0.78
Clearance Time (s)	6.7		6.7					6.8	6.8			6.8
Vehicle Extension (s)	3.0		3.0					3.0	4.0			3.0
Lane Grp Cap (vph)	99		89					264	2924			202
v/s Ratio Prot	c0.02							c0.02	c0.46			0.00
v/s Ratio Perm			0.01					0.30				0.01
v/c Ratio	0.40		0.09					0.36	0.56			0.01
Uniform Delay, d1	77.5		76.1					6.6	5.2			4.6
Progression Factor	1.00		1.00					1.66	2.30			0.31
Incremental Delay, d2	2.6		0.4					0.5	0.5			0.0
Delay (s)	80.2		76.6					11.5	12.6			1.4
Level of Service	F		E					B	B			A
Approach Delay (s/veh)		77.3			0.0				12.5			
Approach LOS		E			A				B			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.9
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1547	56
Future Volume (vph)	1547	56
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3574	1599
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3574	1599
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1611	58
RTOR Reduction (vph)	0	13
Lane Group Flow (vph)	1611	45
Heavy Vehicles (%)	1%	1%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	132.2	132.2
Effective Green, g (s)	132.2	132.2
Actuated g/C Ratio	0.78	0.78
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	4.0	4.0
Lane Grp Cap (vph)	2779	1243
v/s Ratio Prot	c0.45	
v/s Ratio Perm		0.03
v/c Ratio	0.57	0.03
Uniform Delay, d1	7.6	4.3
Progression Factor	0.18	1.00
Incremental Delay, d2	0.6	0.0
Delay (s)	2.0	4.3
Level of Service	A	A
Approach Delay (s/veh)	2.1	
Approach LOS	A	

Intersection Summary

Queues
6: SR A1A & Sawgrass Village Dr/L'Atrium Cir

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	280	123	40	42	90	1494	38	77	1282	308
v/c Ratio	1.06	0.27	0.48	0.17	0.30	0.69	0.03	0.48	0.61	0.30
Control Delay (s/veh)	139.4	11.8	95.4	1.6	17.2	16.3	0.0	22.2	25.5	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	139.4	11.8	95.4	1.6	17.2	16.3	0.0	22.2	25.5	6.8
Queue Length 50th (ft)	~342	11	44	0	31	272	0	39	690	106
Queue Length 95th (ft)	#540	66	87	0	50	294	m0	66	738	166
Internal Link Dist (ft)		227	571			1076			7396	
Turn Bay Length (ft)				125	225		225	185		215
Base Capacity (vph)	263	512	114	269	291	2147	1003	173	2073	1012
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	1.06	0.24	0.35	0.16	0.31	0.70	0.04	0.45	0.62	0.30

Intersection Summary

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

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

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

HCM Signalized Intersection Capacity Analysis
6: SR A1A & Sawgrass Village Dr/L'Atrium Cir

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	269	12	106	24	14	40	2	84	1434	36	2	72
Future Volume (vph)	269	12	106	24	14	40	2	84	1434	36	2	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	7.0			7.0	7.0		6.8	6.8	6.8		6.8
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	0.86			1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00			0.96	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1787	1629			1824	1599		1787	3574	1599		1787
Flt Permitted	0.95	1.00			0.73	1.00		0.16	1.00	1.00		0.06
Satd. Flow (perm)	1787	1629			1389	1599		308	3574	1599		129
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	280	12	110	25	15	42	2	88	1494	38	2	75
RTOR Reduction (vph)	0	84	0	0	0	40	0	0	0	15	0	0
Lane Group Flow (vph)	280	39	0	0	40	2	0	90	1494	23	0	77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	4			8		5	5	2		1	1
Permitted Phases				8		8	2	2		2	6	6
Actuated Green, G (s)	25.1	40.0			9.0	9.0		100.7	100.7	100.7		97.1
Effective Green, g (s)	25.1	40.0			9.0	9.0		100.7	100.7	100.7		97.1
Actuated g/C Ratio	0.15	0.24			0.05	0.05		0.59	0.59	0.59		0.57
Clearance Time (s)	5.9	7.0			7.0	7.0		6.8	6.8	6.8		6.8
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	2.5	2.5		3.0
Lane Grp Cap (vph)	263	383			73	84		289	2117	947		158
v/s Ratio Prot	c0.16	0.02						0.02	c0.42			0.02
v/s Ratio Perm					c0.03	0.00		0.16		0.01		0.25
v/c Ratio	1.06	0.10			0.54	0.02		0.31	0.70	0.02		0.48
Uniform Delay, d1	72.4	50.9			78.5	76.3		31.0	24.2	14.3		27.4
Progression Factor	1.00	1.00			1.00	1.00		0.62	0.59	1.00		0.77
Incremental Delay, d2	73.6	0.1			8.1	0.1		0.4	1.6	0.0		1.9
Delay (s)	146.0	51.0			86.6	76.4		19.8	16.0	14.3		23.1
Level of Service	F	D			F	E		B	B	B		C
Approach Delay (s/veh)		117.0			81.4				16.2			
Approach LOS		F			F				B			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1231	296
Future Volume (vph)	1231	296
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3574	1599
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3574	1599
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1282	308
RTOR Reduction (vph)	0	87
Lane Group Flow (vph)	1282	221
Heavy Vehicles (%)	1%	1%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	97.1	97.1
Effective Green, g (s)	97.1	97.1
Actuated g/C Ratio	0.57	0.57
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	2041	913
v/s Ratio Prot	c0.36	
v/s Ratio Perm		0.14
v/c Ratio	0.62	0.24
Uniform Delay, d1	24.3	18.1
Progression Factor	0.99	0.95
Incremental Delay, d2	1.2	0.5
Delay (s)	25.4	17.8
Level of Service	C	B
Approach Delay (s/veh)	23.9	
Approach LOS	C	

Intersection Summary

Queues
7: SR A1A & Tournament Players Club Blvd/Country Club Blvd

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	120	292	39	58	242	1460	21	57	1325	53
v/c Ratio	0.71	0.58	0.48	0.24	0.69	0.61	0.01	0.25	0.65	0.05
Control Delay (s/veh)	96.2	17.0	95.8	2.4	28.9	19.1	0.0	16.2	28.0	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	96.2	17.0	95.8	2.4	28.9	19.1	0.0	16.2	28.0	1.2
Queue Length 50th (ft)	132	50	43	0	101	484	0	17	801	0
Queue Length 95th (ft)	204	144	85	0	211	648	0	m37	891	m9
Internal Link Dist (ft)		975	890			2810			1076	
Turn Bay Length (ft)	175			325	215		225	225		215
Base Capacity (vph)	211	605	155	311	414	2378	1099	225	2035	974
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	0.57	0.48	0.25	0.19	0.58	0.61	0.02	0.25	0.65	0.05

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
7: SR A1A & Tournament Players Club Blvd/Country Club Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	114	24	254	15	22	55	4	226	1387	20	54	1259
Future Volume (vph)	114	24	254	15	22	55	4	226	1387	20	54	1259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	6.6			6.6	6.6		6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.86			1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00			0.97	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	1623			1843	1599		1787	3574	1599	1787	3574
Flt Permitted	0.95	1.00			0.73	1.00		0.11	1.00	1.00	0.14	1.00
Satd. Flow (perm)	1787	1623			1388	1599		215	3574	1599	264	3574
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	120	25	267	16	23	58	4	238	1460	21	57	1325
RTOR Reduction (vph)	0	194	0	0	0	55	0	0	0	7	0	0
Lane Group Flow (vph)	120	98	0	0	39	3	0	242	1460	14	57	1325
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Perm	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4			8			5	2		1	6
Permitted Phases				8		8	5	2		2	6	
Actuated Green, G (s)	16.2	32.1			10.0	10.0		124.5	111.8	111.8	102.7	96.8
Effective Green, g (s)	16.2	32.1			10.0	10.0		124.5	111.8	111.8	102.7	96.8
Actuated g/C Ratio	0.10	0.19			0.06	0.06		0.73	0.66	0.66	0.60	0.57
Clearance Time (s)	5.9	6.6			6.6	6.6		6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	2.5	2.5	3.0	2.5
Lane Grp Cap (vph)	170	306			81	94		350	2350	1051	212	2035
v/s Ratio Prot	c0.07	0.06						c0.08	c0.41		0.01	0.37
v/s Ratio Perm					c0.03	0.00		c0.42		0.01	0.15	
v/c Ratio	0.70	0.32			0.48	0.03		0.69	0.62	0.01	0.26	0.65
Uniform Delay, d1	74.5	59.5			77.4	75.4		26.6	16.8	10.0	15.4	25.0
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.40	0.96
Incremental Delay, d2	12.5	0.6			4.4	0.1		5.7	1.2	0.0	0.5	1.3
Delay (s)	87.1	60.1			81.9	75.6		32.4	18.0	10.0	22.2	25.5
Level of Service	F	E			F	E		C	B	B	C	C
Approach Delay (s/veh)		68.0			78.1				20.0			25.0
Approach LOS		E			E				C			C

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.1
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	50
Future Volume (vph)	50
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.8
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1599
Flt Permitted	1.00
Satd. Flow (perm)	1599
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	53
RTOR Reduction (vph)	23
Lane Group Flow (vph)	30
Heavy Vehicles (%)	1%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	96.8
Effective Green, g (s)	96.8
Actuated g/C Ratio	0.57
Clearance Time (s)	6.8
Vehicle Extension (s)	2.5
Lane Grp Cap (vph)	910
v/s Ratio Prot	
v/s Ratio Perm	0.02
v/c Ratio	0.03
Uniform Delay, d1	16.0
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	16.1
Level of Service	B
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	14.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	8	17	32	9	153	18	622	26	166	876	52
Future Vol, veh/h	28	8	17	32	9	153	18	622	26	166	876	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	125	-	115	225	-	375
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	31	9	19	35	10	168	20	684	29	182	963	57

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1714	2079	481	1574	2108	342	1020	0	0	712	0	0
Stage 1	1327	1327	-	723	723	-	-	-	-	-	-	-
Stage 2	386	752	-	851	1385	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	59	53	534	75	51	657	682	-	-	890	-	-
Stage 1	165	225	-	386	431	-	-	-	-	-	-	-
Stage 2	611	419	-	323	211	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 27	41	534	46	40	657	682	-	-	890	-	-
Mov Cap-2 Maneuver	~ 27	41	-	46	40	-	-	-	-	-	-	-
Stage 1	131	179	-	375	419	-	-	-	-	-	-	-
Stage 2	431	406	-	236	168	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	252.93	68.96	0.28	1.53
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	682	-	-	27	111	45	657	890	-	-
HCM Lane V/C Ratio	0.029	-	-	1.144	0.248	1.011	0.256	0.205	-	-
HCM Control Delay (s/veh)	10.4	-	-	$ 435.9	47.9	280.2	12.4	10.1	-	-
HCM Lane LOS	B	-	-	F	E	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.6	0.9	4.1	1	0.8	-	-

Notes

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

Opening Year 2030 No-Build Alternative
Synchro Reports

Queues
1: SR A1A & Marsh Landing Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	45	223	165	880	2147	152
v/c Ratio	0.36	0.74	0.57	0.29	0.59	0.13
Control Delay (s/veh)	73.2	26.8	73.9	2.9	12.1	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.2	26.8	73.9	2.9	12.1	4.3
Queue Length 50th (ft)	43	19	81	70	336	20
Queue Length 95th (ft)	82	105	119	127	494	55
Internal Link Dist (ft)	312			389	673	
Turn Bay Length (ft)			275			135
Base Capacity (vph)	220	375	462	2983	3631	1152
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	0.20	0.59	0.36	0.30	0.59	0.13

Intersection Summary

HCM Signalized Intersection Capacity Analysis
1: SR A1A & Marsh Landing Pkwy

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	42	210	1	154	827	2018	143
Future Volume (vph)	42	210	1	154	827	2018	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00		0.97	0.95	0.91	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	3539	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	3539	5085	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	45	223	1	164	880	2147	152
RTOR Reduction (vph)	0	189	0	0	0	0	22
Lane Group Flow (vph)	45	34	0	165	880	2147	130
Turn Type	Prot	Perm	Prot	Prot	NA	NA	Perm
Protected Phases	8		1	1	6	2	
Permitted Phases		8					2
Actuated Green, G (s)	10.4	10.4		12.5	126.5	107.2	107.2
Effective Green, g (s)	10.4	10.4		12.5	126.5	107.2	107.2
Actuated g/C Ratio	0.07	0.07		0.08	0.84	0.71	0.71
Clearance Time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	122	109		286	2984	3634	1131
v/s Ratio Prot	c0.03			c0.05	0.25	c0.42	
v/s Ratio Perm		0.02					0.08
v/c Ratio	0.36	0.31		0.57	0.29	0.59	0.11
Uniform Delay, d1	66.6	66.3		66.2	2.4	10.5	6.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	1.6		2.8	0.2	0.7	0.2
Delay (s)	68.5	68.0		69.0	2.7	11.2	6.8
Level of Service	E	E		E	A	B	A
Approach Delay (s/veh)	68.1				13.1	10.9	
Approach LOS	E				B	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	73.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: SR A1A & Ponte Vedra Lakes Blvd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	195	201	141	2043	2138	39
v/c Ratio	0.81	0.72	0.81	0.73	0.89	0.03
Control Delay (s/veh)	99.9	60.8	88.1	4.0	31.2	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.9	60.8	88.1	4.1	31.2	7.2
Queue Length 50th (ft)	227	147	125	180	1092	8
Queue Length 95th (ft)	315	239	m#223	201	1298	25
Internal Link Dist (ft)	876			1264	274	
Turn Bay Length (ft)		50	200			215
Base Capacity (vph)	298	328	187	2792	2390	1075
Starvation Cap Reductn	0	0	0	52	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.61	0.75	0.75	0.89	0.04

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
2: SR A1A & Ponte Vedra Lakes Blvd

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	191	197	138	2002	2095	38
Future Volume (vph)	191	197	138	2002	2095	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.03	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	58	3539	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	195	201	141	2043	2138	39
RTOR Reduction (vph)	0	64	0	0	0	6
Lane Group Flow (vph)	195	137	141	2043	2138	33
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	24.5	24.5	142.0	142.0	121.6	121.6
Effective Green, g (s)	24.5	24.5	142.0	142.0	121.6	121.6
Actuated g/C Ratio	0.14	0.14	0.79	0.79	0.68	0.68
Clearance Time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	240	215	174	2791	2390	1069
v/s Ratio Prot	c0.11		0.06	c0.58	c0.60	
v/s Ratio Perm		0.09	0.58			0.02
v/c Ratio	0.81	0.63	0.81	0.73	0.89	0.03
Uniform Delay, d1	75.5	73.5	64.3	9.4	23.9	9.6
Progression Factor	1.00	1.00	1.32	0.27	1.00	1.00
Incremental Delay, d2	18.5	6.0	17.8	1.2	5.7	0.0
Delay (s)	94.0	79.6	103.2	3.8	29.6	9.7
Level of Service	F	E	F	A	C	A
Approach Delay (s/veh)	86.7			10.2	29.2	
Approach LOS	F			B	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	93.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Queues
3: SR A1A & Marlin Ave

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	143	34	27	2053	2057	56
v/c Ratio	0.73	0.18	0.20	0.71	0.76	0.04
Control Delay (s/veh)	98.8	43.2	2.6	1.7	7.0	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	98.8	43.2	2.6	1.7	7.0	2.2
Queue Length 50th (ft)	167	18	1	28	192	1
Queue Length 95th (ft)	241	55	m2	m59	275	m4
Internal Link Dist (ft)	934			6355	1264	
Turn Bay Length (ft)		50	275			250
Base Capacity (vph)	260	247	153	2889	2684	1209
Starvation Cap Reductn	0	0	0	0	61	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	0.14	0.18	0.71	0.78	0.05

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
3: SR A1A & Marlin Ave

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	143	34	3	24	2053	2057	56
Future Volume (vph)	143	34	3	24	2053	2057	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00		1.00	0.95	0.95	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		1770	3539	3539	1583
Flt Permitted	0.95	1.00		0.05	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		95	3539	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	143	34	3	24	2053	2057	56
RTOR Reduction (vph)	0	15	0	0	0	0	9
Lane Group Flow (vph)	143	19	0	27	2053	2057	47
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	NA	Perm
Protected Phases	4		5	5	2	6	
Permitted Phases		4	2	2			6
Actuated Green, G (s)	19.8	19.8		146.9	146.9	135.1	135.1
Effective Green, g (s)	19.8	19.8		146.9	146.9	135.1	135.1
Actuated g/C Ratio	0.11	0.11		0.82	0.82	0.75	0.75
Clearance Time (s)	6.5	6.5		6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0		3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	194	174		124	2888	2656	1188
v/s Ratio Prot	c0.08			0.01	c0.58	c0.58	
v/s Ratio Perm		0.01		0.17			0.03
v/c Ratio	0.73	0.10		0.21	0.71	0.77	0.03
Uniform Delay, d1	77.5	72.1		18.0	7.2	13.3	5.7
Progression Factor	1.00	1.00		0.25	0.12	0.41	0.70
Incremental Delay, d2	13.5	0.2		0.4	0.7	1.0	0.0
Delay (s)	91.1	72.4		5.0	1.6	6.6	4.0
Level of Service	F	E		A	A	A	A
Approach Delay (s/veh)	87.5				1.6	6.5	
Approach LOS	F				A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Queues
4: SR A1A & Solana Rd

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	528	176	159	192	78	1459	117	147	1498	460
v/c Ratio	1.09	0.67	0.88	0.40	0.70	0.83	0.14	0.70	0.76	0.38
Control Delay (s/veh)	136.9	80.5	120.8	27.6	113.1	39.8	3.4	66.8	13.2	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
Total Delay (s/veh)	136.9	80.5	120.8	27.6	113.1	40.7	3.4	66.8	13.2	1.5
Queue Length 50th (ft)	~369	183	188	85	91	773	18	168	412	0
Queue Length 95th (ft)	#494	277	#326	168	#166	874	22	m221	518	67
Internal Link Dist (ft)		1286	1299			585			6355	
Turn Bay Length (ft)	285			175	150		200	450		465
Base Capacity (vph)	483	260	187	476	119	1753	835	208	1948	1210
Starvation Cap Reductn	0	0	0	0	0	98	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	1.09	0.68	0.85	0.40	0.66	0.88	0.14	0.71	0.77	0.38

Intersection Summary

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

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

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

HCM Signalized Intersection Capacity Analysis
4: SR A1A & Solana Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	502	97	70	84	67	182	74	1386	111	140	1423	437
Future Volume (vph)	502	97	70	84	67	182	74	1386	111	140	1423	437
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4			6.4	6.8	6.8	6.8	6.8	6.8	6.8	6.4
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1745			1813	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1745			1813	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	528	102	74	88	71	192	78	1459	117	147	1498	460
RTOR Reduction (vph)	0	15	0	0	0	81	0	0	51	0	0	113
Lane Group Flow (vph)	528	161	0	0	159	111	78	1459	66	147	1498	347
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	8	8		7	7	1	5	2		1	6	8
Permitted Phases						7			2			6
Actuated Green, G (s)	25.3	25.3			17.9	39.1	11.3	89.2	89.2	21.2	99.1	124.4
Effective Green, g (s)	25.3	25.3			17.9	39.1	11.3	89.2	89.2	21.2	99.1	124.4
Actuated g/C Ratio	0.14	0.14			0.10	0.22	0.06	0.50	0.50	0.12	0.55	0.69
Clearance Time (s)	6.4	6.4			6.4	6.8	6.8	6.8	6.8	6.8	6.8	6.4
Vehicle Extension (s)	2.5	2.5			2.5	3.0	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)	482	245			180	403	111	1753	784	208	1948	1094
v/s Ratio Prot	c0.15	0.09			c0.09	0.03	0.04	c0.41		0.08	c0.42	0.04
v/s Ratio Perm						0.04			0.04			0.17
v/c Ratio	1.09	0.65			0.88	0.27	0.70	0.83	0.08	0.70	0.76	0.31
Uniform Delay, d1	77.3	73.2			80.0	58.6	82.7	38.9	23.8	76.4	31.5	10.9
Progression Factor	1.00	1.00			1.00	1.00	1.03	0.90	0.57	0.70	0.35	0.82
Incremental Delay, d2	69.4	5.6			36.0	0.3	15.9	4.1	0.1	6.8	1.9	0.0
Delay (s)	146.8	78.8			116.0	59.0	101.5	39.4	14.0	61.0	13.0	9.1
Level of Service	F	E			F	E	F	D	B	E	B	A
Approach Delay (s/veh)		129.8			84.8			40.6			15.5	
Approach LOS		F			F			D			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	45.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Queues
5: SR A1A & Library Blvd

Lane Group	EBL	EBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	18	86	99	1610	8	1575	59
v/c Ratio	0.24	0.52	0.35	0.53	0.03	0.56	0.04
Control Delay (s/veh)	91.0	18.8	4.8	4.8	0.8	2.3	0.0
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (s/veh)	91.0	18.8	4.8	5.0	0.8	2.4	0.0
Queue Length 50th (ft)	21	0	11	161	1	67	0
Queue Length 95th (ft)	51	41	20	366	m1	95	m0
Internal Link Dist (ft)				7396		585	
Turn Bay Length (ft)			200		125		275
Base Capacity (vph)	382	423	286	2998	285	2792	1270
Starvation Cap Reductn	0	0	0	0	0	97	0
Spillback Cap Reductn	0	0	0	507	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.20	0.35	0.65	0.03	0.58	0.05

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
5: SR A1A & Library Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	17	0	83	0	0	0	6	89	1546	0	8	0
Future Volume (vph)	17	0	83	0	0	0	6	89	1546	0	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7		6.7					6.8	6.8			6.8
Lane Util. Factor	1.00		1.00					1.00	0.95			1.00
Frt	1.00		0.85					1.00	1.00			1.00
Flt Protected	0.95		1.00					0.95	1.00			0.95
Satd. Flow (prot)	1752		1568					1752	3505			1752
Flt Permitted	0.95		1.00					0.12	1.00			0.14
Satd. Flow (perm)	1752		1568					235	3505			259
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	18	0	86	0	0	0	6	93	1610	0	8	0
RTOR Reduction (vph)	0	0	82	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	18	0	4	0	0	0	0	99	1610	0	0	8
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot		Perm				pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	4				8		5	5	2		1	1
Permitted Phases			4	8			2	2			6	6
Actuated Green, G (s)	7.5		7.5					158.7	149.9			145.7
Effective Green, g (s)	7.5		7.5					158.7	149.9			145.7
Actuated g/C Ratio	0.04		0.04					0.88	0.83			0.81
Clearance Time (s)	6.7		6.7					6.8	6.8			6.8
Vehicle Extension (s)	3.0		3.0					3.0	4.0			3.0
Lane Grp Cap (vph)	73		65					281	2918			228
v/s Ratio Prot	c0.01							c0.02	c0.46			0.00
v/s Ratio Perm			0.00					0.29				0.03
v/c Ratio	0.24		0.05					0.35	0.55			0.03
Uniform Delay, d1	83.5		82.8					5.3	4.6			3.8
Progression Factor	1.00		1.00					1.00	1.00			0.37
Incremental Delay, d2	1.7		0.3					0.7	0.7			0.0
Delay (s)	85.2		83.2					6.0	5.4			1.4
Level of Service	F		F					A	A			A
Approach Delay (s/veh)		83.5			0.0				5.4			
Approach LOS		F			A				A			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.9
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1512	57
Future Volume (vph)	1512	57
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3505	1568
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3505	1568
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1575	59
RTOR Reduction (vph)	0	12
Lane Group Flow (vph)	1575	47
Heavy Vehicles (%)	3%	3%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	143.4	143.4
Effective Green, g (s)	143.4	143.4
Actuated g/C Ratio	0.80	0.80
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	4.0	4.0
Lane Grp Cap (vph)	2792	1249
v/s Ratio Prot	c0.45	
v/s Ratio Perm		0.03
v/c Ratio	0.56	0.03
Uniform Delay, d1	6.7	3.8
Progression Factor	0.25	1.00
Incremental Delay, d2	0.5	0.0
Delay (s)	2.2	3.8
Level of Service	A	A
Approach Delay (s/veh)	2.3	
Approach LOS	A	

Intersection Summary

Queues
6: SR A1A & Sawgrass Village Dr/L'Atrium Cir

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	95	30	40	86	69	1332	15	45	1394	298
v/c Ratio	0.62	0.09	0.50	0.43	0.28	0.56	0.01	0.17	0.61	0.27
Control Delay (s/veh)	87.1	17.7	93.7	11.6	5.8	11.3	0.0	8.7	19.2	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.1	17.7	93.7	11.6	5.8	11.3	0.0	8.7	19.2	4.7
Queue Length 50th (ft)	98	2	41	0	1	473	0	12	434	33
Queue Length 95th (ft)	158	32	84	30	15	623	m0	28	578	87
Internal Link Dist (ft)		227	571			1076			7396	
Turn Bay Length (ft)				125	225		225	185		215
Base Capacity (vph)	211	382	94	215	270	2343	1086	272	2274	1092
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	0.45	0.08	0.43	0.40	0.26	0.57	0.01	0.17	0.61	0.27

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
6: SR A1A & Sawgrass Village Dr/L'Atrium Cir

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	89	2	26	34	4	81	1	64	1252	14	2	40
Future Volume (vph)	89	2	26	34	4	81	1	64	1252	14	2	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	7.0			7.0	7.0		6.8	6.8	6.8		6.8
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	0.86			1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00			0.95	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	1602			1783	1583		1770	3539	1583		1770
Flt Permitted	0.95	1.00			0.72	1.00		0.12	1.00	1.00		0.15
Satd. Flow (perm)	1770	1602			1352	1583		242	3539	1583		283
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	95	2	28	36	4	86	1	68	1332	15	2	43
RTOR Reduction (vph)	0	23	0	0	0	81	0	0	0	5	0	0
Lane Group Flow (vph)	95	7	0	0	40	5	0	69	1332	10	0	45
Turn Type	Prot	NA		Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	4			8		5	5	2		1	1
Permitted Phases				8		8	2	2		2	6	6
Actuated Green, G (s)	13.9	29.3			9.5	9.5		111.8	104.5	104.5		108.4
Effective Green, g (s)	13.9	29.3			9.5	9.5		111.8	104.5	104.5		108.4
Actuated g/C Ratio	0.09	0.18			0.06	0.06		0.70	0.65	0.65		0.68
Clearance Time (s)	5.9	7.0			7.0	7.0		6.8	6.8	6.8		6.8
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	2.5	2.5		3.0
Lane Grp Cap (vph)	153	293			80	93		238	2311	1033		243
v/s Ratio Prot	c0.05	0.00						c0.01	0.38			0.01
v/s Ratio Perm					c0.03	0.00		0.19		0.01		0.12
v/c Ratio	0.62	0.02			0.50	0.05		0.28	0.57	0.00		0.18
Uniform Delay, d1	70.5	53.6			72.9	71.0		12.0	15.4	9.6		11.1
Progression Factor	1.00	1.00			1.00	1.00		0.44	0.63	1.00		1.00
Incremental Delay, d2	7.6	0.0			4.8	0.2		0.5	0.9	0.0		0.3
Delay (s)	78.1	53.6			77.7	71.2		5.9	10.7	9.7		11.4
Level of Service	E	D			E	E		A	B	A		B
Approach Delay (s/veh)		72.2			73.3				10.5			
Approach LOS		E			E				B			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1310	280
Future Volume (vph)	1310	280
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3539	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3539	1583
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	1394	298
RTOR Reduction (vph)	0	75
Lane Group Flow (vph)	1394	223
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	102.8	102.8
Effective Green, g (s)	102.8	102.8
Actuated g/C Ratio	0.64	0.64
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	2273	1017
v/s Ratio Prot	c0.39	
v/s Ratio Perm		0.14
v/c Ratio	0.61	0.21
Uniform Delay, d1	16.8	11.9
Progression Factor	1.00	1.00
Incremental Delay, d2	1.2	0.4
Delay (s)	18.1	12.3
Level of Service	B	B
Approach Delay (s/veh)	16.9	
Approach LOS	B	

Intersection Summary

Queues
7: SR A1A & Tournament Players Club Blvd/Country Club Blvd

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	242	42	57	187	1296	22	57	1320	81
v/c Ratio	0.51	0.59	0.50	0.22	0.57	0.53	0.01	0.20	0.59	0.07
Control Delay (s/veh)	86.0	21.1	91.3	2.0	14.9	15.3	0.0	8.8	16.6	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 (s/veh)	86.0	21.1	91.3	2.0	14.9	15.3	0.0	8.8	16.6	0.7
Queue Length 50th (ft)	65	52	43	0	50	361	0	14	235	0
Queue Length 95th (ft)	116	136	87	0	107	508	0	m37	348	m4
Internal Link Dist (ft)		975	890			2810			1076	
Turn Bay Length (ft)	175			325	215		225	225		215
Base Capacity (vph)	200	589	172	349	385	2445	1128	286	2224	1053
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	0.32	0.41	0.24	0.16	0.49	0.53	0.02	0.20	0.59	0.08

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
7: SR A1A & Tournament Players Club Blvd/Country Club Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	59	21	207	23	17	54	1	175	1218	21	54	1241
Future Volume (vph)	59	21	207	23	17	54	1	175	1218	21	54	1241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	6.6			6.6	6.6		6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.86			1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00			0.97	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1609			1811	1583		1770	3539	1583	1770	3539
Flt Permitted	0.95	1.00			0.69	1.00		0.13	1.00	1.00	0.17	1.00
Satd. Flow (perm)	1770	1609			1292	1583		249	3539	1583	332	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	63	22	220	24	18	57	1	186	1296	22	57	1320
RTOR Reduction (vph)	0	155	0	0	0	53	0	0	0	7	0	0
Lane Group Flow (vph)	63	87	0	0	42	4	0	187	1296	15	57	1320
Turn Type	Prot	NA		Perm	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4			8			5	2		1	6
Permitted Phases				8		8	5	2		2	6	
Actuated Green, G (s)	9.7	26.0			10.4	10.4		120.6	108.0	108.0	105.2	99.4
Effective Green, g (s)	9.7	26.0			10.4	10.4		120.6	108.0	108.0	105.2	99.4
Actuated g/C Ratio	0.06	0.16			0.07	0.07		0.75	0.68	0.68	0.66	0.62
Clearance Time (s)	5.9	6.6			6.6	6.6		6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	2.5	2.5	3.0	2.5
Lane Grp Cap (vph)	107	261			83	102		324	2388	1068	270	2198
v/s Ratio Prot	c0.04	0.05						c0.05	c0.37		0.01	c0.37
v/s Ratio Perm					c0.03	0.00		0.38		0.01	0.13	
v/c Ratio	0.58	0.33			0.50	0.03		0.57	0.54	0.01	0.21	0.60
Uniform Delay, d1	73.2	59.3			72.3	70.1		14.1	13.3	8.5	10.6	18.3
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	0.99	0.76
Incremental Delay, d2	8.0	0.7			4.7	0.1		2.4	0.8	0.0	0.3	0.9
Delay (s)	81.2	60.0			77.1	70.2		16.6	14.2	8.5	10.9	14.9
Level of Service	F	E			E	E		B	B	A	B	B
Approach Delay (s/veh)		64.4			73.1				14.4			14.6
Approach LOS		E			E				B			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.1
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	76
Future Volume (vph)	76
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.8
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	81
RTOR Reduction (vph)	31
Lane Group Flow (vph)	50
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	99.4
Effective Green, g (s)	99.4
Actuated g/C Ratio	0.62
Clearance Time (s)	6.8
Vehicle Extension (s)	2.5
Lane Grp Cap (vph)	983
v/s Ratio Prot	
v/s Ratio Perm	0.03
v/c Ratio	0.05
Uniform Delay, d1	11.8
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	11.9
Level of Service	B
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	15.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	5	9	26	3	158	21	899	41	151	613	60
Future Vol, veh/h	61	5	9	26	3	158	21	899	41	151	613	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	125	-	115	225	-	375
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	5	9	27	3	161	21	917	42	154	626	61

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1437	1936	313	1584	1955	459	687	0	0	959	0	0
Stage 1	934	934	-	960	960	-	-	-	-	-	-	-
Stage 2	503	1002	-	623	995	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	94	65	683	73	63	549	903	-	-	713	-	-
Stage 1	286	343	-	276	333	-	-	-	-	-	-	-
Stage 2	519	318	-	440	321	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 48	50	683	51	48	549	903	-	-	713	-	-
Mov Cap-2 Maneuver	~ 48	50	-	51	48	-	-	-	-	-	-	-
Stage 1	224	269	-	269	325	-	-	-	-	-	-	-
Stage 2	355	311	-	334	251	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $/s	$ 301.96	35.22	0.2	2.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	903	-	-	48	123	50	549	713	-	-
HCM Lane V/C Ratio	0.024	-	-	1.289	0.116	0.587	0.294	0.216	-	-
HCM Control Delay (s/veh)	9.1	-	-	$ 362.5	38	149.4	14.3	11.4	-	-
HCM Lane LOS	A	-	-	F	E	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	5.8	0.4	2.3	1.2	0.8	-	-

Notes

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

Queues
1: SR A1A & Marsh Landing Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	88	353	235	949	1942	229
v/c Ratio	0.37	0.87	0.66	0.33	0.59	0.21
Control Delay (s/veh)	61.5	43.7	73.5	5.9	18.7	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.5	43.7	73.5	5.9	18.7	8.7
Queue Length 50th (ft)	80	129	115	125	386	49
Queue Length 95th (ft)	126	235	158	220	575	120
Internal Link Dist (ft)	312			389	673	
Turn Bay Length (ft)			275			135
Base Capacity (vph)	461	580	444	2797	3257	1048
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	0.19	0.61	0.53	0.34	0.60	0.22

Intersection Summary

HCM Signalized Intersection Capacity Analysis
1: SR A1A & Marsh Landing Pkwy

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	87	349	3	230	940	1923	227
Future Volume (vph)	87	349	3	230	940	1923	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00		0.97	0.95	0.91	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1599		3467	3574	5136	1599
Flt Permitted	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1787	1599		3467	3574	5136	1599
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	88	353	3	232	949	1942	229
RTOR Reduction (vph)	0	197	0	0	0	0	35
Lane Group Flow (vph)	88	156	0	235	949	1942	194
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	Prot	Prot	NA	NA	Perm
Protected Phases	8		1	1	6	2	
Permitted Phases		8					2
Actuated Green, G (s)	19.5	19.5		15.4	117.4	95.2	95.2
Effective Green, g (s)	19.5	19.5		15.4	117.4	95.2	95.2
Actuated g/C Ratio	0.13	0.13		0.10	0.78	0.63	0.63
Clearance Time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	232	207		355	2797	3259	1014
v/s Ratio Prot	0.05			c0.07	0.27	c0.38	
v/s Ratio Perm		c0.10					0.12
v/c Ratio	0.37	0.75		0.66	0.33	0.59	0.19
Uniform Delay, d1	59.7	62.9		64.7	4.8	16.0	11.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	14.4		4.5	0.3	0.8	0.4
Delay (s)	60.7	77.4		69.3	5.1	16.9	11.8
Level of Service	E	E		E	A	B	B
Approach Delay (s/veh)	74.1				17.9	16.3	
Approach LOS	E				B	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	82.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Queues
2: SR A1A & Ponte Vedra Lakes Blvd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	171	164	137	2382	2111	136
v/c Ratio	0.78	0.63	0.76	0.83	0.86	0.12
Control Delay (s/veh)	95.8	49.9	68.8	7.3	27.2	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	95.8	49.9	68.8	7.3	27.2	5.7
Queue Length 50th (ft)	187	98	108	226	935	24
Queue Length 95th (ft)	271	180	m160	441	1187	57
Internal Link Dist (ft)	876			1264	274	
Turn Bay Length (ft)		50	200			215
Base Capacity (vph)	266	300	213	2852	2438	1112
Starvation Cap Reductn	0	0	0	13	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.55	0.64	0.84	0.87	0.12

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
2: SR A1A & Ponte Vedra Lakes Blvd

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	168	161	134	2334	2069	133
Future Volume (vph)	168	161	134	2334	2069	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1599	1787	3574	3574	1599
Flt Permitted	0.95	1.00	0.03	1.00	1.00	1.00
Satd. Flow (perm)	1787	1599	61	3574	3574	1599
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	171	164	137	2382	2111	136
RTOR Reduction (vph)	0	63	0	0	0	22
Lane Group Flow (vph)	171	101	137	2382	2111	114
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	20.8	20.8	135.7	135.7	116.0	116.0
Effective Green, g (s)	20.8	20.8	135.7	135.7	116.0	116.0
Actuated g/C Ratio	0.12	0.12	0.80	0.80	0.68	0.68
Clearance Time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	218	195	178	2852	2438	1091
v/s Ratio Prot	c0.10		0.06	c0.67	c0.59	
v/s Ratio Perm		0.06	0.55			0.07
v/c Ratio	0.78	0.51	0.76	0.83	0.86	0.10
Uniform Delay, d1	72.4	69.8	58.3	10.3	20.9	9.2
Progression Factor	1.00	1.00	1.14	0.45	1.00	1.00
Incremental Delay, d2	16.7	2.3	12.7	2.1	4.4	0.1
Delay (s)	89.1	72.2	79.3	6.8	25.4	9.4
Level of Service	F	E	E	A	C	A
Approach Delay (s/veh)	80.8			10.7	24.4	
Approach LOS	F			B	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues
3: SR A1A & Marlin Ave

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	126	23	38	2260	2219	110
v/c Ratio	0.73	0.13	0.31	0.76	0.81	0.08
Control Delay (s/veh)	98.4	41.4	17.5	2.1	3.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	98.4	41.4	17.5	2.1	3.8	0.1
Queue Length 50th (ft)	138	10	1	21	76	0
Queue Length 95th (ft)	213	41	m2	m37	94	m0
Internal Link Dist (ft)	934			6355	1264	
Turn Bay Length (ft)		50	275			250
Base Capacity (vph)	204	194	147	2949	2723	1236
Starvation Cap Reductn	0	0	0	0	7	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.12	0.26	0.77	0.82	0.09

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
3: SR A1A & Marlin Ave

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	123	23	37	2215	2175	108
Future Volume (vph)	123	23	37	2215	2175	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1599	1787	3574	3574	1599
Flt Permitted	0.95	1.00	0.03	1.00	1.00	1.00
Satd. Flow (perm)	1787	1599	67	3574	3574	1599
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	126	23	38	2260	2219	110
RTOR Reduction (vph)	0	12	0	0	0	19
Lane Group Flow (vph)	126	11	38	2260	2219	91
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	16.4	16.4	140.3	140.3	128.2	128.2
Effective Green, g (s)	16.4	16.4	140.3	140.3	128.2	128.2
Actuated g/C Ratio	0.10	0.10	0.83	0.83	0.75	0.75
Clearance Time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	172	154	108	2949	2695	1205
v/s Ratio Prot	c0.07		0.01	c0.63	c0.62	
v/s Ratio Perm		0.01	0.28			0.06
v/c Ratio	0.73	0.07	0.35	0.76	0.82	0.07
Uniform Delay, d1	74.6	69.8	25.8	7.0	13.5	5.4
Progression Factor	1.00	1.00	2.22	0.14	0.15	0.01
Incremental Delay, d2	14.8	0.2	1.0	1.0	1.6	0.0
Delay (s)	89.5	70.0	58.4	2.0	3.7	0.1
Level of Service	F	E	E	A	A	A
Approach Delay (s/veh)	86.5			2.9	3.5	
Approach LOS	F			A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Queues
4: SR A1A & Solana Rd

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	506	143	126	135	52	1617	39	106	1547	527
v/c Ratio	1.08	0.56	0.88	0.34	0.63	0.81	0.04	0.76	0.72	0.41
Control Delay (s/veh)	132.1	65.9	124.2	17.3	127.5	17.0	0.0	80.1	11.0	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	132.1	65.9	124.2	17.3	127.5	17.3	0.0	80.1	11.0	1.5
Queue Length 50th (ft)	~327	125	141	24	54	836	0	119	273	12
Queue Length 95th (ft)	#448	207	#269	90	m#111	70	m0	m145	371	55
Internal Link Dist (ft)		1286	1299			585			6355	
Turn Bay Length (ft)	285			175	150		200	450		465
Base Capacity (vph)	467	255	147	396	86	1980	933	138	2148	1277
Starvation Cap Reductn	0	0	0	0	0	81	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	1.08	0.56	0.86	0.34	0.60	0.85	0.04	0.77	0.72	0.41

Intersection Summary

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

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

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

HCM Signalized Intersection Capacity Analysis
4: SR A1A & Solana Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	501	69	72	58	66	134	1	50	1601	39	105	1532
Future Volume (vph)	501	69	72	58	66	134	1	50	1601	39	105	1532
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4			6.4	6.8		6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	0.97	1.00			1.00	1.00		1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.92			1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00			0.97	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3467	1737			1838	1599		1787	3574	1599	1787	3574
Flt Permitted	0.95	1.00			0.97	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3467	1737			1838	1599		1787	3574	1599	1787	3574
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	506	70	73	59	67	135	1	51	1617	39	106	1547
RTOR Reduction (vph)	0	22	0	0	0	91	0	0	0	18	0	0
Lane Group Flow (vph)	506	121	0	0	126	44	0	52	1617	21	106	1547
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Split	NA		Split	NA	pm+ov	Prot	Prot	NA	Perm	Prot	NA
Protected Phases	8	8		7	7	1	5	5	2		1	6
Permitted Phases						7				2		
Actuated Green, G (s)	22.9	22.9			13.3	27.9		6.6	92.8	92.8	14.6	100.8
Effective Green, g (s)	22.9	22.9			13.3	27.9		6.6	92.8	92.8	14.6	100.8
Actuated g/C Ratio	0.13	0.13			0.08	0.16		0.04	0.55	0.55	0.09	0.59
Clearance Time (s)	6.4	6.4			6.4	6.8		6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	2.5	2.5			2.5	3.0		3.0	2.5	2.5	3.0	2.5
Lane Grp Cap (vph)	467	233			143	326		69	1950	872	153	2119
v/s Ratio Prot	c0.15	0.07			c0.07	0.01		0.03	c0.45		0.06	c0.43
v/s Ratio Perm						0.02				0.01		
v/c Ratio	1.08	0.52			0.88	0.13		0.75	0.82	0.02	0.69	0.73
Uniform Delay, d1	73.5	68.4			77.5	60.7		80.8	32.0	17.7	75.5	24.8
Progression Factor	1.00	1.00			1.00	1.00		1.27	0.43	1.00	0.77	0.39
Incremental Delay, d2	66.0	1.6			42.0	0.1		31.7	3.5	0.0	7.4	1.2
Delay (s)	139.5	70.0			119.5	60.9		135.1	17.6	17.8	66.0	11.1
Level of Service	F	E			F	E		F	B	B	E	B
Approach Delay (s/veh)		124.2			89.2				21.2			12.4
Approach LOS		F			F				C			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	522
Future Volume (vph)	522
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.4
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1599
Flt Permitted	1.00
Satd. Flow (perm)	1599
Peak-hour factor, PHF	0.99
Adj. Flow (vph)	527
RTOR Reduction (vph)	91
Lane Group Flow (vph)	436
Heavy Vehicles (%)	1%
Turn Type	pm+ov
Protected Phases	8
Permitted Phases	6
Actuated Green, G (s)	123.7
Effective Green, g (s)	123.7
Actuated g/C Ratio	0.73
Clearance Time (s)	6.4
Vehicle Extension (s)	2.5
Lane Grp Cap (vph)	1163
v/s Ratio Prot	0.05
v/s Ratio Perm	0.22
v/c Ratio	0.37
Uniform Delay, d1	8.6
Progression Factor	0.63
Incremental Delay, d2	0.0
Delay (s)	5.6
Level of Service	A
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Queues
5: SR A1A & Library Blvd

Lane Group	EBL	EBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	41	164	99	1718	3	1669	60
v/c Ratio	0.40	0.66	0.39	0.56	0.01	0.60	0.04
Control Delay (s/veh)	87.9	23.4	6.5	11.0	0.6	2.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.9	23.4	6.5	11.0	0.6	2.2	0.0
Queue Length 50th (ft)	45	0	20	730	0	72	0
Queue Length 95th (ft)	87	78	m24	m930	m0	90	m0
Internal Link Dist (ft)				7396		585	
Turn Bay Length (ft)			200		125		275
Base Capacity (vph)	413	495	298	3034	261	2773	1265
Starvation Cap Reductn	0	0	0	0	0	35	0
Spillback Cap Reductn	0	0	0	187	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.33	0.33	0.60	0.01	0.61	0.05

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
5: SR A1A & Library Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	39	0	157	0	0	0	5	90	1649	0	3	0
Future Volume (vph)	39	0	157	0	0	0	5	90	1649	0	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7		6.7					6.8	6.8			6.8
Lane Util. Factor	1.00		1.00					1.00	0.95			1.00
Frt	1.00		0.85					1.00	1.00			1.00
Flt Protected	0.95		1.00					0.95	1.00			0.95
Satd. Flow (prot)	1787		1599					1787	3574			1787
Flt Permitted	0.95		1.00					0.10	1.00			0.12
Satd. Flow (perm)	1787		1599					203	3574			226
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	41	0	164	0	0	0	5	94	1718	0	3	0
RTOR Reduction (vph)	0	0	155	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	41	0	9	0	0	0	0	99	1718	0	0	3
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot		Perm				pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	4				8		5	5	2		1	1
Permitted Phases			4	8			2	2			6	6
Actuated Green, G (s)	9.7		9.7					146.8	138.9			133.0
Effective Green, g (s)	9.7		9.7					146.8	138.9			133.0
Actuated g/C Ratio	0.06		0.06					0.86	0.82			0.78
Clearance Time (s)	6.7		6.7					6.8	6.8			6.8
Vehicle Extension (s)	3.0		3.0					3.0	4.0			3.0
Lane Grp Cap (vph)	101		91					250	2920			186
v/s Ratio Prot	c0.02							c0.02	c0.48			0.00
v/s Ratio Perm			0.01					0.32				0.01
v/c Ratio	0.40		0.10					0.39	0.58			0.01
Uniform Delay, d1	77.3		76.0					7.7	5.4			4.9
Progression Factor	1.00		1.00					1.96	2.31			0.30
Incremental Delay, d2	2.6		0.4					0.6	0.5			0.0
Delay (s)	80.0		76.5					15.8	13.2			1.5
Level of Service	F		E					B	B			A
Approach Delay (s/veh)		77.2			0.0				13.3			
Approach LOS		E			A				B			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.9
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1602	58
Future Volume (vph)	1602	58
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3574	1599
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3574	1599
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1669	60
RTOR Reduction (vph)	0	13
Lane Group Flow (vph)	1669	47
Heavy Vehicles (%)	1%	1%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	131.9	131.9
Effective Green, g (s)	131.9	131.9
Actuated g/C Ratio	0.78	0.78
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	4.0	4.0
Lane Grp Cap (vph)	2773	1240
v/s Ratio Prot	c0.47	
v/s Ratio Perm		0.03
v/c Ratio	0.60	0.03
Uniform Delay, d1	8.0	4.3
Progression Factor	0.17	1.00
Incremental Delay, d2	0.6	0.0
Delay (s)	2.1	4.4
Level of Service	A	A
Approach Delay (s/veh)	2.1	
Approach LOS	A	

Intersection Summary

Queues
6: SR A1A & Sawgrass Village Dr/L'Atrium Cir

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	291	128	41	43	93	1547	39	80	1328	320
v/c Ratio	1.10	0.27	0.50	0.18	0.33	0.72	0.03	0.53	0.64	0.31
Control Delay (s/veh)	150.2	11.6	96.4	1.6	18.6	17.1	0.0	28.1	26.1	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	150.2	11.6	96.4	1.6	18.6	17.2	0.0	28.1	26.1	6.9
Queue Length 50th (ft)	~367	11	45	0	32	282	0	40	723	108
Queue Length 95th (ft)	#568	68	89	0	m54	328	m0	m79	792	175
Internal Link Dist (ft)		227	571			1076			7396	
Turn Bay Length (ft)				125	225		225	185		215
Base Capacity (vph)	263	515	113	269	278	2143	1002	164	2072	1012
Starvation Cap Reductn	0	0	0	0	0	16	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	1.11	0.25	0.36	0.16	0.33	0.73	0.04	0.49	0.64	0.32

Intersection Summary

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

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

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

HCM Signalized Intersection Capacity Analysis
6: SR A1A & Sawgrass Village Dr/L'Atrium Cir

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	279	12	110	25	14	41	2	87	1485	37	2	75
Future Volume (vph)	279	12	110	25	14	41	2	87	1485	37	2	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	7.0			7.0	7.0		6.8	6.8	6.8		6.8
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	0.86			1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00			0.96	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1787	1628			1823	1599		1787	3574	1599		1787
Flt Permitted	0.95	1.00			0.73	1.00		0.15	1.00	1.00		0.05
Satd. Flow (perm)	1787	1628			1378	1599		284	3574	1599		109
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	291	12	115	26	15	43	2	91	1547	39	2	78
RTOR Reduction (vph)	0	88	0	0	0	41	0	0	0	16	0	0
Lane Group Flow (vph)	291	40	0	0	41	2	0	93	1547	23	0	80
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	4			8		5	5	2		1	1
Permitted Phases				8		8	2	2		2	6	6
Actuated Green, G (s)	25.1	40.0			9.0	9.0		100.6	100.6	100.6		97.2
Effective Green, g (s)	25.1	40.0			9.0	9.0		100.6	100.6	100.6		97.2
Actuated g/C Ratio	0.15	0.24			0.05	0.05		0.59	0.59	0.59		0.57
Clearance Time (s)	5.9	7.0			7.0	7.0		6.8	6.8	6.8		6.8
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	2.5	2.5		3.0
Lane Grp Cap (vph)	263	383			72	84		275	2114	946		149
v/s Ratio Prot	c0.16	0.02						0.02	c0.43			0.03
v/s Ratio Perm					c0.03	0.00		0.18		0.01		0.28
v/c Ratio	1.10	0.10			0.56	0.02		0.33	0.73	0.02		0.53
Uniform Delay, d1	72.4	50.9			78.6	76.3		33.6	24.9	14.3		29.3
Progression Factor	1.00	1.00			1.00	1.00		0.61	0.60	1.00		0.82
Incremental Delay, d2	87.0	0.1			9.9	0.1		0.5	1.7	0.0		3.0
Delay (s)	159.5	51.0			88.5	76.4		21.2	16.8	14.4		27.1
Level of Service	F	D			F	E		C	B	B		C
Approach Delay (s/veh)		126.3			82.3				17.0			
Approach LOS		F			F				B			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	88.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1275	307
Future Volume (vph)	1275	307
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3574	1599
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3574	1599
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1328	320
RTOR Reduction (vph)	0	87
Lane Group Flow (vph)	1328	233
Heavy Vehicles (%)	1%	1%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	97.2	97.2
Effective Green, g (s)	97.2	97.2
Actuated g/C Ratio	0.57	0.57
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	2043	914
v/s Ratio Prot	c0.37	
v/s Ratio Perm		0.15
v/c Ratio	0.65	0.25
Uniform Delay, d1	24.8	18.2
Progression Factor	0.98	0.89
Incremental Delay, d2	1.3	0.5
Delay (s)	25.8	16.9
Level of Service	C	B
Approach Delay (s/veh)	24.2	
Approach LOS	C	

Intersection Summary

Queues
7: SR A1A & Tournament Players Club Blvd/Country Club Blvd

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	124	303	41	60	250	1512	22	59	1373	55
v/c Ratio	0.72	0.60	0.49	0.25	0.71	0.63	0.02	0.28	0.69	0.05
Control Delay (s/veh)	96.7	19.1	96.2	2.5	36.4	20.1	0.0	18.7	31.0	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	96.7	19.1	96.2	2.5	36.4	20.1	0.0	18.7	31.0	1.3
Queue Length 50th (ft)	136	64	45	0	135	521	0	19	834	0
Queue Length 95th (ft)	209	163	88	0	244	693	0	m36	921	m9
Internal Link Dist (ft)		975	890			2810			1076	
Turn Bay Length (ft)	175			325	215		225	225		215
Base Capacity (vph)	211	603	153	311	399	2366	1094	212	1978	951
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	0.59	0.50	0.27	0.19	0.63	0.64	0.02	0.28	0.69	0.06

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
7: SR A1A & Tournament Players Club Blvd/Country Club Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	118	25	263	16	23	57	4	234	1436	21	56	1304
Future Volume (vph)	118	25	263	16	23	57	4	234	1436	21	56	1304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	6.6			6.6	6.6		6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.86			1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00			0.97	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	1623			1843	1599		1787	3574	1599	1787	3574
Flt Permitted	0.95	1.00			0.73	1.00		0.09	1.00	1.00	0.12	1.00
Satd. Flow (perm)	1787	1623			1375	1599		184	3574	1599	244	3574
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	124	26	277	17	24	60	4	246	1512	22	59	1373
RTOR Reduction (vph)	0	191	0	0	0	56	0	0	0	8	0	0
Lane Group Flow (vph)	124	112	0	0	41	4	0	250	1512	14	59	1373
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Perm	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4			8			5	2		1	6
Permitted Phases				8		8	5	2		2	6	
Actuated Green, G (s)	16.4	32.6			10.3	10.3		124.0	111.2	111.2	100.1	94.1
Effective Green, g (s)	16.4	32.6			10.3	10.3		124.0	111.2	111.2	100.1	94.1
Actuated g/C Ratio	0.10	0.19			0.06	0.06		0.73	0.65	0.65	0.59	0.55
Clearance Time (s)	5.9	6.6			6.6	6.6		6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	2.5	2.5	3.0	2.5
Lane Grp Cap (vph)	172	311			83	96		352	2337	1045	198	1978
v/s Ratio Prot	c0.07	0.07						c0.10	c0.42		0.01	0.38
v/s Ratio Perm					c0.03	0.00		c0.42		0.01	0.16	
v/c Ratio	0.72	0.36			0.49	0.03		0.71	0.64	0.01	0.29	0.69
Uniform Delay, d1	74.5	59.6			77.3	75.1		35.0	17.6	10.2	16.7	27.5
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.52	0.97
Incremental Delay, d2	13.8	0.7			4.5	0.1		6.6	1.3	0.0	0.6	1.6
Delay (s)	88.4	60.3			81.8	75.3		41.6	19.0	10.2	26.1	28.5
Level of Service	F	E			F	E		D	B	B	C	C
Approach Delay (s/veh)		68.5			78.0				22.0			27.9
Approach LOS		E			E				C			C

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.1
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	52
Future Volume (vph)	52
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.8
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1599
Flt Permitted	1.00
Satd. Flow (perm)	1599
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	55
RTOR Reduction (vph)	25
Lane Group Flow (vph)	30
Heavy Vehicles (%)	1%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	94.1
Effective Green, g (s)	94.1
Actuated g/C Ratio	0.55
Clearance Time (s)	6.8
Vehicle Extension (s)	2.5
Lane Grp Cap (vph)	885
v/s Ratio Prot	
v/s Ratio Perm	0.02
v/c Ratio	0.03
Uniform Delay, d1	17.2
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	17.3
Level of Service	B
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	19.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	9	17	33	10	159	18	644	27	172	907	54
Future Vol, veh/h	29	9	17	33	10	159	18	644	27	172	907	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	125	-	115	225	-	375
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	32	10	19	36	11	175	20	708	30	189	997	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1774	2152	498	1629	2181	354	1056	0	0	737	0	0
Stage 1	1375	1375	-	747	747	-	-	-	-	-	-	-
Stage 2	399	777	-	881	1434	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	53	48	520	68	46	645	661	-	-	871	-	-
Stage 1	154	213	-	373	421	-	-	-	-	-	-	-
Stage 2	601	408	-	310	199	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 22	37	520	39	35	645	661	-	-	871	-	-
Mov Cap-2 Maneuver	~ 22	37	-	39	35	-	-	-	-	-	-	-
Stage 1	121	167	-	362	408	-	-	-	-	-	-	-
Stage 2	414	395	-	220	156	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	$ 355.15	93.46	0.28	1.56
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	661	-	-	22	93	38	645	871	-	-
HCM Lane V/C Ratio	0.03	-	-	1.462	0.307	1.246	0.271	0.217	-	-
HCM Control Delay (s/veh)	10.6	-	-	$ 619.8	59.9	$ 392.3	12.6	10.3	-	-
HCM Lane LOS	B	-	-	F	F	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.1	1.2	4.8	1.1	0.8	-	-

Notes

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

Design Year 2050 No-Build Alternative
Synchro Reports

Queues
1: SR A1A & Marsh Landing Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	50	247	182	972	2372	168
v/c Ratio	0.36	0.80	0.60	0.32	0.66	0.14
Control Delay (s/veh)	71.2	35.0	73.8	3.4	14.6	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.2	35.0	73.8	3.4	14.6	5.1
Queue Length 50th (ft)	48	45	90	86	426	26
Queue Length 95th (ft)	88	141	128	150	613	65
Internal Link Dist (ft)	312			389	673	
Turn Bay Length (ft)			275			135
Base Capacity (vph)	220	372	462	2956	3566	1133
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	0.23	0.66	0.39	0.33	0.67	0.15

Intersection Summary

HCM Signalized Intersection Capacity Analysis
1: SR A1A & Marsh Landing Pkwy

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	47	232	1	170	914	2230	158
Future Volume (vph)	47	232	1	170	914	2230	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00		0.97	0.95	0.91	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	3539	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	3539	5085	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	50	247	1	181	972	2372	168
RTOR Reduction (vph)	0	185	0	0	0	0	23
Lane Group Flow (vph)	50	62	0	182	972	2372	145
Turn Type	Prot	Perm	Prot	Prot	NA	NA	Perm
Protected Phases	8		1	1	6	2	
Permitted Phases		8					2
Actuated Green, G (s)	11.6	11.6		13.3	125.3	105.2	105.2
Effective Green, g (s)	11.6	11.6		13.3	125.3	105.2	105.2
Actuated g/C Ratio	0.08	0.08		0.09	0.84	0.70	0.70
Clearance Time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	136	122		304	2956	3566	1110
v/s Ratio Prot	0.03			c0.05	0.27	c0.47	
v/s Ratio Perm		c0.04					0.09
v/c Ratio	0.36	0.51		0.59	0.32	0.66	0.13
Uniform Delay, d1	65.7	66.4		65.7	2.8	12.5	7.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	3.5		3.1	0.2	0.9	0.2
Delay (s)	67.3	70.0		68.9	3.1	13.5	7.6
Level of Service	E	E		E	A	B	A
Approach Delay (s/veh)	69.6				13.4	13.1	
Approach LOS	E				B	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: SR A1A & Ponte Vedra Lakes Blvd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	215	221	155	2257	2362	43
v/c Ratio	0.84	0.75	0.84	0.81	1.00	0.04
Control Delay (s/veh)	101.6	65.0	88.6	5.4	50.5	7.7
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	101.6	65.0	88.6	5.6	50.5	7.7
Queue Length 50th (ft)	250	171	142	196	~1583	10
Queue Length 95th (ft)	347	270	m#216	264	#1694	27
Internal Link Dist (ft)	876			1264	274	
Turn Bay Length (ft)		50	200			215
Base Capacity (vph)	298	328	189	2761	2343	1054
Starvation Cap Reductn	0	0	0	50	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.67	0.82	0.83	1.01	0.04

Intersection Summary

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

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

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

HCM Signalized Intersection Capacity Analysis
2: SR A1A & Ponte Vedra Lakes Blvd

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	211	217	152	2212	2315	42
Future Volume (vph)	211	217	152	2212	2315	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.03	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	59	3539	3539	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	215	221	155	2257	2362	43
RTOR Reduction (vph)	0	63	0	0	0	6
Lane Group Flow (vph)	215	158	155	2257	2362	37
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	26.0	26.0	140.5	140.5	119.2	119.2
Effective Green, g (s)	26.0	26.0	140.5	140.5	119.2	119.2
Actuated g/C Ratio	0.14	0.14	0.78	0.78	0.66	0.66
Clearance Time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	255	228	182	2762	2343	1048
v/s Ratio Prot	c0.12		0.07	c0.64	c0.67	
v/s Ratio Perm		0.10	0.59			0.02
v/c Ratio	0.84	0.69	0.85	0.81	1.00	0.03
Uniform Delay, d1	75.0	73.1	68.7	11.9	30.3	10.5
Progression Factor	1.00	1.00	1.29	0.28	1.00	1.00
Incremental Delay, d2	21.6	8.7	19.9	1.7	20.5	0.0
Delay (s)	96.6	81.9	109.0	5.1	50.9	10.5
Level of Service	F	F	F	A	D	B
Approach Delay (s/veh)	89.1			11.8	50.2	
Approach LOS	F			B	D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	35.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	101.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Queues
3: SR A1A & Marlin Ave

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	158	38	29	2269	2272	62
v/c Ratio	0.77	0.19	0.28	0.79	0.85	0.05
Control Delay (s/veh)	100.6	45.3	22.5	2.2	8.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	100.6	45.3	22.5	2.2	8.8	2.7
Queue Length 50th (ft)	184	23	1	48	283	4
Queue Length 95th (ft)	264	62	m2	m69	m291	m4
Internal Link Dist (ft)	934			6355	1264	
Turn Bay Length (ft)		50	275			250
Base Capacity (vph)	260	247	120	2866	2660	1198
Starvation Cap Reductn	0	0	0	0	58	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.15	0.24	0.79	0.87	0.05

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
3: SR A1A & Marlin Ave

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	158	38	3	26	2269	2272	62
Future Volume (vph)	158	38	3	26	2269	2272	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00		1.00	0.95	0.95	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		1770	3539	3539	1583
Flt Permitted	0.95	1.00		0.02	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		53	3539	3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	158	38	3	26	2269	2272	62
RTOR Reduction (vph)	0	15	0	0	0	0	9
Lane Group Flow (vph)	158	23	0	29	2269	2272	53
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	NA	Perm
Protected Phases	4		5	5	2	6	
Permitted Phases		4	2	2			6
Actuated Green, G (s)	20.9	20.9		145.8	145.8	133.9	133.9
Effective Green, g (s)	20.9	20.9		145.8	145.8	133.9	133.9
Actuated g/C Ratio	0.12	0.12		0.81	0.81	0.74	0.74
Clearance Time (s)	6.5	6.5		6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0		3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	205	183		91	2866	2632	1177
v/s Ratio Prot	c0.09			0.01	c0.64	c0.64	
v/s Ratio Perm		0.01		0.25			0.03
v/c Ratio	0.77	0.12		0.31	0.79	0.86	0.04
Uniform Delay, d1	77.2	71.3		31.9	9.0	16.4	6.1
Progression Factor	1.00	1.00		2.43	0.15	0.41	0.77
Incremental Delay, d2	16.2	0.3		0.6	0.7	1.1	0.0
Delay (s)	93.4	71.6		78.4	2.1	7.9	4.7
Level of Service	F	E		E	A	A	A
Approach Delay (s/veh)	89.2				3.0	7.8	
Approach LOS	F				A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Queues
4: SR A1A & Solana Rd

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	584	196	176	212	85	1613	128	162	1655	508
v/c Ratio	1.24	0.77	0.94	0.43	0.75	0.92	0.15	0.77	0.85	0.42
Control Delay (s/veh)	186.0	88.6	130.2	31.1	117.6	45.9	4.0	67.7	15.1	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	186.0	88.6	130.2	31.1	117.6	50.1	4.0	67.7	15.1	2.0
Queue Length 50th (ft)	~440	208	210	107	100	922	20	182	557	33
Queue Length 95th (ft)	#569	#330	#375	194	#187	1036	26	m220	717	m106
Internal Link Dist (ft)		1286	1299			585			6355	
Turn Bay Length (ft)	285			175	150		200	450		465
Base Capacity (vph)	470	253	187	482	119	1753	835	208	1942	1192
Starvation Cap Reductn	0	0	0	0	0	96	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	1.24	0.77	0.94	0.44	0.71	0.97	0.15	0.78	0.85	0.43

Intersection Summary

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

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

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

HCM Signalized Intersection Capacity Analysis
4: SR A1A & Solana Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	555	108	78	93	74	201	81	1532	122	154	1572	483
Future Volume (vph)	555	108	78	93	74	201	81	1532	122	154	1572	483
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4			6.4	6.8	6.8	6.8	6.8	6.8	6.8	6.4
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1746			1812	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00			0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1746			1812	1583	1770	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	584	114	82	98	78	212	85	1613	128	162	1655	508
RTOR Reduction (vph)	0	15	0	0	0	80	0	0	51	0	0	104
Lane Group Flow (vph)	584	181	0	0	176	132	85	1613	77	162	1655	404
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	8	8		7	7	1	5	2		1	6	8
Permitted Phases						7			2			6
Actuated Green, G (s)	24.6	24.6			18.6	39.8	11.6	89.2	89.2	21.2	98.8	123.4
Effective Green, g (s)	24.6	24.6			18.6	39.8	11.6	89.2	89.2	21.2	98.8	123.4
Actuated g/C Ratio	0.14	0.14			0.10	0.22	0.06	0.50	0.50	0.12	0.55	0.69
Clearance Time (s)	6.4	6.4			6.4	6.8	6.8	6.8	6.8	6.8	6.8	6.4
Vehicle Extension (s)	2.5	2.5			2.5	3.0	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)	469	238			187	409	114	1753	784	208	1942	1085
v/s Ratio Prot	c0.17	0.10			c0.10	0.04	0.05	c0.46		0.09	c0.47	0.05
v/s Ratio Perm						0.05			0.05			0.20
v/c Ratio	1.24	0.76			0.94	0.32	0.74	0.92	0.09	0.77	0.85	0.37
Uniform Delay, d1	77.6	74.8			80.1	58.7	82.7	42.0	24.0	77.1	34.4	11.9
Progression Factor	1.00	1.00			1.00	1.00	1.06	0.89	0.57	0.69	0.35	0.74
Incremental Delay, d2	127.2	12.8			48.8	0.4	19.3	7.9	0.2	9.2	2.6	0.0
Delay (s)	204.9	87.7			129.0	59.2	107.1	45.7	14.0	62.7	14.8	8.9
Level of Service	F	F			F	E	F	D	B	E	B	A
Approach Delay (s/veh)		175.4			90.9			46.3			16.9	
Approach LOS		F			F			D			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	55.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	97.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Queues
5: SR A1A & Library Blvd

Lane Group	EBL	EBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	19	96	109	1779	9	1741	66
v/c Ratio	0.25	0.57	0.41	0.59	0.04	0.64	0.05
Control Delay (s/veh)	90.0	24.1	6.2	5.6	0.8	2.8	0.0
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay (s/veh)	90.0	24.1	6.2	6.1	0.8	2.8	0.0
Queue Length 50th (ft)	22	0	12	196	1	98	0
Queue Length 95th (ft)	53	55	24	466	m1	119	m0
Internal Link Dist (ft)				7396		585	
Turn Bay Length (ft)			200		125		275
Base Capacity (vph)	382	423	263	2990	244	2720	1240
Starvation Cap Reductn	0	0	0	0	0	72	0
Spillback Cap Reductn	0	0	0	656	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.23	0.41	0.76	0.04	0.66	0.05

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
5: SR A1A & Library Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	18	0	92	0	0	0	7	98	1708	0	9	0
Future Volume (vph)	18	0	92	0	0	0	7	98	1708	0	9	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7		6.7					6.8	6.8			6.8
Lane Util. Factor	1.00		1.00					1.00	0.95			1.00
Frt	1.00		0.85					1.00	1.00			1.00
Flt Protected	0.95		1.00					0.95	1.00			0.95
Satd. Flow (prot)	1752		1568					1752	3505			1752
Flt Permitted	0.95		1.00					0.09	1.00			0.11
Satd. Flow (perm)	1752		1568					179	3505			212
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	19	0	96	0	0	0	7	102	1779	0	9	0
RTOR Reduction (vph)	0	0	92	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	19	0	4	0	0	0	0	109	1779	0	0	9
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot		Perm				pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	4				8		5	5	2		1	1
Permitted Phases			4	8			2	2			6	6
Actuated Green, G (s)	7.9		7.9					158.6	149.5			142.0
Effective Green, g (s)	7.9		7.9					158.6	149.5			142.0
Actuated g/C Ratio	0.04		0.04					0.88	0.83			0.79
Clearance Time (s)	6.7		6.7					6.8	6.8			6.8
Vehicle Extension (s)	3.0		3.0					3.0	4.0			3.0
Lane Grp Cap (vph)	76		68					263	2911			186
v/s Ratio Prot	c0.01							c0.03	c0.51			0.00
v/s Ratio Perm			0.00					0.34				0.04
v/c Ratio	0.25		0.06					0.41	0.61			0.04
Uniform Delay, d1	83.1		82.4					9.9	5.2			4.8
Progression Factor	1.00		1.00					1.00	1.00			0.34
Incremental Delay, d2	1.7		0.3					1.0	0.9			0.0
Delay (s)	84.9		82.8					11.0	6.2			1.6
Level of Service	F		F					B	A			A
Approach Delay (s/veh)		83.2			0.0				6.4			
Approach LOS		F			A				A			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.9
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1671	63
Future Volume (vph)	1671	63
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3505	1568
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3505	1568
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1741	66
RTOR Reduction (vph)	0	15
Lane Group Flow (vph)	1741	51
Heavy Vehicles (%)	3%	3%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	139.7	139.7
Effective Green, g (s)	139.7	139.7
Actuated g/C Ratio	0.78	0.78
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	4.0	4.0
Lane Grp Cap (vph)	2720	1216
v/s Ratio Prot	c0.50	
v/s Ratio Perm		0.03
v/c Ratio	0.64	0.04
Uniform Delay, d1	8.9	4.6
Progression Factor	0.23	0.01
Incremental Delay, d2	0.5	0.0
Delay (s)	2.7	0.1
Level of Service	A	A
Approach Delay (s/veh)	2.6	
Approach LOS	A	

Intersection Summary

Queues
6: SR A1A & Sawgrass Village Dr/L'Atrium Cir

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	104	33	45	95	77	1471	17	50	1539	329
v/c Ratio	0.65	0.10	0.54	0.47	0.38	0.63	0.01	0.23	0.68	0.30
Control Delay (s/veh)	88.4	16.8	96.4	15.0	13.0	11.6	0.0	10.0	21.8	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.4	16.8	96.4	15.0	13.0	11.6	0.0	10.0	21.8	5.8
Queue Length 50th (ft)	107	2	46	0	1	570	0	14	532	48
Queue Length 95th (ft)	172	33	92	43	m31	731	m0	31	686	110
Internal Link Dist (ft)		227	571			1076			7396	
Turn Bay Length (ft)				125	225		225	185		215
Base Capacity (vph)	211	384	95	216	230	2319	1076	231	2247	1082
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	0.49	0.09	0.47	0.44	0.33	0.63	0.02	0.22	0.68	0.30

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
6: SR A1A & Sawgrass Village Dr/L'Atrium Cir

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	98	2	29	38	5	89	1	71	1383	16	2	45
Future Volume (vph)	98	2	29	38	5	89	1	71	1383	16	2	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	7.0			7.0	7.0		6.8	6.8	6.8		6.8
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	0.85			1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00			0.95	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	1600			1783	1583		1770	3539	1583		1770
Flt Permitted	0.95	1.00			0.72	1.00		0.09	1.00	1.00		0.11
Satd. Flow (perm)	1770	1600			1352	1583		182	3539	1583		221
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	104	2	31	40	5	95	1	76	1471	17	2	48
RTOR Reduction (vph)	0	25	0	0	0	89	0	0	0	6	0	0
Lane Group Flow (vph)	104	8	0	0	45	6	0	77	1471	11	0	50
Turn Type	Prot	NA		Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	4			8		5	5	2		1	1
Permitted Phases				8		8	2	2		2	6	6
Actuated Green, G (s)	14.5	30.2			9.8	9.8		111.1	103.5	103.5		107.3
Effective Green, g (s)	14.5	30.2			9.8	9.8		111.1	103.5	103.5		107.3
Actuated g/C Ratio	0.09	0.19			0.06	0.06		0.69	0.65	0.65		0.67
Clearance Time (s)	5.9	7.0			7.0	7.0		6.8	6.8	6.8		6.8
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	2.5	2.5		3.0
Lane Grp Cap (vph)	160	302			82	96		201	2289	1024		203
v/s Ratio Prot	c0.06	0.00						c0.02	0.42			0.01
v/s Ratio Perm					c0.03	0.00		0.25		0.01		0.16
v/c Ratio	0.65	0.02			0.54	0.06		0.38	0.64	0.01		0.24
Uniform Delay, d1	70.2	52.9			72.9	70.7		15.4	17.0	10.0		13.1
Progression Factor	1.00	1.00			1.00	1.00		1.16	0.58	1.00		1.00
Incremental Delay, d2	9.0	0.0			7.3	0.2		1.0	1.1	0.0		0.6
Delay (s)	79.3	52.9			80.2	71.0		18.9	11.1	10.0		13.8
Level of Service	E	D			F	E		B	B	B		B
Approach Delay (s/veh)		73.0			73.9				11.5			
Approach LOS		E			E				B			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1447	309
Future Volume (vph)	1447	309
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3539	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3539	1583
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	1539	329
RTOR Reduction (vph)	0	77
Lane Group Flow (vph)	1539	252
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	101.6	101.6
Effective Green, g (s)	101.6	101.6
Actuated g/C Ratio	0.64	0.64
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	2247	1005
v/s Ratio Prot	c0.43	
v/s Ratio Perm		0.16
v/c Ratio	0.68	0.25
Uniform Delay, d1	18.8	12.6
Progression Factor	1.00	1.00
Incremental Delay, d2	1.7	0.5
Delay (s)	20.5	13.2
Level of Service	C	B
Approach Delay (s/veh)	19.1	
Approach LOS	B	

Intersection Summary

Queues
7: SR A1A & Tournament Players Club Blvd/Country Club Blvd

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	69	268	46	63	206	1433	24	63	1460	89
v/c Ratio	0.53	0.62	0.53	0.24	0.66	0.60	0.02	0.26	0.71	0.09
Control Delay (s/veh)	86.3	25.6	92.7	2.2	31.1	18.1	0.0	11.6	23.2	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.3	25.6	92.7	2.2	31.1	18.1	0.0	11.6	23.2	1.8
Queue Length 50th (ft)	71	85	47	0	89	437	0	16	283	0
Queue Length 95th (ft)	124	175	92	0	189	620	0	m44	433	m11
Internal Link Dist (ft)		975	890			2810			1076	
Turn Bay Length (ft)	175			325	215		225	225		215
Base Capacity (vph)	200	583	168	349	343	2359	1092	236	2044	981
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	0.35	0.46	0.27	0.18	0.60	0.61	0.02	0.27	0.71	0.09

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
7: SR A1A & Tournament Players Club Blvd/Country Club Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	65	23	229	25	18	59	1	193	1347	23	59	1372
Future Volume (vph)	65	23	229	25	18	59	1	193	1347	23	59	1372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	6.6			6.6	6.6		6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.86			1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00			0.97	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1608			1810	1583		1770	3539	1583	1770	3539
Flt Permitted	0.95	1.00			0.67	1.00		0.08	1.00	1.00	0.14	1.00
Satd. Flow (perm)	1770	1608			1257	1583		166	3539	1583	272	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	69	24	244	27	19	63	1	205	1433	24	63	1460
RTOR Reduction (vph)	0	146	0	0	0	59	0	0	0	8	0	0
Lane Group Flow (vph)	69	122	0	0	46	4	0	206	1433	16	63	1460
Turn Type	Prot	NA		Perm	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4			8			5	2		1	6
Permitted Phases				8		8	5	2		2	6	
Actuated Green, G (s)	11.6	28.5			11.0	11.0		118.1	105.3	105.3	98.4	92.4
Effective Green, g (s)	11.6	28.5			11.0	11.0		118.1	105.3	105.3	98.4	92.4
Actuated g/C Ratio	0.07	0.18			0.07	0.07		0.74	0.66	0.66	0.62	0.58
Clearance Time (s)	5.9	6.6			6.6	6.6		6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	2.5	2.5	3.0	2.5
Lane Grp Cap (vph)	128	286			86	108		312	2329	1041	223	2043
v/s Ratio Prot	0.04	c0.08						c0.08	c0.40		0.01	c0.41
v/s Ratio Perm					c0.04	0.00		0.41		0.01	0.16	
v/c Ratio	0.53	0.42			0.53	0.04		0.66	0.61	0.01	0.28	0.71
Uniform Delay, d1	71.6	58.4			72.0	69.5		30.7	15.7	9.4	13.7	24.3
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.06	0.80
Incremental Delay, d2	4.3	1.0			6.2	0.1		5.1	1.2	0.0	0.5	1.6
Delay (s)	75.9	59.4			78.2	69.7		35.8	16.9	9.4	15.2	21.0
Level of Service	E	E			E	E		D	B	A	B	C
Approach Delay (s/veh)		62.8			73.3				19.1			20.5
Approach LOS		E			E				B			C

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.1
Intersection Capacity Utilization	88.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	84
Future Volume (vph)	84
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.8
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	89
RTOR Reduction (vph)	38
Lane Group Flow (vph)	51
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	92.4
Effective Green, g (s)	92.4
Actuated g/C Ratio	0.58
Clearance Time (s)	6.8
Vehicle Extension (s)	2.5
Lane Grp Cap (vph)	914
v/s Ratio Prot	
v/s Ratio Perm	0.03
v/c Ratio	0.05
Uniform Delay, d1	14.7
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	14.8
Level of Service	B
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	33

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	68	6	9	28	4	174	24	994	45	167	679	66
Future Vol, veh/h	68	6	9	28	4	174	24	994	45	167	679	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	125	-	115	225	-	375
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	69	6	9	29	4	178	24	1014	46	170	693	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1592	2143	346	1754	2164	507	760	0	0	1060	0	0
Stage 1	1034	1034	-	1063	1063	-	-	-	-	-	-	-
Stage 2	558	1109	-	690	1101	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	72	48	650	54	47	511	847	-	-	653	-	-
Stage 1	249	308	-	238	298	-	-	-	-	-	-	-
Stage 2	481	283	-	401	286	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 31	34	650	33	33	511	847	-	-	653	-	-
Mov Cap-2 Maneuver	~ 31	34	-	33	33	-	-	-	-	-	-	-
Stage 1	184	227	-	231	289	-	-	-	-	-	-	-
Stage 2	301	275	-	284	211	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $/+	$ 712.45	64.13	0.21	2.28
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	847	-	-	31	80	33	511	653	-	-
HCM Lane V/C Ratio	0.029	-	-	2.267	0.192	0.98	0.348	0.261	-	-
HCM Control Delay (s/veh)	9.4	-	-	$ 856.3	60.4	$ 327.2	15.8	12.5	-	-
HCM Lane LOS	A	-	-	F	F	F	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	8.1	0.7	3.5	1.5	1	-	-

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

Queues
1: SR A1A & Marsh Landing Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	97	390	260	1049	2146	254
v/c Ratio	0.34	0.89	0.68	0.38	0.69	0.25
Control Delay (s/veh)	57.0	47.7	73.4	7.7	24.1	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.0	47.7	73.4	7.7	24.1	11.0
Queue Length 50th (ft)	86	171	128	166	505	66
Queue Length 95th (ft)	129	278	172	281	735	151
Internal Link Dist (ft)	312			389	673	
Turn Bay Length (ft)			275			135
Base Capacity (vph)	461	578	450	2704	3089	999
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	0.21	0.67	0.58	0.39	0.69	0.25

Intersection Summary

HCM Signalized Intersection Capacity Analysis
1: SR A1A & Marsh Landing Pkwy

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	96	386	3	254	1039	2125	251
Future Volume (vph)	96	386	3	254	1039	2125	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00		0.97	0.95	0.91	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1599		3467	3574	5136	1599
Flt Permitted	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1787	1599		3467	3574	5136	1599
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	97	390	3	257	1049	2146	254
RTOR Reduction (vph)	0	189	0	0	0	0	38
Lane Group Flow (vph)	97	201	0	260	1049	2146	216
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	Prot	Prot	NA	NA	Perm
Protected Phases	8		1	1	6	2	
Permitted Phases		8					2
Actuated Green, G (s)	23.4	23.4		16.5	113.5	90.2	90.2
Effective Green, g (s)	23.4	23.4		16.5	113.5	90.2	90.2
Actuated g/C Ratio	0.16	0.16		0.11	0.76	0.60	0.60
Clearance Time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	278	249		381	2704	3088	961
v/s Ratio Prot	0.05			c0.07	0.29	c0.42	
v/s Ratio Perm		c0.13					0.13
v/c Ratio	0.34	0.80		0.68	0.38	0.69	0.22
Uniform Delay, d1	56.5	61.1		64.2	6.2	20.4	13.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	17.1		4.9	0.4	1.3	0.5
Delay (s)	57.2	78.2		69.2	6.7	21.7	14.3
Level of Service	E	E		E	A	C	B
Approach Delay (s/veh)	74.0				19.1	21.0	
Approach LOS	E				B	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues
2: SR A1A & Ponte Vedra Lakes Blvd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	189	181	151	2632	2333	149
v/c Ratio	0.82	0.67	0.80	0.93	0.97	0.13
Control Delay (s/veh)	98.4	54.2	69.6	13.0	40.2	6.4
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	98.4	54.2	69.6	13.1	40.2	6.4
Queue Length 50th (ft)	207	117	126	424	1303	31
Queue Length 95th (ft)	298	206	m161	632	#1568	64
Internal Link Dist (ft)	876			1264	274	
Turn Bay Length (ft)		50	200			215
Base Capacity (vph)	266	300	212	2828	2396	1094
Starvation Cap Reductn	0	0	0	10	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	0.60	0.71	0.93	0.97	0.14

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
2: SR A1A & Ponte Vedra Lakes Blvd

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	185	177	148	2579	2286	146
Future Volume (vph)	185	177	148	2579	2286	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1599	1787	3574	3574	1599
Flt Permitted	0.95	1.00	0.03	1.00	1.00	1.00
Satd. Flow (perm)	1787	1599	62	3574	3574	1599
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	189	181	151	2632	2333	149
RTOR Reduction (vph)	0	63	0	0	0	22
Lane Group Flow (vph)	189	118	151	2632	2333	127
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	22.0	22.0	134.5	134.5	114.0	114.0
Effective Green, g (s)	22.0	22.0	134.5	134.5	114.0	114.0
Actuated g/C Ratio	0.13	0.13	0.79	0.79	0.67	0.67
Clearance Time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	231	206	187	2827	2396	1072
v/s Ratio Prot	c0.11		0.06	c0.74	c0.65	
v/s Ratio Perm		0.07	0.57			0.08
v/c Ratio	0.81	0.57	0.80	0.93	0.97	0.11
Uniform Delay, d1	72.0	69.5	64.0	14.0	26.5	10.0
Progression Factor	1.00	1.00	1.08	0.54	1.00	1.00
Incremental Delay, d2	19.6	3.8	13.6	4.3	13.1	0.2
Delay (s)	91.7	73.4	83.1	11.9	39.7	10.2
Level of Service	F	E	F	B	D	B
Approach Delay (s/veh)	82.7			15.8	37.9	
Approach LOS	F			B	D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	98.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues
3: SR A1A & Marlin Ave

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	139	26	42	2497	2452	121
v/c Ratio	0.77	0.15	0.37	0.85	0.90	0.09
Control Delay (s/veh)	101.4	43.5	28.3	3.3	7.2	0.0
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	101.4	43.5	28.3	3.5	7.2	0.0
Queue Length 50th (ft)	152	13	3	55	90	0
Queue Length 95th (ft)	#232	48	m4	m45	m157	m0
Internal Link Dist (ft)	934			6355	1264	
Turn Bay Length (ft)		50	275			250
Base Capacity (vph)	204	194	139	2934	2705	1228
Starvation Cap Reductn	0	0	0	0	6	0
Spillback Cap Reductn	0	0	0	63	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.13	0.30	0.87	0.91	0.10

Intersection Summary

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

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

HCM Signalized Intersection Capacity Analysis
3: SR A1A & Marlin Ave

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	136	25	41	2447	2403	119
Future Volume (vph)	136	25	41	2447	2403	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1599	1787	3574	3574	1599
Flt Permitted	0.95	1.00	0.02	1.00	1.00	1.00
Satd. Flow (perm)	1787	1599	56	3574	3574	1599
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	139	26	42	2497	2452	121
RTOR Reduction (vph)	0	12	0	0	0	19
Lane Group Flow (vph)	139	14	42	2497	2452	102
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	17.1	17.1	139.6	139.6	127.3	127.3
Effective Green, g (s)	17.1	17.1	139.6	139.6	127.3	127.3
Actuated g/C Ratio	0.10	0.10	0.82	0.82	0.75	0.75
Clearance Time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	179	160	101	2934	2676	1197
v/s Ratio Prot	c0.08		0.01	c0.70	c0.69	
v/s Ratio Perm		0.01	0.32			0.06
v/c Ratio	0.77	0.08	0.41	0.85	0.91	0.08
Uniform Delay, d1	74.5	69.3	43.0	9.0	17.0	5.7
Progression Factor	1.00	1.00	1.99	0.21	0.23	0.01
Incremental Delay, d2	18.7	0.2	1.0	1.2	2.5	0.0
Delay (s)	93.3	69.6	87.0	3.1	6.5	0.1
Level of Service	F	E	F	A	A	A
Approach Delay (s/veh)	89.6			4.5	6.2	
Approach LOS	F			A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues
4: SR A1A & Solana Rd

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	560	159	139	149	57	1787	43	117	1709	583
v/c Ratio	1.21	0.63	0.94	0.37	0.68	0.90	0.04	0.84	0.81	0.47
Control Delay (s/veh)	174.4	70.6	136.3	20.8	129.2	22.6	0.1	83.2	14.5	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0
Total Delay (s/veh)	174.4	70.6	136.3	20.8	129.2	24.2	0.1	83.2	14.5	2.0
Queue Length 50th (ft)	~391	144	157	37	61	967	0	128	385	52
Queue Length 95th (ft)	#516	230	#303	108	m#109	388	m0	m144	548	m60
Internal Link Dist (ft)		1286	1299			585			6355	
Turn Bay Length (ft)	285			175	150		200	450		465
Base Capacity (vph)	460	252	147	399	86	1980	933	138	2090	1234
Starvation Cap Reductn	0	0	0	0	0	81	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	1.22	0.63	0.95	0.37	0.66	0.94	0.05	0.85	0.82	0.47

Intersection Summary

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

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

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

HCM Signalized Intersection Capacity Analysis
4: SR A1A & Solana Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	554	77	80	64	73	148	1	55	1769	43	116	1692
Future Volume (vph)	554	77	80	64	73	148	1	55	1769	43	116	1692
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4			6.4	6.8		6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	0.97	1.00			1.00	1.00		1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.92			1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00			0.97	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3467	1737			1838	1599		1787	3574	1599	1787	3574
Flt Permitted	0.95	1.00			0.97	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3467	1737			1838	1599		1787	3574	1599	1787	3574
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	560	78	81	65	74	149	1	56	1787	43	117	1709
RTOR Reduction (vph)	0	22	0	0	0	92	0	0	0	19	0	0
Lane Group Flow (vph)	560	137	0	0	139	57	0	57	1787	24	117	1709
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Split	NA		Split	NA	pm+ov	Prot	Prot	NA	Perm	Prot	NA
Protected Phases	8	8		7	7	1	5	5	2		1	6
Permitted Phases						7				2		
Actuated Green, G (s)	22.6	22.6			13.6	26.8		8.0	94.2	94.2	13.2	99.4
Effective Green, g (s)	22.6	22.6			13.6	26.8		8.0	94.2	94.2	13.2	99.4
Actuated g/C Ratio	0.13	0.13			0.08	0.16		0.05	0.55	0.55	0.08	0.58
Clearance Time (s)	6.4	6.4			6.4	6.8		6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	2.5	2.5			2.5	3.0		3.0	2.5	2.5	3.0	2.5
Lane Grp Cap (vph)	460	230			147	316		84	1980	886	138	2089
v/s Ratio Prot	c0.16	0.08			c0.08	0.01		0.03	c0.50		0.07	c0.48
v/s Ratio Perm						0.02				0.01		
v/c Ratio	1.21	0.59			0.94	0.18		0.67	0.90	0.02	0.84	0.81
Uniform Delay, d1	73.7	69.4			77.8	62.0		79.7	33.8	17.1	77.4	28.1
Progression Factor	1.00	1.00			1.00	1.00		1.26	0.48	1.00	0.78	0.45
Incremental Delay, d2	116.2	3.4			57.4	0.2		15.8	5.8	0.0	17.8	1.5
Delay (s)	189.9	72.8			135.3	62.3		116.6	22.2	17.1	78.4	14.3
Level of Service	F	E			F	E		F	C	B	E	B
Approach Delay (s/veh)		164.0			97.5				25.0			15.6
Approach LOS		F			F				C			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	43.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	100.5%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	577
Future Volume (vph)	577
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.4
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1599
Flt Permitted	1.00
Satd. Flow (perm)	1599
Peak-hour factor, PHF	0.99
Adj. Flow (vph)	583
RTOR Reduction (vph)	83
Lane Group Flow (vph)	500
Heavy Vehicles (%)	1%
Turn Type	pm+ov
Protected Phases	8
Permitted Phases	6
Actuated Green, G (s)	122.0
Effective Green, g (s)	122.0
Actuated g/C Ratio	0.72
Clearance Time (s)	6.4
Vehicle Extension (s)	2.5
Lane Grp Cap (vph)	1147
v/s Ratio Prot	0.06
v/s Ratio Perm	0.25
v/c Ratio	0.43
Uniform Delay, d1	9.8
Progression Factor	0.67
Incremental Delay, d2	0.0
Delay (s)	6.7
Level of Service	A
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Queues
5: SR A1A & Library Blvd

Lane Group	EBL	EBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	45	181	110	1898	3	1844	67
v/c Ratio	0.43	0.68	0.50	0.62	0.01	0.67	0.05
Control Delay (s/veh)	88.7	22.9	14.8	12.1	1.0	2.3	0.0
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (s/veh)	88.7	22.9	14.8	12.2	1.0	2.4	0.0
Queue Length 50th (ft)	49	0	20	814	0	83	0
Queue Length 95th (ft)	94	82	m22	m1059	m0	101	m0
Internal Link Dist (ft)				7396		585	
Turn Bay Length (ft)			200		125		275
Base Capacity (vph)	413	508	259	3027	222	2751	1256
Starvation Cap Reductn	0	0	0	0	0	32	0
Spillback Cap Reductn	0	0	0	237	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.36	0.42	0.68	0.01	0.68	0.05

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
5: SR A1A & Library Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	43	0	174	0	0	0	6	100	1822	0	3	0
Future Volume (vph)	43	0	174	0	0	0	6	100	1822	0	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7		6.7					6.8	6.8			6.8
Lane Util. Factor	1.00		1.00					1.00	0.95			1.00
Frt	1.00		0.85					1.00	1.00			1.00
Flt Protected	0.95		1.00					0.95	1.00			0.95
Satd. Flow (prot)	1787		1599					1787	3574			1787
Flt Permitted	0.95		1.00					0.08	1.00			0.09
Satd. Flow (perm)	1787		1599					153	3574			176
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	45	0	181	0	0	0	6	104	1898	0	3	0
RTOR Reduction (vph)	0	0	170	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	45	0	11	0	0	0	0	110	1898	0	0	3
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot		Perm				pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	4				8		5	5	2		1	1
Permitted Phases			4	8			2	2			6	6
Actuated Green, G (s)	10.0		10.0					146.5	138.6			132.0
Effective Green, g (s)	10.0		10.0					146.5	138.6			132.0
Actuated g/C Ratio	0.06		0.06					0.86	0.82			0.78
Clearance Time (s)	6.7		6.7					6.8	6.8			6.8
Vehicle Extension (s)	3.0		3.0					3.0	4.0			3.0
Lane Grp Cap (vph)	105		94					216	2913			147
v/s Ratio Prot	c0.03							c0.03	c0.53			0.00
v/s Ratio Perm			0.01					0.41				0.02
v/c Ratio	0.42		0.11					0.50	0.65			0.02
Uniform Delay, d1	77.2		75.7					13.5	6.1			6.0
Progression Factor	1.00		1.00					2.32	2.23			0.28
Incremental Delay, d2	2.7		0.5					0.9	0.5			0.0
Delay (s)	80.0		76.3					32.4	14.3			1.7
Level of Service	F		E					C	B			A
Approach Delay (s/veh)		77.0			0.0				15.3			
Approach LOS		E			A				B			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.9
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1770	64
Future Volume (vph)	1770	64
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3574	1599
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3574	1599
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1844	67
RTOR Reduction (vph)	0	15
Lane Group Flow (vph)	1844	52
Heavy Vehicles (%)	1%	1%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	130.9	130.9
Effective Green, g (s)	130.9	130.9
Actuated g/C Ratio	0.77	0.77
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	4.0	4.0
Lane Grp Cap (vph)	2751	1231
v/s Ratio Prot	c0.52	
v/s Ratio Perm		0.03
v/c Ratio	0.67	0.04
Uniform Delay, d1	9.2	4.6
Progression Factor	0.15	0.00
Incremental Delay, d2	0.7	0.0
Delay (s)	2.2	0.0
Level of Service	A	A
Approach Delay (s/veh)	2.1	
Approach LOS	A	

Intersection Summary

Queues
6: SR A1A & Sawgrass Village Dr/L'Atrium Cir

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	321	141	45	48	102	1709	43	87	1467	353
v/c Ratio	1.22	0.30	0.52	0.20	0.42	0.80	0.04	0.61	0.71	0.34
Control Delay (s/veh)	185.4	11.5	98.3	1.8	27.2	20.2	0.5	40.9	27.0	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	185.4	11.5	98.3	1.8	27.2	20.2	0.5	40.9	27.0	6.6
Queue Length 50th (ft)	~436	13	49	0	35	312	0	41	814	111
Queue Length 95th (ft)	#644	72	96	0	m66	451	m0	m92	946	184
Internal Link Dist (ft)		227	571			1076			7396	
Turn Bay Length (ft)				125	225		225	185		215
Base Capacity (vph)	263	523	112	269	239	2130	996	154	2065	1009
Starvation Cap Reductn	0	0	0	0	0	14	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	1.22	0.27	0.40	0.18	0.43	0.81	0.04	0.56	0.71	0.35

Intersection Summary

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

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

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

HCM Signalized Intersection Capacity Analysis
6: SR A1A & Sawgrass Village Dr/L'Atrium Cir

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	308	14	121	27	16	46	2	96	1641	41	2	82
Future Volume (vph)	308	14	121	27	16	46	2	96	1641	41	2	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	7.0			7.0	7.0		6.8	6.8	6.8		6.8
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	0.86			1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00			0.96	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1787	1629			1824	1599		1787	3574	1599		1787
Flt Permitted	0.95	1.00			0.72	1.00		0.11	1.00	1.00		0.04
Satd. Flow (perm)	1787	1629			1372	1599		213	3574	1599		86
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	321	15	126	28	17	48	2	100	1709	43	2	85
RTOR Reduction (vph)	0	96	0	0	0	45	0	0	0	18	0	0
Lane Group Flow (vph)	321	45	0	0	45	3	0	102	1709	25	0	87
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	4			8		5	5	2		1	1
Permitted Phases				8		8	2	2		2	6	6
Actuated Green, G (s)	25.1	40.4			9.4	9.4		99.9	99.9	99.9		96.8
Effective Green, g (s)	25.1	40.4			9.4	9.4		99.9	99.9	99.9		96.8
Actuated g/C Ratio	0.15	0.24			0.06	0.06		0.59	0.59	0.59		0.57
Clearance Time (s)	5.9	7.0			7.0	7.0		6.8	6.8	6.8		6.8
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	2.5	2.5		3.0
Lane Grp Cap (vph)	263	387			75	88		238	2100	939		140
v/s Ratio Prot	c0.18	0.03						0.03	c0.48			0.03
v/s Ratio Perm					c0.03	0.00		0.22		0.02		0.32
v/c Ratio	1.22	0.11			0.60	0.03		0.42	0.81	0.02		0.62
Uniform Delay, d1	72.4	50.8			78.4	75.9		44.1	27.7	14.6		35.2
Progression Factor	1.00	1.00			1.00	1.00		0.66	0.62	1.00		0.92
Incremental Delay, d2	128.4	0.1			12.7	0.1		0.8	2.5	0.0		6.4
Delay (s)	200.9	50.9			91.2	76.1		30.4	19.8	14.7		39.0
Level of Service	F	D			F	E		C	B	B		D
Approach Delay (s/veh)		155.1			83.4				20.3			
Approach LOS		F			F				C			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	38.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	95.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1408	339
Future Volume (vph)	1408	339
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3574	1599
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3574	1599
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1467	353
RTOR Reduction (vph)	0	87
Lane Group Flow (vph)	1467	266
Heavy Vehicles (%)	1%	1%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	96.8	96.8
Effective Green, g (s)	96.8	96.8
Actuated g/C Ratio	0.57	0.57
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	2035	910
v/s Ratio Prot	c0.41	
v/s Ratio Perm		0.17
v/c Ratio	0.72	0.29
Uniform Delay, d1	26.7	18.9
Progression Factor	0.93	0.72
Incremental Delay, d2	1.7	0.6
Delay (s)	26.8	14.2
Level of Service	C	B
Approach Delay (s/veh)	25.0	
Approach LOS	C	

Intersection Summary

Queues
7: SR A1A & Tournament Players Club Blvd/Country Club Blvd

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	137	334	44	66	278	1671	24	65	1515	60
v/c Ratio	0.75	0.66	0.59	0.27	0.82	0.73	0.02	0.38	0.80	0.06
Control Delay (s/veh)	99.4	24.9	107.5	2.8	65.7	24.6	0.0	32.0	36.4	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.4	24.9	107.5	2.8	65.7	24.6	0.0	32.0	36.4	1.1
Queue Length 50th (ft)	150	107	49	0	229	646	0	24	932	0
Queue Length 95th (ft)	229	213	95	0	344	853	0	m38	1011	m5
Internal Link Dist (ft)		975	890			2810			1076	
Turn Bay Length (ft)	175			325	215		225	225		215
Base Capacity (vph)	211	598	132	311	363	2280	1058	171	1885	913
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	0.65	0.56	0.33	0.21	0.77	0.73	0.02	0.38	0.80	0.07

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis
7: SR A1A & Tournament Players Club Blvd/Country Club Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	130	27	291	17	25	63	5	259	1587	23	62	1439
Future Volume (vph)	130	27	291	17	25	63	5	259	1587	23	62	1439
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	6.6			6.6	6.6		6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.86			1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00			0.97	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	1623			1843	1599		1787	3574	1599	1787	3574
Flt Permitted	0.95	1.00			0.63	1.00		0.05	1.00	1.00	0.09	1.00
Satd. Flow (perm)	1787	1623			1187	1599		108	3574	1599	172	3574
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	137	28	306	18	26	66	5	273	1671	24	65	1515
RTOR Reduction (vph)	0	183	0	0	0	62	0	0	0	9	0	0
Lane Group Flow (vph)	137	151	0	0	44	4	0	278	1671	15	65	1515
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Perm	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4			8			5	2		1	6
Permitted Phases				8		8	5	2		2	6	
Actuated Green, G (s)	17.2	33.8			10.7	10.7		122.8	108.4	108.4	97.2	89.6
Effective Green, g (s)	17.2	33.8			10.7	10.7		122.8	108.4	108.4	97.2	89.6
Actuated g/C Ratio	0.10	0.20			0.06	0.06		0.72	0.64	0.64	0.57	0.53
Clearance Time (s)	5.9	6.6			6.6	6.6		6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	2.5	2.5	3.0	2.5
Lane Grp Cap (vph)	180	322			74	100		338	2278	1019	170	1883
v/s Ratio Prot	c0.08	0.09						c0.13	0.47		0.02	0.42
v/s Ratio Perm					c0.04	0.00		c0.46		0.01	0.20	
v/c Ratio	0.76	0.46			0.59	0.04		0.82	0.73	0.01	0.38	0.80
Uniform Delay, d1	74.3	60.1			77.5	74.8		52.7	20.9	11.2	20.4	33.0
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	2.16	0.95
Incremental Delay, d2	17.1	1.0			12.1	0.1		14.8	2.1	0.0	1.0	2.8
Delay (s)	91.5	61.2			89.7	75.0		67.5	23.1	11.2	45.3	34.3
Level of Service	F	E			F	E		E	C	B	D	C
Approach Delay (s/veh)		70.0			80.8				29.2			34.2
Approach LOS		E			F				C			C

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.1
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	57
Future Volume (vph)	57
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.8
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1599
Flt Permitted	1.00
Satd. Flow (perm)	1599
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	60
RTOR Reduction (vph)	28
Lane Group Flow (vph)	32
Heavy Vehicles (%)	1%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	89.6
Effective Green, g (s)	89.6
Actuated g/C Ratio	0.53
Clearance Time (s)	6.8
Vehicle Extension (s)	2.5
Lane Grp Cap (vph)	842
v/s Ratio Prot	
v/s Ratio Perm	0.02
v/c Ratio	0.03
Uniform Delay, d1	19.3
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	19.4
Level of Service	B
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	46.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	9	19	37	11	175	20	712	30	190	1001	59
Future Vol, veh/h	32	9	19	37	11	175	20	712	30	190	1001	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	125	-	115	225	-	375
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	35	10	21	41	12	192	22	782	33	209	1100	65

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1959	2377	550	1799	2409	391	1165	0	0	815	0	0
Stage 1	1518	1518	-	826	826	-	-	-	-	-	-	-
Stage 2	441	859	-	973	1582	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	38	35	481	51	33	610	601	-	-	814	-	-
Stage 1	126	182	-	334	387	-	-	-	-	-	-	-
Stage 2	568	374	-	273	169	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 11	25	481	~ 24	24	610	601	-	-	814	-	-
Mov Cap-2 Maneuver	~ 11	25	-	~ 24	24	-	-	-	-	-	-	-
Stage 1	94	135	-	322	373	-	-	-	-	-	-	-
Stage 2	362	360	-	180	126	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	$ 958.81	208.11	0.29	1.66
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	601	-	-	11	69	24	610	814	-	-
HCM Lane V/C Ratio	0.037	-	-	3.267	0.443	2.238	0.315	0.256	-	-
HCM Control Delay (s/veh)	11.2	-	-	$ 1716.5	92.9	$ 917.3	13.6	10.9	-	-
HCM Lane LOS	B	-	-	F	F	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	5.5	1.8	6.6	1.3	1	-	-

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

Opening Year 2030 Build Alternative
Synchro Reports

Queues
1: SR A1A & Marsh Landing Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	45	223	165	880	2147	152
v/c Ratio	0.25	0.75	0.55	0.32	0.67	0.15
Control Delay (s/veh)	46.6	32.8	54.0	6.3	15.2	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.6	32.8	54.0	6.3	15.2	4.4
Queue Length 50th (ft)	30	51	56	126	332	15
Queue Length 95th (ft)	63	130	m75	197	455	47
Internal Link Dist (ft)	312			389	673	
Turn Bay Length (ft)			275			135
Base Capacity (vph)	281	377	302	2754	3194	1029
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	0.16	0.59	0.55	0.32	0.67	0.15

Intersection Summary

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

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	42	210	1	154	827	2018	143
Future Volume (vph)	42	210	1	154	827	2018	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00		0.97	0.95	0.91	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	3539	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	3539	5085	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	45	223	1	164	880	2147	152
RTOR Reduction (vph)	0	134	0	0	0	0	35
Lane Group Flow (vph)	45	89	0	165	880	2147	117
Turn Type	Prot	Perm	Prot	Prot	NA	NA	Perm
Protected Phases	8		1	1	6	2	
Permitted Phases		8					2
Actuated Green, G (s)	11.3	11.3		9.7	85.6	69.1	69.1
Effective Green, g (s)	11.3	11.3		9.7	85.6	69.1	69.1
Actuated g/C Ratio	0.10	0.10		0.09	0.78	0.63	0.63
Clearance Time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	181	162		302	2753	3194	994
v/s Ratio Prot	0.03			c0.05	0.25	c0.42	
v/s Ratio Perm		c0.06					0.07
v/c Ratio	0.25	0.55		0.55	0.32	0.67	0.12
Uniform Delay, d1	45.4	46.9		48.0	3.6	13.2	8.2
Progression Factor	1.00	1.00		1.02	1.50	1.00	1.00
Incremental Delay, d2	0.7	4.0		1.3	0.2	1.1	0.2
Delay (s)	46.2	51.0		50.4	5.6	14.3	8.4
Level of Service	D	D		D	A	B	A
Approach Delay (s/veh)	50.1				12.7	13.9	
Approach LOS	D				B	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	73.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: SR A1A & Ponte Vedra Lakes Blvd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	195	201	141	2043	2138	39
v/c Ratio	0.73	0.58	0.62	0.80	0.74	0.04
Control Delay (s/veh)	59.9	23.9	32.1	7.6	7.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.9	23.9	32.1	7.6	7.4	0.3
Queue Length 50th (ft)	134	50	48	218	74	0
Queue Length 95th (ft)	207	122	m78	250	89	m0
Internal Link Dist (ft)	876			1264	1151	
Turn Bay Length (ft)		50	200			215
Base Capacity (vph)	328	394	229	2568	2903	918
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	0.51	0.62	0.80	0.74	0.04

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	191	197	138	2002	2095	38
Future Volume (vph)	191	197	138	2002	2095	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	5085	1583
Flt Permitted	0.95	1.00	0.06	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	107	3539	5085	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	195	201	141	2043	2138	39
RTOR Reduction (vph)	0	105	0	0	0	15
Lane Group Flow (vph)	195	96	141	2043	2138	24
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	16.7	16.7	79.8	79.8	62.8	62.8
Effective Green, g (s)	16.7	16.7	79.8	79.8	62.8	62.8
Actuated g/C Ratio	0.15	0.15	0.73	0.73	0.57	0.57
Clearance Time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	268	240	230	2567	2903	903
v/s Ratio Prot	c0.11		0.06	c0.58	0.42	
v/s Ratio Perm		0.06	0.39			0.02
v/c Ratio	0.73	0.40	0.61	0.80	0.74	0.03
Uniform Delay, d1	44.5	42.1	28.1	9.8	17.5	10.3
Progression Factor	1.00	1.00	0.78	0.54	0.33	0.05
Incremental Delay, d2	9.5	1.1	3.1	1.7	1.3	0.0
Delay (s)	53.9	43.2	25.1	7.0	7.1	0.6
Level of Service	D	D	C	A	A	A
Approach Delay (s/veh)	48.5			8.2	7.0	
Approach LOS	D			A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Queues
3: SR A1A & Marlin Ave

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	143	34	27	2053	2113
v/c Ratio	0.67	0.16	0.18	0.77	0.60
Control Delay (s/veh)	61.4	20.5	6.3	10.6	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.4	20.5	6.3	10.6	1.2
Queue Length 50th (ft)	99	4	4	389	30
Queue Length 95th (ft)	164	34	12	520	39
Internal Link Dist (ft)	934			1291	1264
Turn Bay Length (ft)		50	275		
Base Capacity (vph)	255	251	152	2682	3526
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	0.14	0.18	0.77	0.60

Intersection Summary

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	143	34	3	24	2053	2057	56
Future Volume (vph)	143	34	3	24	2053	2057	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.8	6.8	6.8	
Lane Util. Factor	1.00	1.00		1.00	0.95	0.91	
Frt	1.00	0.85		1.00	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583		1770	3539	5065	
Flt Permitted	0.95	1.00		0.06	1.00	1.00	
Satd. Flow (perm)	1770	1583		103	3539	5065	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	143	34	3	24	2053	2057	56
RTOR Reduction (vph)	0	24	0	0	0	2	0
Lane Group Flow (vph)	143	10	0	27	2053	2111	0
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	NA	
Protected Phases	4		5	5	2	6	
Permitted Phases		4	2	2			
Actuated Green, G (s)	13.3	13.3		83.4	83.4	73.8	
Effective Green, g (s)	13.3	13.3		83.4	83.4	73.8	
Actuated g/C Ratio	0.12	0.12		0.76	0.76	0.67	
Clearance Time (s)	6.5	6.5		6.8	6.8	6.8	
Vehicle Extension (s)	3.0	3.0		3.0	2.5	2.5	
Lane Grp Cap (vph)	214	191		120	2683	3398	
v/s Ratio Prot	c0.08			0.01	c0.58	0.42	
v/s Ratio Perm		0.01		0.16			
v/c Ratio	0.67	0.05		0.23	0.77	0.62	
Uniform Delay, d1	46.2	42.8		7.4	7.7	10.2	
Progression Factor	1.00	1.00		1.00	1.00	0.07	
Incremental Delay, d2	7.7	0.1		1.0	2.1	0.6	
Delay (s)	53.9	42.9		8.3	9.8	1.3	
Level of Service	D	D		A	A	A	
Approach Delay (s/veh)	51.8				9.8	1.3	
Approach LOS	D				A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	148	200	1979	2105
v/c Ratio	0.67	0.13	0.72	0.76
Control Delay (s/veh)	63.1	0.1	4.8	10.1
Queue Delay	0.0	0.0	0.5	0.4
Total Delay (s/veh)	63.1	0.1	5.3	10.4
Queue Length 50th (ft)	114	0	76	397
Queue Length 95th (ft)	174	0	257	581
Internal Link Dist (ft)	29		346	664
Turn Bay Length (ft)				
Base Capacity (vph)	287	1583	2763	2763
Starvation Cap Reductn	0	0	342	0
Spillback Cap Reductn	0	0	0	213
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.52	0.13	0.82	0.83

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	141	190	1880	0	0	2000
Future Volume (vph)	141	190	1880	0	0	2000
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0	6.8			6.8
Lane Util. Factor	1.00	1.00	0.95			0.95
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1770	1583	3539			3539
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	1770	1583	3539			3539
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	148	200	1979	0	0	2105
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	148	200	1979	0	0	2105
Turn Type	Prot	Free	NA			NA
Protected Phases	8		2			6
Permitted Phases		Free				
Actuated Green, G (s)	15.0	120.0	93.7			93.7
Effective Green, g (s)	15.0	120.0	93.7			93.7
Actuated g/C Ratio	0.13	1.00	0.78			0.78
Clearance Time (s)	4.5		6.8			6.8
Vehicle Extension (s)	3.0		2.5			2.5
Lane Grp Cap (vph)	221	1583	2763			2763
v/s Ratio Prot	c0.08		0.56			c0.59
v/s Ratio Perm		0.13				
v/c Ratio	0.67	0.13	0.72			0.76
Uniform Delay, d1	50.1	0.0	6.5			7.1
Progression Factor	0.98	1.00	0.51			1.00
Incremental Delay, d2	7.1	0.1	1.1			2.0
Delay (s)	56.4	0.1	4.4			9.2
Level of Service	E	A	A			A
Approach Delay (s/veh)	24.1		4.4			9.2
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.3
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
5: SR A1A & Solana Rd

Lane Group	EBL2	EBT	WBL	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	528	176	88	262	1451	203	147	1498	608
v/c Ratio	0.57	0.71	0.55	0.69	0.89	0.25	0.81	0.68	0.54
Control Delay (s/veh)	39.6	56.0	64.7	15.9	29.7	4.4	66.9	10.2	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	1.2
Total Delay (s/veh)	39.6	56.0	64.7	15.9	29.7	4.4	66.9	11.1	11.9
Queue Length 50th (ft)	185	109	68	0	324	4	117	387	180
Queue Length 95th (ft)	211	178	119	81	#790	35	m#177	582	285
Internal Link Dist (ft)		1286			585			346	
Turn Bay Length (ft)	285			175			215		
Base Capacity (vph)	1956	603	324	504	1633	812	182	2200	1125
Starvation Cap Reductn	0	0	0	0	0	0	0	378	294
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	0.27	0.29	0.27	0.52	0.89	0.25	0.81	0.82	0.73

Intersection Summary

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

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

Movement	EBL2	EBT	EBR	WBL	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	502	97	70	84	249	1378	82	111	140	1423	578
Future Volume (vph)	502	97	70	84	249	1378	82	111	140	1423	578
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lane Util. Factor	0.97	1.00		1.00	1.00	0.95	1.00		1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.85	1.00	0.85		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	1745		1770	1583	3539	1583		1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	1745		1770	1583	3539	1583		1770	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	528	102	74	88	262	1451	86	117	147	1498	608
RTOR Reduction (vph)	0	29	0	0	238	0	81	0	0	0	141
Lane Group Flow (vph)	528	147	0	88	24	1451	122	0	147	1498	467
Turn Type	Prot	NA		Prot	Perm	NA	Perm		Prot	NA	Perm
Protected Phases	3	8		7		2			1	6	
Permitted Phases					7		2				6
Actuated Green, G (s)	32.2	15.0		10.8	10.8	55.4	55.4		12.4	74.6	74.6
Effective Green, g (s)	32.2	15.0		10.8	10.8	55.4	55.4		12.4	74.6	74.6
Actuated g/C Ratio	0.27	0.13		0.09	0.09	0.46	0.46		0.10	0.62	0.62
Clearance Time (s)	6.4	6.4		6.4	6.4	6.8	6.8		6.8	6.8	6.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	921	218		159	142	1633	730		182	2200	984
v/s Ratio Prot	c0.15	c0.08		0.05		c0.41			0.08	c0.42	
v/s Ratio Perm					0.01		0.08				0.29
v/c Ratio	0.57	0.67		0.55	0.17	0.89	0.17		0.81	0.68	0.47
Uniform Delay, d1	38.0	50.2		52.3	50.4	29.5	18.8		52.6	14.9	12.2
Progression Factor	1.00	1.00		1.00	1.00	0.71	0.53		0.85	0.55	1.74
Incremental Delay, d2	0.7	7.3		3.3	0.4	6.6	0.4		14.9	1.1	1.1
Delay (s)	38.7	57.5		55.6	50.8	27.6	10.5		59.9	9.2	22.3
Level of Service	D	E		E	D	C	B		E	A	C
Approach Delay (s/veh)		43.4				25.5				16.1	
Approach LOS		D				C				B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Group Flow (vph)	18	86	99	1610	8	1575	59
v/c Ratio	0.21	0.35	0.37	0.55	0.04	0.61	0.05
Control Delay (s/veh)	58.9	4.0	8.3	2.3	4.0	4.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.9	4.0	8.3	2.3	4.0	4.7	0.3
Queue Length 50th (ft)	14	0	6	58	1	101	0
Queue Length 95th (ft)	39	0	23	85	m1	145	m0
Internal Link Dist (ft)				6740		585	
Turn Bay Length (ft)			200		125		275
Base Capacity (vph)	488	651	267	2936	225	2597	1186
Starvation Cap Reductn	0	0	0	0	0	45	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	0.04	0.13	0.37	0.55	0.04	0.62	0.05

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	17	0	83	0	0	0	6	89	1546	0	8	0
Future Volume (vph)	17	0	83	0	0	0	6	89	1546	0	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7		6.7					6.8	6.8		6.8	
Lane Util. Factor	1.00		1.00					1.00	0.95		1.00	
Frt	1.00		0.85					1.00	1.00		1.00	
Flt Protected	0.95		1.00					0.95	1.00		0.95	
Satd. Flow (prot)	1752		1568					1752	3505		1752	
Flt Permitted	0.76		1.00					0.13	1.00		0.11	
Satd. Flow (perm)	1397		1568					232	3505		199	
Peak-hour factor, PHF	0.96	0.90	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	18	0	86	0	0	0	6	93	1610	0	8	0
RTOR Reduction (vph)	0	0	82	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	18	0	4	0	0	0	0	99	1610	0	8	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm		Perm				pm+pt	pm+pt	NA		pm+pt	
Protected Phases					8		5	5	2		1	
Permitted Phases	4		4	8			2	2			6	
Actuated Green, G (s)	6.1		6.1					92.4	92.4		82.1	
Effective Green, g (s)	6.1		6.1					92.4	92.4		82.1	
Actuated g/C Ratio	0.05		0.05					0.77	0.77		0.68	
Clearance Time (s)	6.7		6.7					6.8	6.8		6.8	
Vehicle Extension (s)	3.0		3.0					3.0	4.0		3.0	
Lane Grp Cap (vph)	71		79					324	2698		151	
v/s Ratio Prot								0.03	c0.46		0.00	
v/s Ratio Perm	c0.01		0.00					0.21			0.04	
v/c Ratio	0.25		0.06					0.31	0.60		0.05	
Uniform Delay, d1	54.8		54.2					12.8	5.9		8.6	
Progression Factor	1.00		1.00					0.54	0.35		0.73	
Incremental Delay, d2	1.9		0.3					0.5	0.9		0.1	
Delay (s)	56.6		54.5					7.4	2.9		6.4	
Level of Service	E		D					A	A		A	
Approach Delay (s/veh)		54.9			0.0				3.2			
Approach LOS		D			A				A			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.3
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations	↑↑	↱
Traffic Volume (vph)	1512	57
Future Volume (vph)	1512	57
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3505	1568
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3505	1568
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1575	59
RTOR Reduction (vph)	0	19
Lane Group Flow (vph)	1575	40
Heavy Vehicles (%)	3%	3%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	82.1	82.1
Effective Green, g (s)	82.1	82.1
Actuated g/C Ratio	0.68	0.68
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	4.0	4.0
Lane Grp Cap (vph)	2398	1072
v/s Ratio Prot	c0.45	
v/s Ratio Perm		0.03
v/c Ratio	0.66	0.04
Uniform Delay, d1	10.9	6.1
Progression Factor	0.47	0.70
Incremental Delay, d2	1.1	0.1
Delay (s)	6.2	4.3
Level of Service	A	A
Approach Delay (s/veh)	6.1	
Approach LOS	A	

Intersection Summary

Queues
7: SR A1A & Sawgrass Village Dr/L'Atrium Cir

Lane Group	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	95	30	36	90	69	1332	17	45	1394	302
v/c Ratio	0.55	0.10	0.21	0.30	0.25	0.54	0.02	0.17	0.55	0.25
Control Delay (s/veh)	62.4	0.7	50.9	2.6	4.0	2.8	0.3	3.2	3.7	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.4	0.7	50.9	2.6	4.0	2.9	0.3	3.2	3.7	1.5
Queue Length 50th (ft)	72	0	27	0	4	35	0	5	119	12
Queue Length 95th (ft)	125	0	58	0	m6	40	m0	m11	166	41
Internal Link Dist (ft)						411			544	
Turn Bay Length (ft)		175		125	250		225	185		215
Base Capacity (vph)	663	692	663	692	280	2462	1131	271	2527	1188
Starvation Cap Reductn	0	0	0	0	0	77	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	0.14	0.04	0.05	0.13	0.25	0.56	0.02	0.17	0.55	0.25

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	89	0	28	34	0	85	1	64	1252	16	2	40
Future Volume (vph)	89	0	28	34	0	85	1	64	1252	16	2	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0		7.0		6.8	6.8	6.8		6.8
Lane Util. Factor	1.00		1.00	1.00		1.00		1.00	0.95	1.00		1.00
Frt	1.00		0.85	1.00		0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95		1.00	0.95		1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770		1583	1770		1583		1770	3539	1583		1770
Flt Permitted	0.95		1.00	0.95		1.00		0.18	1.00	1.00		0.14
Satd. Flow (perm)	1770		1583	1770		1583		335	3539	1583		266
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	95	0	30	36	0	90	1	68	1332	17	2	43
RTOR Reduction (vph)	0	0	27	0	0	81	0	0	0	5	0	0
Lane Group Flow (vph)	95	0	3	36	0	9	0	69	1332	12	0	45
Turn Type	Prot		Perm	Prot		Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	4			8			5	5	2		1	1
Permitted Phases			4			8	2	2		2	6	6
Actuated Green, G (s)	11.8		11.8	11.8		11.8		82.2	82.2	82.2		84.4
Effective Green, g (s)	11.8		11.8	11.8		11.8		82.2	82.2	82.2		84.4
Actuated g/C Ratio	0.10		0.10	0.10		0.10		0.69	0.69	0.69		0.70
Clearance Time (s)	7.0		7.0	7.0		7.0		6.8	6.8	6.8		6.8
Vehicle Extension (s)	3.0		3.0	3.0		3.0		3.0	2.5	2.5		3.0
Lane Grp Cap (vph)	174		155	174		155		267	2424	1084		254
v/s Ratio Prot	c0.05			0.02				0.01	c0.38			0.01
v/s Ratio Perm			0.00			0.01		0.17		0.01		0.12
v/c Ratio	0.55		0.02	0.21		0.06		0.26	0.55	0.01		0.18
Uniform Delay, d1	51.5		48.9	49.8		49.1		9.7	9.5	6.0		8.2
Progression Factor	1.00		1.00	1.00		1.00		0.23	0.21	1.00		0.32
Incremental Delay, d2	3.5		0.0	0.6		0.2		0.4	0.7	0.0		0.3
Delay (s)	55.0		48.9	50.4		49.2		2.7	2.7	6.0		2.9
Level of Service	E		D	D		D		A	A	A		A
Approach Delay (s/veh)		53.6			49.5				2.8			
Approach LOS		D			D				A			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑	↱
Traffic Volume (vph)	1310	284
Future Volume (vph)	1310	284
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3539	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3539	1583
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	1394	302
RTOR Reduction (vph)	0	61
Lane Group Flow (vph)	1394	241
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	84.4	84.4
Effective Green, g (s)	84.4	84.4
Actuated g/C Ratio	0.70	0.70
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	2489	1113
v/s Ratio Prot	c0.39	
v/s Ratio Perm		0.15
v/c Ratio	0.56	0.22
Uniform Delay, d1	8.7	6.2
Progression Factor	0.33	0.44
Incremental Delay, d2	0.8	0.4
Delay (s)	3.6	3.1
Level of Service	A	A
Approach Delay (s/veh)	3.5	
Approach LOS	A	

Intersection Summary

Lane Group	NBT	SBU	SBT
Lane Group Flow (vph)	1416	2	1459
v/c Ratio	0.58	0.01	0.58
Control Delay (s/veh)	1.1	46.0	1.4
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	1.1	46.0	1.4
Queue Length 50th (ft)	3	2	22
Queue Length 95th (ft)	3	15	25
Internal Link Dist (ft)	94		411
Turn Bay Length (ft)		375	
Base Capacity (vph)	2462	663	2527
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.58	0.00	0.58

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			↑↑		⇃		↑↑
Traffic Volume (vph)	0	0	1331	0	2	0	1371
Future Volume (vph)	0	0	1331	0	2	0	1371
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.8		7.0		6.8
Lane Util. Factor			0.95		1.00		0.95
Frt			1.00		1.00		1.00
Flt Protected			1.00		0.95		1.00
Satd. Flow (prot)			3539		1770		3539
Flt Permitted			1.00		0.95		1.00
Satd. Flow (perm)			3539		1770		3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	1416	0	2	0	1459
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1416	0	2	0	1459
Turn Type			NA		Prot		NA
Protected Phases			2		4		6
Permitted Phases							
Actuated Green, G (s)			82.2		11.8		84.4
Effective Green, g (s)			82.2		11.8		84.4
Actuated g/C Ratio			0.69		0.10		0.70
Clearance Time (s)			6.8		7.0		6.8
Vehicle Extension (s)			2.5		3.0		2.5
Lane Grp Cap (vph)			2424		174		2489
v/s Ratio Prot			c0.40		c0.00		c0.41
v/s Ratio Perm							
v/c Ratio			0.58		0.01		0.59
Uniform Delay, d1			9.9		48.8		9.0
Progression Factor			0.03		1.00		0.06
Incremental Delay, d2			0.9		0.0		0.9
Delay (s)			1.1		48.9		1.4
Level of Service			A		D		A
Approach Delay (s/veh)	0.0		1.1				1.5
Approach LOS	A		A				A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	1.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	43.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	NBU	NBT	SBT
Lane Group Flow (vph)	18	1416	1459
v/c Ratio	0.11	0.57	0.62
Control Delay (s/veh)	47.8	4.4	3.6
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	47.8	4.4	3.6
Queue Length 50th (ft)	13	72	34
Queue Length 95th (ft)	32	83	70
Internal Link Dist (ft)		411	94
Turn Bay Length (ft)	375		
Base Capacity (vph)	663	2476	2365
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.03	0.57	0.62

Intersection Summary

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	0	17	0	1331	1371	0
Future Volume (vph)	0	0	17	0	1331	1371	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.6		6.8	6.8	
Lane Util. Factor			1.00		0.95	0.95	
Frt			1.00		1.00	1.00	
Flt Protected			0.95		1.00	1.00	
Satd. Flow (prot)			1770		3539	3539	
Flt Permitted			0.95		1.00	1.00	
Satd. Flow (perm)			1770		3539	3539	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	18	0	1416	1459	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	18	0	1416	1459	0
Turn Type			Prot		NA	NA	
Protected Phases			8		2	6	
Permitted Phases							
Actuated Green, G (s)			11.4		82.6	78.8	
Effective Green, g (s)			11.4		82.6	78.8	
Actuated g/C Ratio			0.10		0.69	0.66	
Clearance Time (s)			6.6		6.8	6.8	
Vehicle Extension (s)			3.0		2.5	2.5	
Lane Grp Cap (vph)			168		2436	2323	
v/s Ratio Prot			c0.01		c0.40	c0.41	
v/s Ratio Perm							
v/c Ratio			0.11		0.58	0.63	
Uniform Delay, d1			49.6		9.7	12.0	
Progression Factor			1.00		0.33	0.22	
Incremental Delay, d2			0.3		0.9	1.1	
Delay (s)			49.9		4.1	3.7	
Level of Service			D		A	A	
Approach Delay (s/veh)	0.0				4.7	3.7	
Approach LOS	A				A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	43.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues
10: SR A1A & Tournament Players Club Blvd/Country Club Blvd

Lane Group	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	243	24	76	187	1296	45	57	1320	99
v/c Ratio	0.38	0.75	0.14	0.26	0.54	0.52	0.04	0.21	0.56	0.09
Control Delay (s/veh)	55.4	27.2	48.8	2.1	24.6	11.1	0.1	3.8	3.1	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	55.4	27.2	48.8	2.1	24.6	11.1	0.1	3.8	3.1	1.6
Queue Length 50th (ft)	48	38	18	0	46	235	0	3	35	0
Queue Length 95th (ft)	88	119	42	0	100	389	m0	m5	40	m0
Internal Link Dist (ft)						1677			411	
Turn Bay Length (ft)	175			325	215		225	200		215
Base Capacity (vph)	663	714	663	692	344	2476	1136	267	2365	1089
Starvation Cap Reductn	0	0	0	0	0	0	0	0	127	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	0.34	0.04	0.11	0.54	0.52	0.04	0.21	0.59	0.09

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	59	0	228	23	0	71	1	175	1218	42	54	1241
Future Volume (vph)	59	0	228	23	0	71	1	175	1218	42	54	1241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6		6.6	6.6		6.6		6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00		1.00	1.00		1.00		1.00	0.95	1.00	1.00	0.95
Frt	1.00		0.85	1.00		0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95		1.00	0.95		1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770		1583	1770		1583		1770	3539	1583	1770	3539
Flt Permitted	0.95		1.00	0.95		1.00		0.19	1.00	1.00	0.15	1.00
Satd. Flow (perm)	1770		1583	1770		1583		353	3539	1583	273	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	63	0	243	24	0	76	1	186	1296	45	57	1320
RTOR Reduction (vph)	0	0	175	0	0	69	0	0	0	14	0	0
Lane Group Flow (vph)	63	0	68	24	0	7	0	187	1296	31	57	1320
Turn Type	Prot		Perm	Prot		Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	4			8			5	5	2		1	6
Permitted Phases			4			8	2	2		2	6	
Actuated Green, G (s)	11.4		11.4	11.4		11.4		82.6	82.6	82.6	78.8	78.8
Effective Green, g (s)	11.4		11.4	11.4		11.4		82.6	82.6	82.6	78.8	78.8
Actuated g/C Ratio	0.10		0.10	0.10		0.10		0.69	0.69	0.69	0.66	0.66
Clearance Time (s)	6.6		6.6	6.6		6.6		6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0		3.0	3.0		3.0		3.0	2.5	2.5	3.0	2.5
Lane Grp Cap (vph)	168		150	168		150		356	2436	1089	251	2323
v/s Ratio Prot	0.04			0.01				0.04	c0.37		0.01	c0.37
v/s Ratio Perm			c0.04			0.00		0.32		0.02	0.14	
v/c Ratio	0.38		0.46	0.14		0.05		0.53	0.53	0.03	0.23	0.57
Uniform Delay, d1	51.0		51.4	49.8		49.4		15.5	9.2	5.9	9.8	11.3
Progression Factor	1.00		1.00	1.00		1.00		1.01	1.02	1.00	0.30	0.20
Incremental Delay, d2	1.4		2.2	0.4		0.1		1.4	0.8	0.0	0.4	0.8
Delay (s)	52.4		53.6	50.2		49.5		17.1	10.2	6.0	3.3	3.1
Level of Service	D		D	D		D		B	B	A	A	A
Approach Delay (s/veh)		53.3			49.7				10.9			3.3
Approach LOS		D			D				B			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	93
Future Volume (vph)	93
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.8
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	99
RTOR Reduction (vph)	33
Lane Group Flow (vph)	66
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	78.8
Effective Green, g (s)	78.8
Actuated g/C Ratio	0.66
Clearance Time (s)	6.8
Vehicle Extension (s)	2.5
Lane Grp Cap (vph)	1039
v/s Ratio Prot	
v/s Ratio Perm	0.04
v/c Ratio	0.06
Uniform Delay, d1	7.4
Progression Factor	0.73
Incremental Delay, d2	0.1
Delay (s)	5.5
Level of Service	A
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	5	29	5	1118	824	5
Future Vol, veh/h	0	5	29	5	1118	824	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	125	-	-	150
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	5	30	5	1141	841	5

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	-	420	841	846	0	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.94	6.44	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.52	2.22	-	-	-
Pot Cap-1 Maneuver	0	582	420	787	-	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	-	582	447	447	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.24	0.41	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	447	-	582	-	-
HCM Lane V/C Ratio	0.078	-	0.009	-	-
HCM Ctrl Dly (s/v)	13.7	-	11.2	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0	-	-

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	0	75	0	0	187	21	965	46	151	644	63
Future Vol, veh/h	0	0	75	0	0	187	21	965	46	151	644	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	175	-	115	250	-	325
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	77	0	0	191	21	985	47	154	657	64

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	329	-	-	492	721	0	0	1032	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	667	0	0	522	876	-	-	669	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	667	-	-	522	876	-	-	669	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.09	15.81	0.19	2.11
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	876	-	-	667	522	669	-	-
HCM Lane V/C Ratio	0.024	-	-	0.115	0.365	0.23	-	-
HCM Ctrl Dly (s/v)	9.2	-	-	11.1	15.8	12	-	-
HCM Lane LOS	A	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	1.7	0.9	-	-

Queues
1: SR A1A & Marsh Landing Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	88	353	235	949	1942	229
v/c Ratio	0.31	0.88	0.67	0.35	0.62	0.23
Control Delay (s/veh)	56.1	51.5	67.7	8.1	20.9	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.1	51.5	67.7	8.1	20.9	9.0
Queue Length 50th (ft)	78	178	113	163	424	52
Queue Length 95th (ft)	122	281	m140	193	576	117
Internal Link Dist (ft)	312			389	673	
Turn Bay Length (ft)			275			135
Base Capacity (vph)	461	545	351	2697	3122	1011
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	0.19	0.65	0.67	0.35	0.62	0.23

Intersection Summary

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

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	87	349	3	230	940	1923	227
Future Volume (vph)	87	349	3	230	940	1923	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00		0.97	0.95	0.91	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1599		3467	3574	5136	1599
Flt Permitted	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1787	1599		3467	3574	5136	1599
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	88	353	3	232	949	1942	229
RTOR Reduction (vph)	0	151	0	0	0	0	40
Lane Group Flow (vph)	88	202	0	235	949	1942	189
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	Prot	Prot	NA	NA	Perm
Protected Phases	8		1	1	6	2	
Permitted Phases		8					2
Actuated Green, G (s)	23.7	23.7		15.2	113.2	91.2	91.2
Effective Green, g (s)	23.7	23.7		15.2	113.2	91.2	91.2
Actuated g/C Ratio	0.16	0.16		0.10	0.75	0.61	0.61
Clearance Time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	282	252		351	2697	3122	972
v/s Ratio Prot	0.05			c0.07	0.27	c0.38	
v/s Ratio Perm		c0.13					0.12
v/c Ratio	0.31	0.80		0.67	0.35	0.62	0.19
Uniform Delay, d1	55.9	60.9		65.0	6.1	18.5	13.1
Progression Factor	1.00	1.00		0.95	1.12	1.00	1.00
Incremental Delay, d2	0.6	16.6		2.9	0.2	0.9	0.4
Delay (s)	56.6	77.5		64.3	7.1	19.5	13.5
Level of Service	E	E		E	A	B	B
Approach Delay (s/veh)	73.4				18.4	18.8	
Approach LOS	E				B	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	82.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Queues
2: SR A1A & Ponte Vedra Lakes Blvd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	171	164	137	2382	2111	136
v/c Ratio	0.76	0.60	0.70	0.85	0.61	0.12
Control Delay (s/veh)	83.7	39.2	40.0	11.0	2.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.7	39.2	40.0	11.0	2.9	0.2
Queue Length 50th (ft)	165	76	74	360	91	0
Queue Length 95th (ft)	243	153	m120	635	108	1
Internal Link Dist (ft)	876			1264	1151	
Turn Bay Length (ft)		50	200			215
Base Capacity (vph)	278	318	220	2800	3433	1105
Starvation Cap Reductn	0	0	0	6	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.52	0.62	0.85	0.61	0.12

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	168	161	134	2334	2069	133
Future Volume (vph)	168	161	134	2334	2069	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1599	1787	3574	5136	1599
Flt Permitted	0.95	1.00	0.05	1.00	1.00	1.00
Satd. Flow (perm)	1787	1599	103	3574	5136	1599
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	171	164	137	2382	2111	136
RTOR Reduction (vph)	0	72	0	0	0	36
Lane Group Flow (vph)	171	92	137	2382	2111	100
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	19.0	19.0	117.5	117.5	100.3	100.3
Effective Green, g (s)	19.0	19.0	117.5	117.5	100.3	100.3
Actuated g/C Ratio	0.13	0.13	0.78	0.78	0.67	0.67
Clearance Time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	226	202	196	2799	3434	1069
v/s Ratio Prot	c0.10		0.05	c0.67	0.41	
v/s Ratio Perm		0.06	0.50			0.06
v/c Ratio	0.76	0.46	0.70	0.85	0.61	0.09
Uniform Delay, d1	63.3	60.7	29.9	10.6	14.0	8.8
Progression Factor	1.00	1.00	1.14	0.73	0.15	0.01
Incremental Delay, d2	13.5	1.6	7.1	2.4	0.7	0.1
Delay (s)	76.7	62.4	41.2	10.1	2.8	0.2
Level of Service	E	E	D	B	A	A
Approach Delay (s/veh)	69.7			11.8	2.7	
Approach LOS	E			B	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	126	23	38	2260	2329
v/c Ratio	0.69	0.13	0.28	0.78	0.62
Control Delay (s/veh)	83.5	33.2	9.1	2.5	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.5	33.2	9.1	2.5	2.0
Queue Length 50th (ft)	122	7	1	15	45
Queue Length 95th (ft)	190	37	m1	20	56
Internal Link Dist (ft)	934			1253	1264
Turn Bay Length (ft)		50	275		
Base Capacity (vph)	232	220	137	2889	3776
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	0.10	0.28	0.78	0.62

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	123	23	37	2215	2175	108
Future Volume (vph)	123	23	37	2215	2175	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.8	6.8	6.8	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1787	1599	1787	3574	5099	
Flt Permitted	0.95	1.00	0.05	1.00	1.00	
Satd. Flow (perm)	1787	1599	86	3574	5099	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	126	23	38	2260	2219	110
RTOR Reduction (vph)	0	13	0	0	3	0
Lane Group Flow (vph)	126	10	38	2260	2326	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	15.4	15.4	121.3	121.3	109.6	
Effective Green, g (s)	15.4	15.4	121.3	121.3	109.6	
Actuated g/C Ratio	0.10	0.10	0.81	0.81	0.73	
Clearance Time (s)	6.5	6.5	6.8	6.8	6.8	
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	
Lane Grp Cap (vph)	183	164	125	2890	3725	
v/s Ratio Prot	c0.07		0.01	c0.63	0.46	
v/s Ratio Perm		0.01	0.24			
v/c Ratio	0.69	0.06	0.30	0.78	0.62	
Uniform Delay, d1	65.0	60.8	9.2	7.5	10.0	
Progression Factor	1.00	1.00	1.62	0.11	0.14	
Incremental Delay, d2	10.3	0.1	1.0	1.6	0.6	
Delay (s)	75.3	60.9	15.9	2.4	2.0	
Level of Service	E	E	B	A	A	
Approach Delay (s/veh)	73.1			2.6	2.0	
Approach LOS	E			A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	117	138	2121	2181
v/c Ratio	0.67	0.09	0.73	0.75
Control Delay (s/veh)	78.2	0.1	3.7	11.5
Queue Delay	0.0	0.0	0.3	0.0
Total Delay (s/veh)	78.2	0.1	4.0	11.5
Queue Length 50th (ft)	115	0	268	738
Queue Length 95th (ft)	151	0	274	321
Internal Link Dist (ft)	23		346	652
Turn Bay Length (ft)				
Base Capacity (vph)	464	1599	2908	2908
Starvation Cap Reductn	0	0	225	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.25	0.09	0.79	0.75

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	116	137	2100	0	0	2159
Future Volume (vph)	116	137	2100	0	0	2159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	4.0	6.8			6.8
Lane Util. Factor	1.00	1.00	0.95			0.95
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1787	1599	3574			3574
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	1787	1599	3574			3574
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	117	138	2121	0	0	2181
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	117	138	2121	0	0	2181
Turn Type	Prot	Free	NA			NA
Protected Phases	8		2			6
Permitted Phases		Free				
Actuated Green, G (s)	14.7	150.0	122.1			122.1
Effective Green, g (s)	14.7	150.0	122.1			122.1
Actuated g/C Ratio	0.10	1.00	0.81			0.81
Clearance Time (s)	6.4		6.8			6.8
Vehicle Extension (s)	2.5		2.5			2.5
Lane Grp Cap (vph)	175	1599	2909			2909
v/s Ratio Prot	c0.07		0.59			c0.61
v/s Ratio Perm		0.09				
v/c Ratio	0.67	0.09	0.73			0.75
Uniform Delay, d1	65.3	0.0	6.4			6.7
Progression Factor	0.94	1.00	0.35			1.34
Incremental Delay, d2	8.2	0.1	1.2			1.4
Delay (s)	69.3	0.1	3.5			10.4
Level of Service	E	A	A			B
Approach Delay (s/veh)	31.8		3.5			10.4
Approach LOS	C		A			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	13.2
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Queues
5: SR A1A & Solana Rd

Lane Group	EBL2	EBT	WBL	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	506	143	59	202	1615	93	106	1547	644
v/c Ratio	0.71	0.72	0.50	0.68	0.77	0.09	0.79	0.61	0.52
Control Delay (s/veh)	60.2	68.8	80.9	20.4	22.4	0.9	74.8	4.4	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.4
Total Delay (s/veh)	60.2	68.8	80.9	20.4	22.4	0.9	74.8	4.9	8.5
Queue Length 50th (ft)	242	106	57	0	617	0	100	145	126
Queue Length 95th (ft)	276	176	105	81	329	4	m#148	292	228
Internal Link Dist (ft)		1242			585			346	
Turn Bay Length (ft)	285			175			215		
Base Capacity (vph)	1835	476	405	518	2087	984	135	2521	1227
Starvation Cap Reductn	0	0	0	0	0	0	0	509	367
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	0.28	0.30	0.15	0.39	0.77	0.09	0.79	0.77	0.75

Intersection Summary

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

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

Movement	EBL2	EBT	EBR	WBL	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	501	69	72	58	200	1599	53	39	105	1532	638
Future Volume (vph)	501	69	72	58	200	1599	53	39	105	1532	638
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lane Util. Factor	0.97	1.00		1.00	1.00	0.95	1.00		1.00	0.95	1.00
Frt	1.00	0.92		1.00	0.85	1.00	0.85		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3467	1737		1787	1599	3574	1599		1787	3574	1599
Flt Permitted	0.95	1.00		0.95	1.00	1.00	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3467	1737		1787	1599	3574	1599		1787	3574	1599
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	506	70	73	59	202	1615	54	39	106	1547	644
RTOR Reduction (vph)	0	31	0	0	189	0	39	0	0	0	100
Lane Group Flow (vph)	506	112	0	59	13	1615	54	0	106	1547	544
Turn Type	Prot	NA		Prot	Perm	NA	Perm		Prot	NA	Perm
Protected Phases	3	8		7		2			1	6	
Permitted Phases					7		2				6
Actuated Green, G (s)	31.0	14.6		10.0	10.0	87.6	87.6		11.4	105.8	105.8
Effective Green, g (s)	31.0	14.6		10.0	10.0	87.6	87.6		11.4	105.8	105.8
Actuated g/C Ratio	0.21	0.10		0.07	0.07	0.58	0.58		0.08	0.71	0.71
Clearance Time (s)	6.4	6.4		6.4	6.4	6.8	6.8		6.8	6.8	6.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	716	169		119	106	2087	933		135	2520	1127
v/s Ratio Prot	c0.15	0.06		0.03		c0.45			c0.06	0.43	
v/s Ratio Perm					0.01		0.03				0.34
v/c Ratio	0.71	0.66		0.50	0.13	0.77	0.06		0.79	0.61	0.48
Uniform Delay, d1	55.3	65.3		67.6	65.9	23.7	13.4		68.1	11.5	9.9
Progression Factor	1.00	1.00		1.00	1.00	0.79	0.57		0.72	0.29	1.16
Incremental Delay, d2	3.0	8.5		2.4	0.4	2.4	0.1		17.3	0.7	1.1
Delay (s)	58.2	73.9		69.9	66.3	21.0	7.7		66.4	4.0	12.6
Level of Service	E	E		E	E	C	A		E	A	B
Approach Delay (s/veh)		61.7				20.3				9.3	
Approach LOS		E				C				A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Group Flow (vph)	41	164	99	1718	3	1669	60
v/c Ratio	0.41	0.71	0.39	0.58	0.02	0.63	0.05
Control Delay (s/veh)	76.7	34.9	15.9	6.7	1.7	4.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.7	34.9	15.9	6.7	1.7	4.1	0.1
Queue Length 50th (ft)	40	36	13	210	0	96	0
Queue Length 95th (ft)	79	112	46	526	m1	110	m0
Internal Link Dist (ft)				6739		585	
Turn Bay Length (ft)			200		125		275
Base Capacity (vph)	398	539	253	2937	196	2635	1198
Starvation Cap Reductn	0	0	0	0	0	70	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	0.10	0.30	0.39	0.58	0.02	0.65	0.05

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	39	0	157	0	0	0	5	90	1649	0	3	0
Future Volume (vph)	39	0	157	0	0	0	5	90	1649	0	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7		6.7					6.8	6.8		6.8	
Lane Util. Factor	1.00		1.00					1.00	0.95		1.00	
Frt	1.00		0.85					1.00	1.00		1.00	
Flt Protected	0.95		1.00					0.95	1.00		0.95	
Satd. Flow (prot)	1787		1599					1787	3574		1787	
Flt Permitted	0.76		1.00					0.11	1.00		0.10	
Satd. Flow (perm)	1424		1599					201	3574		179	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	41	0	164	0	0	0	5	94	1718	0	3	0
RTOR Reduction (vph)	0	0	118	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	41	0	46	0	0	0	0	99	1718	0	3	0
Turn Type	Perm		Perm				pm+pt	pm+pt	NA		pm+pt	
Protected Phases					8		5	5	2		1	
Permitted Phases	4		4	8			2	2			6	
Actuated Green, G (s)	10.7		10.7					117.8	117.8		105.1	
Effective Green, g (s)	10.7		10.7					117.8	117.8		105.1	
Actuated g/C Ratio	0.07		0.07					0.79	0.79		0.70	
Clearance Time (s)	6.7		6.7					6.8	6.8		6.8	
Vehicle Extension (s)	3.0		3.0					3.0	4.0		3.0	
Lane Grp Cap (vph)	101		114					304	2806		138	
v/s Ratio Prot								0.03	c0.48		0.00	
v/s Ratio Perm	0.03		c0.03					0.23			0.01	
v/c Ratio	0.41		0.40					0.33	0.61		0.02	
Uniform Delay, d1	66.6		66.6					18.9	6.7		10.3	
Progression Factor	1.00		1.00					1.00	1.00		0.28	
Incremental Delay, d2	2.7		2.3					0.6	1.0		0.0	
Delay (s)	69.3		68.9					19.5	7.7		2.9	
Level of Service	E		E					B	A		A	
Approach Delay (s/veh)		69.0			0.0				8.3			
Approach LOS		E			A				A			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.3
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑	↱
Traffic Volume (vph)	1602	58
Future Volume (vph)	1602	58
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3574	1599
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3574	1599
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1669	60
RTOR Reduction (vph)	0	18
Lane Group Flow (vph)	1669	42
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	105.1	105.1
Effective Green, g (s)	105.1	105.1
Actuated g/C Ratio	0.70	0.70
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	4.0	4.0
Lane Grp Cap (vph)	2504	1120
v/s Ratio Prot	c0.47	
v/s Ratio Perm		0.03
v/c Ratio	0.67	0.04
Uniform Delay, d1	12.6	6.9
Progression Factor	0.29	0.04
Incremental Delay, d2	1.2	0.1
Delay (s)	4.9	0.3
Level of Service	A	A
Approach Delay (s/veh)	4.7	
Approach LOS	A	

Intersection Summary

Queues
7: SR A1A & Sawgrass Village Dr/L'Atrium Cir

Lane Group	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	291	127	26	57	93	1547	51	80	1328	334
v/c Ratio	0.80	0.29	0.07	0.13	0.41	0.70	0.05	0.45	0.64	0.32
Control Delay (s/veh)	69.0	7.0	42.2	0.6	16.0	4.2	3.5	35.0	22.5	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.0	7.0	42.2	0.6	16.0	4.4	3.5	35.0	22.5	6.4
Queue Length 50th (ft)	257	0	20	0	5	40	0	30	402	41
Queue Length 95th (ft)	337	44	43	0	m17	69	m1	69	599	119
Internal Link Dist (ft)						409			547	
Turn Bay Length (ft)		175		125	250		225	185		215
Base Capacity (vph)	574	606	574	606	230	2213	1022	178	2089	1029
Starvation Cap Reductn	0	0	0	0	0	99	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	11	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.21	0.05	0.09	0.40	0.73	0.05	0.45	0.64	0.32

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	279	0	122	25	0	55	2	87	1485	49	2	75
Future Volume (vph)	279	0	122	25	0	55	2	87	1485	49	2	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0		7.0		6.8	6.8	6.8		6.8
Lane Util. Factor	1.00		1.00	1.00		1.00		1.00	0.95	1.00		1.00
Frt	1.00		0.85	1.00		0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95		1.00	0.95		1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1787		1599	1787		1599		1787	3574	1599		1787
Flt Permitted	0.95		1.00	0.95		1.00		0.11	1.00	1.00		0.12
Satd. Flow (perm)	1787		1599	1787		1599		204	3574	1599		225
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	291	0	127	26	0	57	2	91	1547	51	2	78
RTOR Reduction (vph)	0	0	101	0	0	45	0	0	0	19	0	0
Lane Group Flow (vph)	291	0	26	26	0	12	0	93	1547	32	0	80
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot		Perm	Prot		Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	4			8			5	5	2		1	1
Permitted Phases			4			8	2	2		2	6	6
Actuated Green, G (s)	28.5		28.5	28.5		28.5		86.7	86.7	86.7		81.9
Effective Green, g (s)	28.5		28.5	28.5		28.5		86.7	86.7	86.7		81.9
Actuated g/C Ratio	0.20		0.20	0.20		0.20		0.62	0.62	0.62		0.59
Clearance Time (s)	7.0		7.0	7.0		7.0		6.8	6.8	6.8		6.8
Vehicle Extension (s)	3.0		3.0	3.0		3.0		3.0	2.5	2.5		3.0
Lane Grp Cap (vph)	363		325	363		325		228	2213	990		178
v/s Ratio Prot	c0.16			0.01				0.03	c0.43			0.01
v/s Ratio Perm			0.02			0.01		0.23		0.02		0.25
v/c Ratio	0.80		0.08	0.07		0.04		0.41	0.70	0.03		0.45
Uniform Delay, d1	53.1		45.1	45.1		44.7		17.1	17.9	10.4		30.4
Progression Factor	1.00		1.00	1.00		1.00		1.03	0.16	4.75		1.00
Incremental Delay, d2	12.0		0.1	0.1		0.0		0.8	1.2	0.0		1.8
Delay (s)	65.1		45.2	45.1		44.8		18.3	4.0	49.3		32.2
Level of Service	E		D	D		D		B	A	D		C
Approach Delay (s/veh)		59.0			44.9				6.2			
Approach LOS		E			D				A			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations	↑↑	↱
Traffic Volume (vph)	1275	321
Future Volume (vph)	1275	321
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3574	1599
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3574	1599
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1328	334
RTOR Reduction (vph)	0	94
Lane Group Flow (vph)	1328	240
Heavy Vehicles (%)	1%	1%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	81.9	81.9
Effective Green, g (s)	81.9	81.9
Actuated g/C Ratio	0.59	0.59
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	2090	935
v/s Ratio Prot	c0.37	
v/s Ratio Perm		0.15
v/c Ratio	0.64	0.26
Uniform Delay, d1	19.2	14.2
Progression Factor	1.00	1.00
Incremental Delay, d2	1.5	0.7
Delay (s)	20.7	14.8
Level of Service	C	B
Approach Delay (s/veh)	20.1	
Approach LOS	C	

Intersection Summary

Lane Group	NBT	SBU	SBT
Lane Group Flow (vph)	1678	13	1471
v/c Ratio	0.76	0.04	0.70
Control Delay (s/veh)	11.7	35.2	7.0
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	11.8	35.2	7.1
Queue Length 50th (ft)	593	10	74
Queue Length 95th (ft)	797	18	98
Internal Link Dist (ft)	86		409
Turn Bay Length (ft)		375	
Base Capacity (vph)	2213	574	2089
Starvation Cap Reductn	20	0	0
Spillback Cap Reductn	0	0	10
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.77	0.02	0.71

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			↑↑		⇃		↑↑
Traffic Volume (vph)	0	0	1611	0	12	0	1412
Future Volume (vph)	0	0	1611	0	12	0	1412
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.8		7.0		6.8
Lane Util. Factor			0.95		1.00		0.95
Frt			1.00		1.00		1.00
Flt Protected			1.00		0.95		1.00
Satd. Flow (prot)			3574		1787		3574
Flt Permitted			1.00		0.95		1.00
Satd. Flow (perm)			3574		1787		3574
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	1678	0	12	0	1471
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1678	0	13	0	1471
Turn Type			NA		Prot		NA
Protected Phases			2		4		6
Permitted Phases							
Actuated Green, G (s)			86.7		28.5		81.9
Effective Green, g (s)			86.7		28.5		81.9
Actuated g/C Ratio			0.62		0.20		0.59
Clearance Time (s)			6.8		7.0		6.8
Vehicle Extension (s)			2.5		3.0		2.5
Lane Grp Cap (vph)			2213		363		2090
v/s Ratio Prot			c0.47		c0.01		c0.41
v/s Ratio Perm							
v/c Ratio			0.76		0.04		0.70
Uniform Delay, d1			19.1		44.7		20.5
Progression Factor			0.48		0.85		0.24
Incremental Delay, d2			1.9		0.0		1.6
Delay (s)			11.0		38.3		6.6
Level of Service			B		D		A
Approach Delay (s/veh)	0.0		11.0				6.8
Approach LOS	A		B				A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	NBU	NBT	SBT
Lane Group Flow (vph)	24	1696	1486
v/c Ratio	0.12	0.65	0.71
Control Delay (s/veh)	54.1	5.2	2.1
Queue Delay	0.0	0.2	0.1
Total Delay (s/veh)	54.1	5.4	2.1
Queue Length 50th (ft)	20	115	2
Queue Length 95th (ft)	43	128	3
Internal Link Dist (ft)		421	86
Turn Bay Length (ft)	375		
Base Capacity (vph)	574	2614	2093
Starvation Cap Reductn	0	0	38
Spillback Cap Reductn	0	276	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.04	0.73	0.72

Intersection Summary

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	0	23	0	1611	1412	0
Future Volume (vph)	0	0	23	0	1611	1412	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.6		6.8	6.8	
Lane Util. Factor			1.00		0.95	0.95	
Frt			1.00		1.00	1.00	
Flt Protected			0.95		1.00	1.00	
Satd. Flow (prot)			1787		3574	3574	
Flt Permitted			0.95		1.00	1.00	
Satd. Flow (perm)			1787		3574	3574	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	24	0	1696	1486	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	24	0	1696	1486	0
Turn Type			Prot		NA	NA	
Protected Phases			8		2	6	
Permitted Phases							
Actuated Green, G (s)			15.6		101.0	82.0	
Effective Green, g (s)			15.6		101.0	82.0	
Actuated g/C Ratio			0.11		0.72	0.59	
Clearance Time (s)			6.6		6.8	6.8	
Vehicle Extension (s)			3.0		2.5	2.5	
Lane Grp Cap (vph)			199		2578	2093	
v/s Ratio Prot			c0.01		c0.47	c0.42	
v/s Ratio Perm							
v/c Ratio			0.12		0.66	0.71	
Uniform Delay, d1			56.0		10.3	20.6	
Progression Factor			0.99		0.37	0.03	
Incremental Delay, d2			0.3		1.1	1.5	
Delay (s)			55.6		5.0	2.0	
Level of Service			E		A	A	
Approach Delay (s/veh)	0.0				5.7	2.0	
Approach LOS	A				A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues
10: SR A1A & Tournament Players Club Blvd/Country Club Blvd

Lane Group	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	124	303	17	84	250	1512	48	59	1373	79
v/c Ratio	0.63	0.76	0.09	0.28	0.64	0.58	0.04	0.26	0.66	0.08
Control Delay (s/veh)	72.4	25.2	53.9	3.3	27.7	11.1	0.5	5.6	4.3	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	72.4	25.2	53.9	3.3	27.7	11.1	0.5	5.6	4.4	7.5
Queue Length 50th (ft)	111	47	14	0	107	325	0	2	31	0
Queue Length 95th (ft)	170	146	37	6	213	470	m5	m7	66	m0
Internal Link Dist (ft)						1780			421	
Turn Bay Length (ft)	175			325	215		225	200		215
Base Capacity (vph)	574	682	574	606	391	2614	1191	230	2093	970
Starvation Cap Reductn	0	0	0	0	0	0	0	0	87	0
Spillback Cap Reductn	0	0	0	1	0	55	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.44	0.03	0.14	0.64	0.59	0.04	0.26	0.68	0.08

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	118	0	288	16	0	80	4	234	1436	46	56	1304
Future Volume (vph)	118	0	288	16	0	80	4	234	1436	46	56	1304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6		6.6	6.6		6.6		6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00		1.00	1.00		1.00		1.00	0.95	1.00	1.00	0.95
Frt	1.00		0.85	1.00		0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95		1.00	0.95		1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787		1599	1787		1599		1787	3574	1599	1787	3574
Flt Permitted	0.95		1.00	0.95		1.00		0.10	1.00	1.00	0.17	1.00
Satd. Flow (perm)	1787		1599	1787		1599		188	3574	1599	322	3574
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	124	0	303	17	0	84	4	246	1512	48	59	1373
RTOR Reduction (vph)	0	0	221	0	0	75	0	0	0	13	0	0
Lane Group Flow (vph)	124	0	82	17	0	9	0	250	1512	35	59	1373
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot		Perm	Prot		Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	4			8			5	5	2		1	6
Permitted Phases			4			8	2	2		2	6	
Actuated Green, G (s)	15.6		15.6	15.6		15.6		101.0	101.0	101.0	82.0	82.0
Effective Green, g (s)	15.6		15.6	15.6		15.6		101.0	101.0	101.0	82.0	82.0
Actuated g/C Ratio	0.11		0.11	0.11		0.11		0.72	0.72	0.72	0.59	0.59
Clearance Time (s)	6.6		6.6	6.6		6.6		6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0		3.0	3.0		3.0		3.0	2.5	2.5	3.0	2.5
Lane Grp Cap (vph)	199		178	199		178		389	2578	1153	222	2093
v/s Ratio Prot	c0.07			0.01				0.10	c0.42		0.01	c0.38
v/s Ratio Perm			0.05			0.01		0.36		0.02	0.15	
v/c Ratio	0.62		0.46	0.09		0.05		0.64	0.59	0.03	0.27	0.66
Uniform Delay, d1	59.4		58.2	55.8		55.6		26.6	9.4	5.6	14.7	19.5
Progression Factor	1.00		1.00	1.00		1.00		0.99	1.02	1.18	0.19	0.15
Incremental Delay, d2	6.0		1.9	0.2		0.1		3.6	1.0	0.0	0.4	1.1
Delay (s)	65.3		60.1	56.0		55.7		30.0	10.6	6.6	3.3	4.0
Level of Service	E		E	E		E		C	B	A	A	A
Approach Delay (s/veh)		61.6			55.8				13.2			5.2
Approach LOS		E			E				B			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	75
Future Volume (vph)	75
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.8
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1599
Flt Permitted	1.00
Satd. Flow (perm)	1599
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	79
RTOR Reduction (vph)	33
Lane Group Flow (vph)	46
Heavy Vehicles (%)	1%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	82.0
Effective Green, g (s)	82.0
Actuated g/C Ratio	0.59
Clearance Time (s)	6.8
Vehicle Extension (s)	2.5
Lane Grp Cap (vph)	936
v/s Ratio Prot	
v/s Ratio Perm	0.03
v/c Ratio	0.05
Uniform Delay, d1	12.4
Progression Factor	2.20
Incremental Delay, d2	0.1
Delay (s)	27.3
Level of Service	C
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	5	43	5	832	1133	5
Future Vol, veh/h	0	5	43	5	832	1133	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	125	-	-	150
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	1
Mvmt Flow	0	5	47	5	914	1245	5

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	-	623	1245	1251	0	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.92	6.42	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.31	2.51	2.21	-	-	-
Pot Cap-1 Maneuver	0	432	233	558	-	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	-	432	245	245	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.45	1.29	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	245	-	432	-	-
HCM Lane V/C Ratio	0.215	-	0.013	-	-
HCM Ctrl Dly (s/v)	23.7	-	13.4	-	-
HCM Lane LOS	C	-	B	-	-
HCM 95th %tile Q(veh)	0.8	-	0	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	55	0	0	202	18	678	36	172	945	64
Future Vol, veh/h	0	0	55	0	0	202	18	678	36	172	945	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	175	-	115	250	-	325
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	60	0	0	222	20	745	40	189	1038	70

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	519	-	-	373	1109	0	0	785	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.92	-	-	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.31	-	-	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	0	0	504	0	0	628	631	-	-	836	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	504	-	-	628	631	-	-	836	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.11	13.84	0.27	1.54
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	631	-	-	504	628	836	-	-
HCM Lane V/C Ratio	0.031	-	-	0.12	0.354	0.226	-	-
HCM Ctrl Dly (s/v)	10.9	-	-	13.1	13.8	10.6	-	-
HCM Lane LOS	B	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	1.6	0.9	-	-

Design Year 2050 Build Alternative
Synchro Reports

Queues
1: SR A1A & Marsh Landing Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	50	247	182	972	2372	168
v/c Ratio	0.30	0.83	0.62	0.33	0.67	0.15
Control Delay (s/veh)	68.6	45.8	65.5	6.0	16.7	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.6	45.8	65.5	6.0	16.7	7.3
Queue Length 50th (ft)	51	90	96	163	489	38
Queue Length 95th (ft)	91	186	m114	280	715	88
Internal Link Dist (ft)	312			389	673	
Turn Bay Length (ft)			275			135
Base Capacity (vph)	582	630	313	2909	3527	1113
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	0.09	0.39	0.58	0.33	0.67	0.15

Intersection Summary

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

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	47	232	1	170	914	2230	158
Future Volume (vph)	47	232	1	170	914	2230	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00		0.97	0.95	0.91	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		3433	3539	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		3433	3539	5085	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	50	247	1	181	972	2372	168
RTOR Reduction (vph)	0	147	0	0	0	0	16
Lane Group Flow (vph)	50	100	0	182	972	2372	152
Turn Type	Prot	Perm	Prot	Prot	NA	NA	Perm
Protected Phases	8		1	1	6	2	
Permitted Phases		8					2
Actuated Green, G (s)	15.4	15.4		13.8	131.5	110.9	110.9
Effective Green, g (s)	15.4	15.4		13.8	131.5	110.9	110.9
Actuated g/C Ratio	0.10	0.10		0.09	0.82	0.69	0.69
Clearance Time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	170	152		296	2908	3524	1097
v/s Ratio Prot	0.03			c0.05	0.27	c0.47	
v/s Ratio Perm		c0.06					0.10
v/c Ratio	0.29	0.66		0.61	0.33	0.67	0.14
Uniform Delay, d1	67.2	69.7		70.5	3.5	14.1	8.3
Progression Factor	1.00	1.00		0.85	1.44	1.00	1.00
Incremental Delay, d2	1.0	9.8		2.3	0.2	1.0	0.3
Delay (s)	68.2	79.5		62.4	5.2	15.2	8.6
Level of Service	E	E		E	A	B	A
Approach Delay (s/veh)	77.6				14.2	14.7	
Approach LOS	E				B	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: SR A1A & Ponte Vedra Lakes Blvd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	215	221	155	2257	2362	43
v/c Ratio	0.79	0.70	0.66	0.84	0.76	0.04
Control Delay (s/veh)	85.0	49.6	53.0	11.3	12.3	1.4
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	85.0	49.6	53.0	11.4	12.3	1.4
Queue Length 50th (ft)	223	138	108	402	660	1
Queue Length 95th (ft)	305	225	m152	497	140	m2
Internal Link Dist (ft)	3468			1264	1151	
Turn Bay Length (ft)		50	200			215
Base Capacity (vph)	358	389	235	2696	3110	978
Starvation Cap Reductn	0	0	0	28	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.57	0.66	0.85	0.76	0.04

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	211	217	152	2212	2315	42
Future Volume (vph)	211	217	152	2212	2315	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	5085	1583
Flt Permitted	0.95	1.00	0.04	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	71	3539	5085	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	215	221	155	2257	2362	43
RTOR Reduction (vph)	0	74	0	0	0	10
Lane Group Flow (vph)	215	147	155	2257	2362	33
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	24.6	24.6	121.9	121.9	97.9	97.9
Effective Green, g (s)	24.6	24.6	121.9	121.9	97.9	97.9
Actuated g/C Ratio	0.15	0.15	0.76	0.76	0.61	0.61
Clearance Time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	272	243	235	2696	3111	968
v/s Ratio Prot	c0.12		0.07	c0.64	0.46	
v/s Ratio Perm		0.09	0.43			0.02
v/c Ratio	0.79	0.61	0.66	0.84	0.76	0.03
Uniform Delay, d1	65.2	63.2	42.5	12.5	22.5	12.3
Progression Factor	1.00	1.00	0.87	0.66	0.46	0.17
Incremental Delay, d2	14.4	4.2	3.9	2.0	1.4	0.1
Delay (s)	79.6	67.4	40.8	10.2	11.8	2.2
Level of Service	E	E	D	B	B	A
Approach Delay (s/veh)	73.4			12.2	11.6	
Approach LOS	E			B	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	158	38	29	2269	2334
v/c Ratio	0.73	0.18	0.25	0.81	0.62
Control Delay (s/veh)	86.6	36.1	14.9	13.2	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.6	36.1	14.9	13.3	1.7
Queue Length 50th (ft)	165	17	6	632	58
Queue Length 95th (ft)	238	53	16	904	68
Internal Link Dist (ft)	934			1266	1264
Turn Bay Length (ft)		50	275		
Base Capacity (vph)	315	298	116	2812	3747
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	14	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.50	0.13	0.25	0.81	0.62

Intersection Summary

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	158	38	3	26	2269	2272	62
Future Volume (vph)	158	38	3	26	2269	2272	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.8	6.8	6.8	
Lane Util. Factor	1.00	1.00		1.00	0.95	0.91	
Frt	1.00	0.85		1.00	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583		1770	3539	5065	
Flt Permitted	0.95	1.00		0.05	1.00	1.00	
Satd. Flow (perm)	1770	1583		91	3539	5065	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	158	38	3	26	2269	2272	62
RTOR Reduction (vph)	0	18	0	0	0	1	0
Lane Group Flow (vph)	158	20	0	29	2269	2333	0
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	NA	
Protected Phases	4		5	5	2	6	
Permitted Phases		4	2	2			
Actuated Green, G (s)	19.6	19.6		127.1	127.1	116.9	
Effective Green, g (s)	19.6	19.6		127.1	127.1	116.9	
Actuated g/C Ratio	0.12	0.12		0.79	0.79	0.73	
Clearance Time (s)	6.5	6.5		6.8	6.8	6.8	
Vehicle Extension (s)	3.0	3.0		3.0	2.5	2.5	
Lane Grp Cap (vph)	216	193		107	2811	3700	
v/s Ratio Prot	c0.09			0.01	c0.64	0.46	
v/s Ratio Perm		0.01		0.21			
v/c Ratio	0.73	0.11		0.27	0.81	0.63	
Uniform Delay, d1	67.7	62.4		17.3	9.4	10.8	
Progression Factor	1.00	1.00		1.00	1.00	0.11	
Incremental Delay, d2	12.0	0.2		1.4	2.6	0.5	
Delay (s)	79.7	62.7		18.7	12.0	1.7	
Level of Service	E	E		B	B	A	
Approach Delay (s/veh)	76.4				12.1	1.7	
Approach LOS	E				B	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	163	221	2187	2325
v/c Ratio	0.72	0.14	0.79	0.84
Control Delay (s/veh)	72.5	0.2	7.6	13.2
Queue Delay	0.0	0.0	0.7	3.2
Total Delay (s/veh)	72.5	0.2	8.3	16.4
Queue Length 50th (ft)	136	0	6	566
Queue Length 95th (ft)	212	0	m399	791
Internal Link Dist (ft)	25		346	666
Turn Bay Length (ft)				
Base Capacity (vph)	283	1583	2777	2777
Starvation Cap Reductn	0	0	255	0
Spillback Cap Reductn	0	0	0	352
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.58	0.14	0.87	0.96

Intersection Summary

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	155	210	2078	0	0	2209
Future Volume (vph)	155	210	2078	0	0	2209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0	6.8			6.8
Lane Util. Factor	1.00	1.00	0.95			0.95
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1770	1583	3539			3539
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	1770	1583	3539			3539
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	163	221	2187	0	0	2325
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	163	221	2187	0	0	2325
Turn Type	Prot	Free	NA			NA
Protected Phases	8		2			6
Permitted Phases		Free				
Actuated Green, G (s)	16.7	130.0	102.0			102.0
Effective Green, g (s)	16.7	130.0	102.0			102.0
Actuated g/C Ratio	0.13	1.00	0.78			0.78
Clearance Time (s)	4.5		6.8			6.8
Vehicle Extension (s)	3.0		2.5			2.5
Lane Grp Cap (vph)	227	1583	2776			2776
v/s Ratio Prot	c0.09		0.62			c0.66
v/s Ratio Perm		0.14				
v/c Ratio	0.72	0.14	0.79			0.84
Uniform Delay, d1	54.4	0.0	7.9			8.8
Progression Factor	1.04	1.00	0.71			1.00
Incremental Delay, d2	9.6	0.2	1.3			3.2
Delay (s)	66.0	0.2	6.9			12.0
Level of Service	E	A	A			B
Approach Delay (s/veh)	28.1		6.9			12.0
Approach LOS	C		A			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.3
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Queues
5: SR A1A & Solana Rd

Lane Group	EBL2	EBT	WBL	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	584	196	98	289	1603	223	162	1655	672
v/c Ratio	0.61	0.75	0.60	0.71	0.99	0.28	0.83	0.75	0.60
Control Delay (s/veh)	42.8	63.1	71.0	16.0	49.0	5.9	71.5	16.2	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	2.7
Total Delay (s/veh)	42.8	63.1	71.0	16.0	49.0	5.9	71.5	24.0	17.0
Queue Length 50th (ft)	225	141	82	0	691	26	148	576	256
Queue Length 95th (ft)	248	213	139	87	#1017	56	m#186	840	m372
Internal Link Dist (ft)		1286			585			346	
Turn Bay Length (ft)	285			175			215		
Base Capacity (vph)	1753	543	285	498	1618	799	196	2195	1127
Starvation Cap Reductn	0	0	0	0	0	0	0	510	327
Spillback Cap Reductn	147	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.36	0.34	0.58	0.99	0.28	0.83	0.98	0.84

Intersection Summary

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

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

Movement	EBL2	EBT	EBR	WBL	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	555	108	78	93	275	1523	90	122	154	1572	638
Future Volume (vph)	555	108	78	93	275	1523	90	122	154	1572	638
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lane Util. Factor	0.97	1.00		1.00	1.00	0.95	1.00		1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.85	1.00	0.85		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	1746		1770	1583	3539	1583		1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	1746		1770	1583	3539	1583		1770	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	584	114	82	98	289	1603	95	128	162	1655	672
RTOR Reduction (vph)	0	24	0	0	262	0	75	0	0	0	146
Lane Group Flow (vph)	584	172	0	98	27	1603	148	0	162	1655	526
Turn Type	Prot	NA		Prot	Perm	NA	Perm		Prot	NA	Perm
Protected Phases	3	8		7		2			1	6	
Permitted Phases					7		2				6
Actuated Green, G (s)	36.1	17.7		12.0	12.0	59.5	59.5		14.4	80.7	80.7
Effective Green, g (s)	36.1	17.7		12.0	12.0	59.5	59.5		14.4	80.7	80.7
Actuated g/C Ratio	0.28	0.14		0.09	0.09	0.46	0.46		0.11	0.62	0.62
Clearance Time (s)	6.4	6.4		6.4	6.4	6.8	6.8		6.8	6.8	6.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	953	237		163	146	1619	724		196	2196	982
v/s Ratio Prot	c0.17	0.10		0.06		c0.45			0.09	c0.47	
v/s Ratio Perm					0.02		0.09				0.33
v/c Ratio	0.61	0.72		0.60	0.18	0.99	0.20		0.83	0.75	0.54
Uniform Delay, d1	40.9	53.8		56.7	54.5	35.0	21.1		56.6	17.6	14.0
Progression Factor	1.00	1.00		1.00	1.00	0.85	0.52		0.93	0.75	1.89
Incremental Delay, d2	1.0	9.9		5.2	0.4	17.8	0.5		13.5	1.3	1.3
Delay (s)	41.9	63.7		61.9	54.9	47.6	11.5		66.4	14.5	27.7
Level of Service	D	E		E	D	D	B		E	B	C
Approach Delay (s/veh)		47.4				43.2				21.5	
Approach LOS		D				D				C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	88.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Group Flow (vph)	19	96	109	1779	9	1741	66
v/c Ratio	0.24	0.42	0.48	0.62	0.04	0.69	0.06
Control Delay (s/veh)	64.8	7.5	13.1	6.3	2.6	3.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.8	7.5	13.1	6.3	2.6	3.0	0.2
Queue Length 50th (ft)	16	0	12	198	0	37	0
Queue Length 95th (ft)	43	14	63	486	m1	128	m1
Internal Link Dist (ft)				6740		585	
Turn Bay Length (ft)			200		125		275
Base Capacity (vph)	451	605	227	2869	226	2523	1153
Starvation Cap Reductn	0	0	0	0	0	49	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	0.04	0.16	0.48	0.62	0.04	0.70	0.06

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	18	0	92	0	0	0	7	98	1708	0	9	0
Future Volume (vph)	18	0	92	0	0	0	7	98	1708	0	9	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7		6.7					6.8	6.8		6.8	
Lane Util. Factor	1.00		1.00					1.00	0.95		1.00	
Frt	1.00		0.85					1.00	1.00		1.00	
Flt Protected	0.95		1.00					0.95	1.00		0.95	
Satd. Flow (prot)	1752		1568					1752	3505		1752	
Flt Permitted	0.76		1.00					0.08	1.00		0.12	
Satd. Flow (perm)	1397		1568					148	3505		216	
Peak-hour factor, PHF	0.96	0.90	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	19	0	96	0	0	0	7	102	1779	0	9	0
RTOR Reduction (vph)	0	0	90	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	19	0	6	0	0	0	0	109	1779	0	9	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Perm		Perm				pm+pt	pm+pt	NA		pm+pt	
Protected Phases					8		5	5	2		1	
Permitted Phases	4		4	8			2	2			6	
Actuated Green, G (s)	7.5		7.5					101.0	101.0		93.6	
Effective Green, g (s)	7.5		7.5					101.0	101.0		93.6	
Actuated g/C Ratio	0.06		0.06					0.78	0.78		0.72	
Clearance Time (s)	6.7		6.7					6.8	6.8		6.8	
Vehicle Extension (s)	3.0		3.0					3.0	4.0		3.0	
Lane Grp Cap (vph)	80		90					221	2723		169	
v/s Ratio Prot								0.03	c0.51		0.00	
v/s Ratio Perm	c0.01		0.00					0.35			0.04	
v/c Ratio	0.24		0.06					0.49	0.65		0.05	
Uniform Delay, d1	58.5		57.9					13.2	6.6		8.3	
Progression Factor	1.00		1.00					1.00	1.00		0.36	
Incremental Delay, d2	1.5		0.3					1.7	1.2		0.1	
Delay (s)	60.1		58.2					14.9	7.8		3.0	
Level of Service	E		E					B	A		A	
Approach Delay (s/veh)		58.5			0.0				8.2			
Approach LOS		E			A				A			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.3
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations	↑↑	↱
Traffic Volume (vph)	1671	63
Future Volume (vph)	1671	63
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3505	1568
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3505	1568
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1741	66
RTOR Reduction (vph)	0	18
Lane Group Flow (vph)	1741	48
Heavy Vehicles (%)	3%	3%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	93.6	93.6
Effective Green, g (s)	93.6	93.6
Actuated g/C Ratio	0.72	0.72
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	4.0	4.0
Lane Grp Cap (vph)	2523	1128
v/s Ratio Prot	c0.50	
v/s Ratio Perm		0.03
v/c Ratio	0.69	0.04
Uniform Delay, d1	10.1	5.3
Progression Factor	0.18	0.26
Incremental Delay, d2	1.1	0.0
Delay (s)	2.9	1.4
Level of Service	A	A
Approach Delay (s/veh)	2.8	
Approach LOS	A	

Intersection Summary

Queues
7: SR A1A & Sawgrass Village Dr/L'Atrium Cir

Lane Group	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	104	33	40	100	77	1471	19	50	1539	334
v/c Ratio	0.64	0.13	0.25	0.39	0.28	0.55	0.02	0.21	0.60	0.28
Control Delay (s/veh)	86.7	1.1	69.3	10.6	3.9	2.4	0.3	8.9	12.1	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.7	1.1	69.3	10.6	3.9	2.4	0.3	8.9	12.1	3.8
Queue Length 50th (ft)	108	0	40	0	4	38	0	14	380	41
Queue Length 95th (ft)	173	0	79	40	m7	41	m0	31	502	88
Internal Link Dist (ft)						411			544	
Turn Bay Length (ft)		175		125	250		225	185		215
Base Capacity (vph)	497	530	497	530	273	2658	1207	242	2574	1204
Starvation Cap Reductn	0	0	0	0	0	106	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	0.21	0.06	0.08	0.19	0.28	0.58	0.02	0.21	0.60	0.28

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	98	0	31	38	0	94	1	71	1383	18	2	45
Future Volume (vph)	98	0	31	38	0	94	1	71	1383	18	2	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0		7.0		6.8	6.8	6.8		6.8
Lane Util. Factor	1.00		1.00	1.00		1.00		1.00	0.95	1.00		1.00
Frt	1.00		0.85	1.00		0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95		1.00	0.95		1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770		1583	1770		1583		1770	3539	1583		1770
Flt Permitted	0.95		1.00	0.95		1.00		0.14	1.00	1.00		0.13
Satd. Flow (perm)	1770		1583	1770		1583		261	3539	1583		238
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	104	0	33	40	0	100	1	76	1471	19	2	48
RTOR Reduction (vph)	0	0	30	0	0	91	0	0	0	5	0	0
Lane Group Flow (vph)	104	0	3	40	0	9	0	77	1471	14	0	50
Turn Type	Prot		Perm	Prot		Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	4			8			5	5	2		1	1
Permitted Phases			4			8	2	2		2	6	6
Actuated Green, G (s)	14.8		14.8	14.8		14.8		118.8	118.8	118.8		115.0
Effective Green, g (s)	14.8		14.8	14.8		14.8		118.8	118.8	118.8		115.0
Actuated g/C Ratio	0.09		0.09	0.09		0.09		0.74	0.74	0.74		0.72
Clearance Time (s)	7.0		7.0	7.0		7.0		6.8	6.8	6.8		6.8
Vehicle Extension (s)	3.0		3.0	3.0		3.0		3.0	2.5	2.5		3.0
Lane Grp Cap (vph)	163		146	163		146		284	2627	1175		226
v/s Ratio Prot	c0.06			0.02				0.02	c0.42			0.01
v/s Ratio Perm			0.00			0.01		0.18		0.01		0.15
v/c Ratio	0.64		0.02	0.25		0.06		0.27	0.56	0.01		0.22
Uniform Delay, d1	70.0		66.0	67.4		66.3		14.3	9.1	5.4		10.1
Progression Factor	1.00		1.00	1.00		1.00		0.18	0.18	1.00		1.00
Incremental Delay, d2	7.9		0.1	0.8		0.2		0.4	0.7	0.0		0.5
Delay (s)	78.0		66.1	68.2		66.5		3.0	2.3	5.4		10.6
Level of Service	E		E	E		E		A	A	A		B
Approach Delay (s/veh)		75.1			67.0				2.4			
Approach LOS		E			E				A			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑	↱
Traffic Volume (vph)	1447	314
Future Volume (vph)	1447	314
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3539	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3539	1583
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	1539	334
RTOR Reduction (vph)	0	54
Lane Group Flow (vph)	1539	280
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	115.0	115.0
Effective Green, g (s)	115.0	115.0
Actuated g/C Ratio	0.72	0.72
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	2543	1137
v/s Ratio Prot	c0.43	
v/s Ratio Perm		0.18
v/c Ratio	0.61	0.25
Uniform Delay, d1	11.2	7.7
Progression Factor	1.00	1.00
Incremental Delay, d2	1.1	0.5
Delay (s)	12.3	8.2
Level of Service	B	A
Approach Delay (s/veh)	11.5	
Approach LOS	B	

Intersection Summary

Lane Group	NBT	SBU	SBT
Lane Group Flow (vph)	1565	2	1612
v/c Ratio	0.59	0.01	0.63
Control Delay (s/veh)	1.9	63.0	3.5
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	1.9	63.0	3.5
Queue Length 50th (ft)	25	3	71
Queue Length 95th (ft)	27	17	77
Internal Link Dist (ft)	94		411
Turn Bay Length (ft)		375	
Base Capacity (vph)	2658	497	2574
Starvation Cap Reductn	22	0	0
Spillback Cap Reductn	0	0	59
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.59	0.00	0.64

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			↑↑		⇃		↑↑
Traffic Volume (vph)	0	0	1471	0	2	0	1515
Future Volume (vph)	0	0	1471	0	2	0	1515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.8		7.0		6.8
Lane Util. Factor			0.95		1.00		0.95
Frt			1.00		1.00		1.00
Flt Protected			1.00		0.95		1.00
Satd. Flow (prot)			3539		1770		3539
Flt Permitted			1.00		0.95		1.00
Satd. Flow (perm)			3539		1770		3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	1565	0	2	0	1612
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1565	0	2	0	1612
Turn Type			NA		Prot		NA
Protected Phases			2		4		6
Permitted Phases							
Actuated Green, G (s)			118.8		14.8		115.0
Effective Green, g (s)			118.8		14.8		115.0
Actuated g/C Ratio			0.74		0.09		0.72
Clearance Time (s)			6.8		7.0		6.8
Vehicle Extension (s)			2.5		3.0		2.5
Lane Grp Cap (vph)			2627		163		2543
v/s Ratio Prot			c0.44		c0.00		c0.46
v/s Ratio Perm							
v/c Ratio			0.60		0.01		0.63
Uniform Delay, d1			9.5		66.0		11.6
Progression Factor			0.11		1.00		0.22
Incremental Delay, d2			0.8		0.0		1.0
Delay (s)			1.8		66.1		3.5
Level of Service			A		E		A
Approach Delay (s/veh)	0.0		1.8				3.6
Approach LOS	A		A				A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	2.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	47.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	NBU	NBT	SBT
Lane Group Flow (vph)	19	1565	1612
v/c Ratio	0.12	0.59	0.66
Control Delay (s/veh)	62.1	4.3	4.6
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	62.1	4.3	4.6
Queue Length 50th (ft)	19	89	44
Queue Length 95th (ft)	37	104	125
Internal Link Dist (ft)		411	94
Turn Bay Length (ft)	375		
Base Capacity (vph)	497	2659	2437
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.04	0.59	0.66

Intersection Summary

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	0	18	0	1471	1515	0
Future Volume (vph)	0	0	18	0	1471	1515	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.6		6.8	6.8	
Lane Util. Factor			1.00		0.95	0.95	
Frt			1.00		1.00	1.00	
Flt Protected			0.95		1.00	1.00	
Satd. Flow (prot)			1770		3539	3539	
Flt Permitted			0.95		1.00	1.00	
Satd. Flow (perm)			1770		3539	3539	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	19	0	1565	1612	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	19	0	1565	1612	0
Turn Type			Prot		NA	NA	
Protected Phases			8		2	6	
Permitted Phases							
Actuated Green, G (s)			14.4		118.9	108.9	
Effective Green, g (s)			14.4		118.9	108.9	
Actuated g/C Ratio			0.09		0.74	0.68	
Clearance Time (s)			6.6		6.8	6.8	
Vehicle Extension (s)			3.0		2.5	2.5	
Lane Grp Cap (vph)			159		2629	2408	
v/s Ratio Prot			c0.01		c0.44	c0.46	
v/s Ratio Perm							
v/c Ratio			0.12		0.60	0.67	
Uniform Delay, d1			67.0		9.5	15.0	
Progression Factor			0.96		0.33	0.23	
Incremental Delay, d2			0.3		0.9	1.2	
Delay (s)			64.6		4.0	4.6	
Level of Service			E		A	A	
Approach Delay (s/veh)	0.0				4.7	4.6	
Approach LOS	A				A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	47.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues
10: SR A1A & Tournament Players Club Blvd/Country Club Blvd

Lane Group	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	69	268	27	82	206	1433	49	63	1460	109
v/c Ratio	0.43	0.82	0.17	0.33	0.59	0.54	0.04	0.26	0.60	0.10
Control Delay (s/veh)	75.2	37.8	66.1	6.0	32.3	10.4	0.8	4.1	3.0	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	75.2	37.8	66.1	6.0	32.3	10.4	0.8	4.1	3.1	2.2
Queue Length 50th (ft)	72	66	27	0	55	294	0	3	39	1
Queue Length 95th (ft)	119	168	58	18	126	497	m7	m5	43	m1
Internal Link Dist (ft)						1677			411	
Turn Bay Length (ft)	175			325	215		225	200		215
Base Capacity (vph)	497	591	497	530	350	2659	1207	243	2437	1112
Starvation Cap Reductn	0	0	0	0	0	0	0	0	156	0
Spillback Cap Reductn	0	0	0	0	0	11	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.45	0.05	0.15	0.59	0.54	0.04	0.26	0.64	0.10

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	65	0	252	25	0	77	1	193	1347	46	59	1372
Future Volume (vph)	65	0	252	25	0	77	1	193	1347	46	59	1372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6		6.6	6.6		6.6		6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00		1.00	1.00		1.00		1.00	0.95	1.00	1.00	0.95
Frt	1.00		0.85	1.00		0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95		1.00	0.95		1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770		1583	1770		1583		1770	3539	1583	1770	3539
Flt Permitted	0.95		1.00	0.95		1.00		0.15	1.00	1.00	0.13	1.00
Satd. Flow (perm)	1770		1583	1770		1583		277	3539	1583	246	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	69	0	268	27	0	82	1	205	1433	49	63	1460
RTOR Reduction (vph)	0	0	186	0	0	75	0	0	0	13	0	0
Lane Group Flow (vph)	69	0	82	27	0	7	0	206	1433	36	63	1460
Turn Type	Prot		Perm	Prot		Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	4			8			5	5	2		1	6
Permitted Phases			4			8	2	2		2	6	
Actuated Green, G (s)	14.4		14.4	14.4		14.4		118.9	118.9	118.9	108.9	108.9
Effective Green, g (s)	14.4		14.4	14.4		14.4		118.9	118.9	118.9	108.9	108.9
Actuated g/C Ratio	0.09		0.09	0.09		0.09		0.74	0.74	0.74	0.68	0.68
Clearance Time (s)	6.6		6.6	6.6		6.6		6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0		3.0	3.0		3.0		3.0	2.5	2.5	3.0	2.5
Lane Grp Cap (vph)	159		142	159		142		359	2629	1176	229	2408
v/s Ratio Prot	0.04			0.02				0.06	c0.40		0.01	c0.41
v/s Ratio Perm			c0.05			0.00		0.37		0.02	0.18	
v/c Ratio	0.43		0.58	0.17		0.05		0.57	0.55	0.03	0.28	0.61
Uniform Delay, d1	68.9		69.9	67.3		66.6		26.8	8.9	5.4	11.8	13.9
Progression Factor	1.00		1.00	1.00		1.00		0.98	0.96	0.87	0.24	0.15
Incremental Delay, d2	1.9		5.9	0.5		0.2		2.2	0.8	0.0	0.5	0.9
Delay (s)	70.8		75.8	67.8		66.7		28.4	9.3	4.7	3.3	3.0
Level of Service	E		E	E		E		C	A	A	A	A
Approach Delay (s/veh)		74.8			67.0				11.5			3.1
Approach LOS		E			E				B			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	102
Future Volume (vph)	102
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.8
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	109
RTOR Reduction (vph)	23
Lane Group Flow (vph)	86
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	108.9
Effective Green, g (s)	108.9
Actuated g/C Ratio	0.68
Clearance Time (s)	6.8
Vehicle Extension (s)	2.5
Lane Grp Cap (vph)	1077
v/s Ratio Prot	
v/s Ratio Perm	0.05
v/c Ratio	0.08
Uniform Delay, d1	8.6
Progression Factor	0.52
Incremental Delay, d2	0.1
Delay (s)	4.6
Level of Service	A
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	10	32	10	1236	912	10
Future Vol, veh/h	0	10	32	10	1236	912	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	125	-	-	150
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	10	33	10	1261	931	10

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	-	465	931	941	0	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.94	6.44	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.52	2.22	-	-	-
Pot Cap-1 Maneuver	0	544	368	724	-	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	-	544	410	410	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.75	0.49	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	410	-	544	-	-
HCM Lane V/C Ratio	0.105	-	0.019	-	-
HCM Ctrl Dly (s/v)	14.8	-	11.7	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	-	-

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	0	83	0	0	206	24	1072	51	167	717	70
Future Vol, veh/h	0	0	83	0	0	206	24	1072	51	167	717	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	175	-	115	250	-	325
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	85	0	0	210	24	1094	52	170	732	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	366	-	-	547	803	0	0	1146	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	631	0	0	481	817	-	-	605	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	631	-	-	481	817	-	-	605	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.59	18.16	0.2	2.32
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	817	-	-	631	481	605	-	-
HCM Lane V/C Ratio	0.03	-	-	0.134	0.437	0.281	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	11.6	18.2	13.3	-	-
HCM Lane LOS	A	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	2.2	1.2	-	-

Queues
1: SR A1A & Marsh Landing Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	97	390	260	1049	2146	254
v/c Ratio	0.30	0.89	0.74	0.40	0.72	0.26
Control Delay (s/veh)	52.9	54.8	68.2	9.2	25.4	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.9	54.8	68.2	9.2	25.4	10.9
Queue Length 50th (ft)	84	219	128	177	538	67
Queue Length 95th (ft)	128	327	m140	m205	705	142
Internal Link Dist (ft)	312			389	673	
Turn Bay Length (ft)			275			135
Base Capacity (vph)	461	543	351	2609	2996	974
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	0.21	0.72	0.74	0.40	0.72	0.26

Intersection Summary

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

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	96	386	3	254	1039	2125	251
Future Volume (vph)	96	386	3	254	1039	2125	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00		0.97	0.95	0.91	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1599		3467	3574	5136	1599
Flt Permitted	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1787	1599		3467	3574	5136	1599
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	97	390	3	257	1049	2146	254
RTOR Reduction (vph)	0	145	0	0	0	0	42
Lane Group Flow (vph)	97	245	0	260	1049	2146	212
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	Prot	Prot	NA	NA	Perm
Protected Phases	8		1	1	6	2	
Permitted Phases		8					2
Actuated Green, G (s)	27.4	27.4		15.2	109.5	87.5	87.5
Effective Green, g (s)	27.4	27.4		15.2	109.5	87.5	87.5
Actuated g/C Ratio	0.18	0.18		0.10	0.73	0.58	0.58
Clearance Time (s)	6.3	6.3		6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	326	292		351	2609	2996	932
v/s Ratio Prot	0.05			c0.07	0.29	c0.42	
v/s Ratio Perm		c0.15					0.13
v/c Ratio	0.30	0.84		0.74	0.40	0.72	0.23
Uniform Delay, d1	53.0	59.2		65.5	7.7	22.4	15.0
Progression Factor	1.00	1.00		0.94	1.03	1.00	1.00
Incremental Delay, d2	0.5	19.1		3.9	0.2	1.5	0.6
Delay (s)	53.5	78.2		65.4	8.2	23.9	15.6
Level of Service	D	E		E	A	C	B
Approach Delay (s/veh)	73.3				19.6	23.0	
Approach LOS	E				B	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues
2: SR A1A & Ponte Vedra Lakes Blvd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	189	181	151	2632	2333	149
v/c Ratio	0.79	0.64	0.81	0.95	0.69	0.14
Control Delay (s/veh)	86.2	43.2	56.2	17.4	3.4	0.2
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	86.2	43.2	56.2	17.5	3.4	0.2
Queue Length 50th (ft)	182	92	107	520	110	0
Queue Length 95th (ft)	268	175	m138	#1493	110	m0
Internal Link Dist (ft)	876			1264	1151	
Turn Bay Length (ft)		50	200			215
Base Capacity (vph)	278	318	199	2775	3360	1083
Starvation Cap Reductn	0	0	0	4	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.57	0.76	0.95	0.69	0.14

Intersection Summary

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

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	185	177	148	2579	2286	146
Future Volume (vph)	185	177	148	2579	2286	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1599	1787	3574	5136	1599
Flt Permitted	0.95	1.00	0.04	1.00	1.00	1.00
Satd. Flow (perm)	1787	1599	72	3574	5136	1599
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	189	181	151	2632	2333	149
RTOR Reduction (vph)	0	71	0	0	0	37
Lane Group Flow (vph)	189	110	151	2632	2333	112
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	20.0	20.0	116.5	116.5	98.1	98.1
Effective Green, g (s)	20.0	20.0	116.5	116.5	98.1	98.1
Actuated g/C Ratio	0.13	0.13	0.78	0.78	0.65	0.65
Clearance Time (s)	6.6	6.6	6.9	6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Lane Grp Cap (vph)	238	213	187	2775	3358	1045
v/s Ratio Prot	c0.11		0.06	c0.74	0.45	
v/s Ratio Perm		0.07	0.57			0.07
v/c Ratio	0.79	0.52	0.81	0.95	0.69	0.11
Uniform Delay, d1	63.0	60.5	45.6	14.2	16.5	9.7
Progression Factor	1.00	1.00	0.99	0.75	0.14	0.00
Incremental Delay, d2	16.5	2.1	13.3	5.4	0.9	0.1
Delay (s)	79.5	62.6	58.3	16.1	3.2	0.2
Level of Service	E	E	E	B	A	A
Approach Delay (s/veh)	71.2			18.4	3.1	
Approach LOS	E			B	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	92.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	139	26	42	2497	2573
v/c Ratio	0.72	0.14	0.35	0.87	0.69
Control Delay (s/veh)	85.1	35.0	20.7	4.4	2.3
Queue Delay	0.0	0.0	0.0	0.4	0.0
Total Delay (s/veh)	85.1	35.0	20.7	4.8	2.3
Queue Length 50th (ft)	134	10	1	17	53
Queue Length 95th (ft)	209	40	m5	107	63
Internal Link Dist (ft)	934			1305	1264
Turn Bay Length (ft)		50	275		
Base Capacity (vph)	232	220	122	2871	3751
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	87	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.12	0.34	0.90	0.69

Intersection Summary

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	136	25	41	2447	2403	119
Future Volume (vph)	136	25	41	2447	2403	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.8	6.8	6.8	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1787	1599	1787	3574	5099	
Flt Permitted	0.95	1.00	0.03	1.00	1.00	
Satd. Flow (perm)	1787	1599	65	3574	5099	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	139	26	42	2497	2452	121
RTOR Reduction (vph)	0	13	0	0	3	0
Lane Group Flow (vph)	139	13	42	2497	2570	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	16.2	16.2	120.5	120.5	108.9	
Effective Green, g (s)	16.2	16.2	120.5	120.5	108.9	
Actuated g/C Ratio	0.11	0.11	0.80	0.80	0.73	
Clearance Time (s)	6.5	6.5	6.8	6.8	6.8	
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	
Lane Grp Cap (vph)	192	172	107	2871	3701	
v/s Ratio Prot	c0.08		0.01	c0.70	0.50	
v/s Ratio Perm		0.01	0.30			
v/c Ratio	0.72	0.07	0.39	0.87	0.69	
Uniform Delay, d1	64.7	60.2	14.2	9.6	11.4	
Progression Factor	1.00	1.00	1.76	0.16	0.13	
Incremental Delay, d2	12.7	0.2	1.5	2.5	0.8	
Delay (s)	77.4	60.3	26.5	4.1	2.3	
Level of Service	E	E	C	A	A	
Approach Delay (s/veh)	74.7			4.5	2.3	
Approach LOS	E			A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.1
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	129	153	2344	2409
v/c Ratio	0.69	0.10	0.81	0.84
Control Delay (s/veh)	80.6	0.1	5.5	16.4
Queue Delay	0.0	0.0	0.8	0.2
Total Delay (s/veh)	80.6	0.1	6.3	16.6
Queue Length 50th (ft)	127	0	295	444
Queue Length 95th (ft)	174	0	297	460
Internal Link Dist (ft)	29		346	654
Turn Bay Length (ft)				
Base Capacity (vph)	464	1599	2884	2884
Starvation Cap Reductn	0	0	249	0
Spillback Cap Reductn	0	0	0	65
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.28	0.10	0.89	0.85

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	128	151	2321	0	0	2385
Future Volume (vph)	128	151	2321	0	0	2385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	4.0	6.8			6.8
Lane Util. Factor	1.00	1.00	0.95			0.95
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1787	1599	3574			3574
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	1787	1599	3574			3574
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	129	153	2344	0	0	2409
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	129	153	2344	0	0	2409
Turn Type	Prot	Free	NA			NA
Protected Phases	8		2			6
Permitted Phases		Free				
Actuated Green, G (s)	15.7	150.0	121.1			121.1
Effective Green, g (s)	15.7	150.0	121.1			121.1
Actuated g/C Ratio	0.10	1.00	0.81			0.81
Clearance Time (s)	6.4		6.8			6.8
Vehicle Extension (s)	2.5		2.5			2.5
Lane Grp Cap (vph)	187	1599	2885			2885
v/s Ratio Prot	c0.07		0.66			c0.67
v/s Ratio Perm		0.10				
v/c Ratio	0.69	0.10	0.81			0.84
Uniform Delay, d1	64.8	0.0	8.1			8.5
Progression Factor	0.97	1.00	0.41			1.44
Incremental Delay, d2	9.0	0.1	1.7			2.2
Delay (s)	72.1	0.1	5.0			14.5
Level of Service	E	A	A			B
Approach Delay (s/veh)	33.1		5.0			14.5
Approach LOS	C		A			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	13.2
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL2	EBT	WBL	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	560	159	65	223	1785	102	117	1709	712
v/c Ratio	0.73	0.73	0.52	0.70	0.89	0.11	0.80	0.69	0.59
Control Delay (s/veh)	59.7	69.4	81.4	19.9	29.5	1.0	70.4	5.2	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	2.4
Total Delay (s/veh)	59.7	69.4	81.4	19.9	29.5	1.0	70.4	6.4	11.1
Queue Length 50th (ft)	268	122	63	0	785	1	112	254	205
Queue Length 95th (ft)	302	195	113	85	#1121	m5	m140	462	322
Internal Link Dist (ft)		1286			585			346	
Turn Bay Length (ft)	285			175			215		
Base Capacity (vph)	1835	477	405	534	2014	954	147	2472	1210
Starvation Cap Reductn	0	0	0	0	0	0	0	495	356
Spillback Cap Reductn	127	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.33	0.16	0.42	0.89	0.11	0.80	0.86	0.83

Intersection Summary

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

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

Movement	EBL2	EBT	EBR	WBL	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	554	77	80	64	221	1767	58	43	116	1692	705
Future Volume (vph)	554	77	80	64	221	1767	58	43	116	1692	705
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lane Util. Factor	0.97	1.00		1.00	1.00	0.95	1.00		1.00	0.95	1.00
Frt	1.00	0.92		1.00	0.85	1.00	0.85		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3467	1737		1787	1599	3574	1599		1787	3574	1599
Flt Permitted	0.95	1.00		0.95	1.00	1.00	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3467	1737		1787	1599	3574	1599		1787	3574	1599
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	560	78	81	65	223	1785	59	43	117	1709	712
RTOR Reduction (vph)	0	30	0	0	207	0	45	0	0	0	105
Lane Group Flow (vph)	560	129	0	65	16	1785	57	0	117	1709	607
Turn Type	Prot	NA		Prot	Perm	NA	Perm		Prot	NA	Perm
Protected Phases	3	8		7		2			1	6	
Permitted Phases					7		2				6
Actuated Green, G (s)	33.1	16.2		10.5	10.5	84.5	84.5		12.4	103.7	103.7
Effective Green, g (s)	33.1	16.2		10.5	10.5	84.5	84.5		12.4	103.7	103.7
Actuated g/C Ratio	0.22	0.11		0.07	0.07	0.56	0.56		0.08	0.69	0.69
Clearance Time (s)	6.4	6.4		6.4	6.4	6.8	6.8		6.8	6.8	6.8
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	765	187		125	111	2013	900		147	2470	1105
v/s Ratio Prot	c0.16	0.07		0.04		c0.50			0.07	c0.48	
v/s Ratio Perm					0.01		0.04				0.38
v/c Ratio	0.73	0.69		0.52	0.14	0.89	0.06		0.80	0.69	0.55
Uniform Delay, d1	54.3	64.5		67.3	65.5	28.6	14.8		67.6	13.7	11.5
Progression Factor	1.00	1.00		1.00	1.00	0.81	0.40		0.73	0.28	1.12
Incremental Delay, d2	3.4	9.2		3.0	0.4	4.9	0.1		14.1	0.9	1.3
Delay (s)	57.8	73.7		70.3	65.9	28.1	6.0		63.7	4.7	14.2
Level of Service	E	E		E	E	C	A		E	A	B
Approach Delay (s/veh)		61.3				26.9				10.1	
Approach LOS		E				C				B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	91.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Group Flow (vph)	45	181	110	1898	3	1843	67
v/c Ratio	0.45	0.71	0.52	0.65	0.02	0.71	0.06
Control Delay (s/veh)	79.1	30.3	18.3	7.6	2.3	4.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	79.1	30.3	18.3	7.6	2.3	4.9	0.1
Queue Length 50th (ft)	44	28	14	263	0	123	0
Queue Length 95th (ft)	84	107	84	645	m1	128	m0
Internal Link Dist (ft)				6739		585	
Turn Bay Length (ft)			200		125		275
Base Capacity (vph)	173	328	256	2935	199	2610	1188
Starvation Cap Reductn	0	0	0	0	0	67	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	0.26	0.55	0.43	0.65	0.02	0.72	0.06

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	43	0	174	0	0	0	6	100	1822	0	3	0
Future Volume (vph)	43	0	174	0	0	0	6	100	1822	0	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7		6.7					6.8	6.8		6.8	
Lane Util. Factor	1.00		1.00					1.00	0.95		1.00	
Frt	1.00		0.85					1.00	1.00		1.00	
Flt Protected	0.95		1.00					0.95	1.00		0.95	
Satd. Flow (prot)	1787		1599					1787	3574		1787	
Flt Permitted	0.76		1.00					0.07	1.00		0.10	
Satd. Flow (perm)	1424		1599					130	3574		183	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	45	0	181	0	0	0	6	104	1898	0	3	0
RTOR Reduction (vph)	0	0	141	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	45	0	40	0	0	0	0	110	1898	0	3	0
Turn Type	Perm		Perm				pm+pt	pm+pt	NA		pm+pt	
Protected Phases					8		5	5	2		1	
Permitted Phases	4		4	8			2	2			6	
Actuated Green, G (s)	10.7		10.7					117.8	117.8		109.6	
Effective Green, g (s)	10.7		10.7					117.8	117.8		109.6	
Actuated g/C Ratio	0.07		0.07					0.79	0.79		0.73	
Clearance Time (s)	6.7		6.7					6.8	6.8		6.8	
Vehicle Extension (s)	3.0		3.0					3.0	4.0		3.0	
Lane Grp Cap (vph)	101		114					205	2806		146	
v/s Ratio Prot								0.03	c0.53		0.00	
v/s Ratio Perm	c0.03		0.02					0.39			0.01	
v/c Ratio	0.45		0.35					0.54	0.68		0.02	
Uniform Delay, d1	66.8		66.3					17.9	7.4		11.2	
Progression Factor	1.00		1.00					1.00	1.00		0.27	
Incremental Delay, d2	3.1		1.9					2.7	1.3		0.0	
Delay (s)	69.9		68.2					20.6	8.7		3.1	
Level of Service	E		E					C	A		A	
Approach Delay (s/veh)		68.5			0.0				9.4			
Approach LOS		E			A				A			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.3
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑	↱
Traffic Volume (vph)	1769	64
Future Volume (vph)	1769	64
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3574	1599
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3574	1599
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1843	67
RTOR Reduction (vph)	0	18
Lane Group Flow (vph)	1843	49
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	109.6	109.6
Effective Green, g (s)	109.6	109.6
Actuated g/C Ratio	0.73	0.73
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	4.0	4.0
Lane Grp Cap (vph)	2611	1168
v/s Ratio Prot	c0.52	
v/s Ratio Perm		0.03
v/c Ratio	0.71	0.04
Uniform Delay, d1	11.2	5.6
Progression Factor	0.28	0.04
Incremental Delay, d2	1.3	0.1
Delay (s)	4.4	0.3
Level of Service	A	A
Approach Delay (s/veh)	4.3	
Approach LOS	A	

Intersection Summary

Queues
7: SR A1A & Sawgrass Village Dr/L'Atrium Cir

Lane Group	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	321	141	28	65	102	1709	57	87	1467	370
v/c Ratio	0.84	0.32	0.07	0.15	0.47	0.79	0.06	0.60	0.67	0.35
Control Delay (s/veh)	79.1	13.1	47.3	0.7	9.5	5.2	6.7	41.2	23.4	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.1	13.1	47.3	0.7	9.5	5.5	6.7	41.2	23.4	7.0
Queue Length 50th (ft)	328	19	24	0	5	43	0	37	513	61
Queue Length 95th (ft)	416	76	49	0	m11	89	m5	#145	694	143
Internal Link Dist (ft)						409			547	
Turn Bay Length (ft)		175		125	250		225	185		215
Base Capacity (vph)	502	535	502	535	217	2151	991	146	2188	1067
Starvation Cap Reductn	0	0	0	0	0	101	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	20	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.26	0.06	0.12	0.47	0.83	0.06	0.60	0.68	0.35

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	308	0	135	27	0	62	2	96	1641	55	2	82
Future Volume (vph)	308	0	135	27	0	62	2	96	1641	55	2	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0		7.0		6.8	6.8	6.8		6.8
Lane Util. Factor	1.00		1.00	1.00		1.00		1.00	0.95	1.00		1.00
Frt	1.00		0.85	1.00		0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95		1.00	0.95		1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1787		1599	1787		1599		1787	3574	1599		1787
Flt Permitted	0.95		1.00	0.95		1.00		0.13	1.00	1.00		0.04
Satd. Flow (perm)	1787		1599	1787		1599		246	3574	1599		84
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	321	0	141	28	0	65	2	100	1709	57	2	85
RTOR Reduction (vph)	0	0	94	0	0	51	0	0	0	23	0	0
Lane Group Flow (vph)	321	0	47	28	0	14	0	102	1709	34	0	87
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot		Perm	Prot		Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	4			8			5	5	2		1	1
Permitted Phases			4			8	2	2		2	6	6
Actuated Green, G (s)	34.2		34.2	34.2		34.2		96.3	96.3	96.3		98.0
Effective Green, g (s)	34.2		34.2	34.2		34.2		96.3	96.3	96.3		98.0
Actuated g/C Ratio	0.21		0.21	0.21		0.21		0.60	0.60	0.60		0.61
Clearance Time (s)	7.0		7.0	7.0		7.0		6.8	6.8	6.8		6.8
Vehicle Extension (s)	3.0		3.0	3.0		3.0		3.0	2.5	2.5		3.0
Lane Grp Cap (vph)	381		341	381		341		217	2151	962		146
v/s Ratio Prot	c0.18			0.02				0.02	c0.48			0.03
v/s Ratio Perm			0.03			0.01		0.26		0.02		0.33
v/c Ratio	0.84		0.14	0.07		0.04		0.47	0.79	0.04		0.60
Uniform Delay, d1	60.3		51.0	50.2		49.9		34.5	24.3	13.0		31.6
Progression Factor	1.00		1.00	1.00		1.00		0.20	0.14	3.84		1.00
Incremental Delay, d2	15.4		0.2	0.1		0.0		0.8	1.5	0.1		6.4
Delay (s)	75.8		51.2	50.3		49.9		7.7	4.9	49.8		38.0
Level of Service	E		D	D		D		A	A	D		D
Approach Delay (s/veh)		68.3			50.1				6.4			
Approach LOS		E			D				A			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations	↑↑	↱
Traffic Volume (vph)	1408	355
Future Volume (vph)	1408	355
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.8	6.8
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3574	1599
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3574	1599
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1467	370
RTOR Reduction (vph)	0	88
Lane Group Flow (vph)	1467	282
Heavy Vehicles (%)	1%	1%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	98.0	98.0
Effective Green, g (s)	98.0	98.0
Actuated g/C Ratio	0.61	0.61
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	2189	979
v/s Ratio Prot	c0.41	
v/s Ratio Perm		0.18
v/c Ratio	0.67	0.29
Uniform Delay, d1	20.4	14.6
Progression Factor	1.00	1.00
Incremental Delay, d2	1.7	0.7
Delay (s)	22.0	15.3
Level of Service	C	B
Approach Delay (s/veh)	21.5	
Approach LOS	C	

Intersection Summary

Lane Group	NBT	SBU	SBT
Lane Group Flow (vph)	1854	15	1623
v/c Ratio	0.86	0.04	0.74
Control Delay (s/veh)	15.5	33.5	7.4
Queue Delay	0.1	0.0	0.0
Total Delay (s/veh)	15.7	33.5	7.4
Queue Length 50th (ft)	868	10	94
Queue Length 95th (ft)	161	15	118
Internal Link Dist (ft)	86		409
Turn Bay Length (ft)		375	
Base Capacity (vph)	2151	502	2188
Starvation Cap Reductn	20	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.87	0.03	0.74

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			↑↑		⇃		↑↑
Traffic Volume (vph)	0	0	1780	0	14	0	1558
Future Volume (vph)	0	0	1780	0	14	0	1558
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.8		7.0		6.8
Lane Util. Factor			0.95		1.00		0.95
Frt			1.00		1.00		1.00
Flt Protected			1.00		0.95		1.00
Satd. Flow (prot)			3574		1787		3574
Flt Permitted			1.00		0.95		1.00
Satd. Flow (perm)			3574		1787		3574
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	1854	0	15	0	1623
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1854	0	15	0	1623
Turn Type			NA		Prot		NA
Protected Phases			2		4		6
Permitted Phases							
Actuated Green, G (s)			96.3		34.2		98.0
Effective Green, g (s)			96.3		34.2		98.0
Actuated g/C Ratio			0.60		0.21		0.61
Clearance Time (s)			6.8		7.0		6.8
Vehicle Extension (s)			2.5		3.0		2.5
Lane Grp Cap (vph)			2151		381		2189
v/s Ratio Prot			c0.52		c0.01		c0.45
v/s Ratio Perm							
v/c Ratio			0.86		0.04		0.74
Uniform Delay, d1			26.3		49.9		22.0
Progression Factor			0.43		0.72		0.24
Incremental Delay, d2			3.2		0.0		1.8
Delay (s)			14.4		36.2		7.0
Level of Service			B		D		A
Approach Delay (s/veh)	0.0		14.4				7.3
Approach LOS	A		B				A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.6
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	NBU	NBT	SBT
Lane Group Flow (vph)	26	1874	1640
v/c Ratio	0.12	0.75	0.73
Control Delay (s/veh)	56.7	8.7	1.8
Queue Delay	0.0	0.5	0.0
Total Delay (s/veh)	56.7	9.2	1.8
Queue Length 50th (ft)	26	138	6
Queue Length 95th (ft)	40	156	7
Internal Link Dist (ft)		421	86
Turn Bay Length (ft)	375		
Base Capacity (vph)	502	2510	2256
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	244	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.05	0.83	0.73

Intersection Summary

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	0	25	0	1780	1558	0
Future Volume (vph)	0	0	25	0	1780	1558	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.6		6.8	6.8	
Lane Util. Factor			1.00		0.95	0.95	
Frt			1.00		1.00	1.00	
Flt Protected			0.95		1.00	1.00	
Satd. Flow (prot)			1787		3574	3574	
Flt Permitted			0.95		1.00	1.00	
Satd. Flow (perm)			1787		3574	3574	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	26	0	1874	1640	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	26	0	1874	1640	0
Turn Type			Prot		NA	NA	
Protected Phases			8		2	6	
Permitted Phases							
Actuated Green, G (s)			19.0		112.4	101.0	
Effective Green, g (s)			19.0		112.4	101.0	
Actuated g/C Ratio			0.12		0.70	0.63	
Clearance Time (s)			6.6		6.8	6.8	
Vehicle Extension (s)			3.0		2.5	2.5	
Lane Grp Cap (vph)			212		2510	2256	
v/s Ratio Prot			c0.01		c0.52	c0.46	
v/s Ratio Perm							
v/c Ratio			0.12		0.75	0.73	
Uniform Delay, d1			63.0		14.9	20.1	
Progression Factor			0.93		0.43	0.02	
Incremental Delay, d2			0.3		1.6	1.4	
Delay (s)			58.9		8.0	1.7	
Level of Service			E		A	A	
Approach Delay (s/veh)	0.0				8.7	1.7	
Approach LOS	A				A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues
10: SR A1A & Tournament Players Club Blvd/Country Club Blvd

Lane Group	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	137	335	18	93	278	1671	53	65	1515	86
v/c Ratio	0.65	0.82	0.08	0.32	0.78	0.67	0.05	0.37	0.67	0.08
Control Delay (s/veh)	80.3	35.0	59.8	6.7	56.4	15.9	1.2	23.4	3.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Total Delay (s/veh)	80.3	35.0	59.8	6.7	56.4	15.9	1.2	23.4	3.9	4.5
Queue Length 50th (ft)	142	93	17	0	126	455	0	3	42	0
Queue Length 95th (ft)	202	204	41	29	#303	713	m11	m21	44	m1
Internal Link Dist (ft)						4785			421	
Turn Bay Length (ft)	175			325	215		225	200		215
Base Capacity (vph)	502	627	502	535	357	2510	1144	174	2256	1035
Starvation Cap Reductn	0	0	0	0	0	0	0	0	109	0
Spillback Cap Reductn	0	0	0	2	0	90	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.53	0.04	0.17	0.78	0.69	0.05	0.37	0.71	0.08

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	130	0	318	17	0	88	5	259	1587	50	62	1439
Future Volume (vph)	130	0	318	17	0	88	5	259	1587	50	62	1439
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6		6.6	6.6		6.6		6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00		1.00	1.00		1.00		1.00	0.95	1.00	1.00	0.95
Frt	1.00		0.85	1.00		0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95		1.00	0.95		1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787		1599	1787		1599		1787	3574	1599	1787	3574
Flt Permitted	0.95		1.00	0.95		1.00		0.12	1.00	1.00	0.07	1.00
Satd. Flow (perm)	1787		1599	1787		1599		235	3574	1599	139	3574
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	137	0	335	18	0	93	5	273	1671	53	65	1515
RTOR Reduction (vph)	0	0	218	0	0	82	0	0	0	16	0	0
Lane Group Flow (vph)	137	0	117	18	0	11	0	278	1671	37	65	1515
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot		Perm	Prot		Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	4			8			5	5	2		1	6
Permitted Phases			4			8	2	2		2	6	
Actuated Green, G (s)	19.0		19.0	19.0		19.0		112.4	112.4	112.4	101.0	101.0
Effective Green, g (s)	19.0		19.0	19.0		19.0		112.4	112.4	112.4	101.0	101.0
Actuated g/C Ratio	0.12		0.12	0.12		0.12		0.70	0.70	0.70	0.63	0.63
Clearance Time (s)	6.6		6.6	6.6		6.6		6.8	6.8	6.8	6.8	6.8
Vehicle Extension (s)	3.0		3.0	3.0		3.0		3.0	2.5	2.5	3.0	2.5
Lane Grp Cap (vph)	212		189	212		189		357	2510	1123	174	2256
v/s Ratio Prot	c0.08			0.01				c0.10	0.47		0.02	c0.42
v/s Ratio Perm			0.07			0.01		c0.45		0.02	0.22	
v/c Ratio	0.65		0.62	0.08		0.06		0.78	0.67	0.03	0.37	0.67
Uniform Delay, d1	67.3		67.1	62.8		62.6		34.2	13.3	7.2	19.8	18.9
Progression Factor	1.00		1.00	1.00		1.00		0.99	0.98	0.97	1.51	0.13
Incremental Delay, d2	6.6		6.2	0.2		0.1		10.3	1.4	0.1	0.9	1.1
Delay (s)	73.9		73.3	62.9		62.7		44.2	14.5	7.1	30.8	3.6
Level of Service	E		E	E		E		D	B	A	C	A
Approach Delay (s/veh)		73.5			62.7				18.4			5.1
Approach LOS		E			E				B			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.2
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	82
Future Volume (vph)	82
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.8
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1599
Flt Permitted	1.00
Satd. Flow (perm)	1599
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	86
RTOR Reduction (vph)	26
Lane Group Flow (vph)	60
Heavy Vehicles (%)	1%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	101.0
Effective Green, g (s)	101.0
Actuated g/C Ratio	0.63
Clearance Time (s)	6.8
Vehicle Extension (s)	2.5
Lane Grp Cap (vph)	1009
v/s Ratio Prot	
v/s Ratio Perm	0.04
v/c Ratio	0.06
Uniform Delay, d1	11.3
Progression Factor	1.07
Incremental Delay, d2	0.1
Delay (s)	12.2
Level of Service	B
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	10	48	10	919	1250	10
Future Vol, veh/h	0	10	48	10	919	1250	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	125	-	-	150
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	1
Mvmt Flow	0	11	53	11	1010	1374	11

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	-	687	1374	1385	0	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.92	6.42	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.31	2.51	2.21	-	-	-
Pot Cap-1 Maneuver	0	392	192	496	-	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	-	392	210	210	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.45	1.75	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	210	-	392	-	-
HCM Lane V/C Ratio	0.304	-	0.028	-	-
HCM Ctrl Dly (s/v)	29.5	-	14.5	-	-
HCM Lane LOS	D	-	B	-	-
HCM 95th %tile Q(veh)	1.2	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	60	0	0	223	20	754	39	190	1048	70
Future Vol, veh/h	0	0	60	0	0	223	20	754	39	190	1048	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	175	-	115	250	-	325
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	66	0	0	245	22	829	43	209	1152	77

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	576	-	-	414	1229	0	0	871	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.92	-	-	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.31	-	-	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	0	0	463	0	0	590	569	-	-	776	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	463	-	-	590	569	-	-	776	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

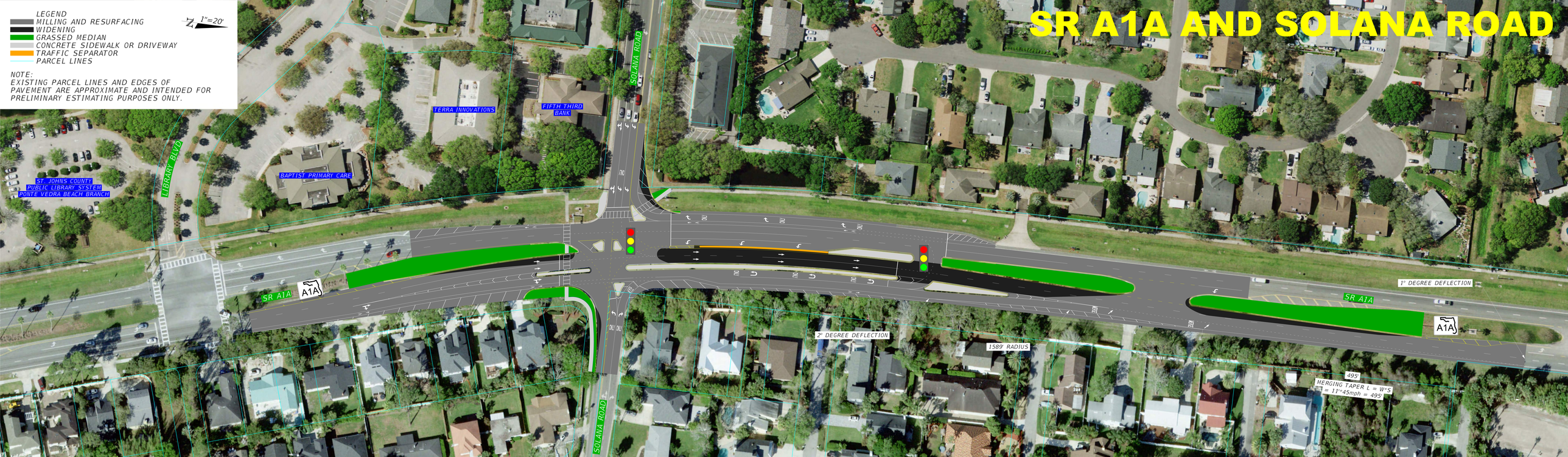
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.06	15.37	0.29	1.65
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	569	-	-	463	590	776	-	-
HCM Lane V/C Ratio	0.039	-	-	0.142	0.415	0.269	-	-
HCM Ctrl Dly (s/v)	11.6	-	-	14.1	15.4	11.3	-	-
HCM Lane LOS	B	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	2	1.1	-	-

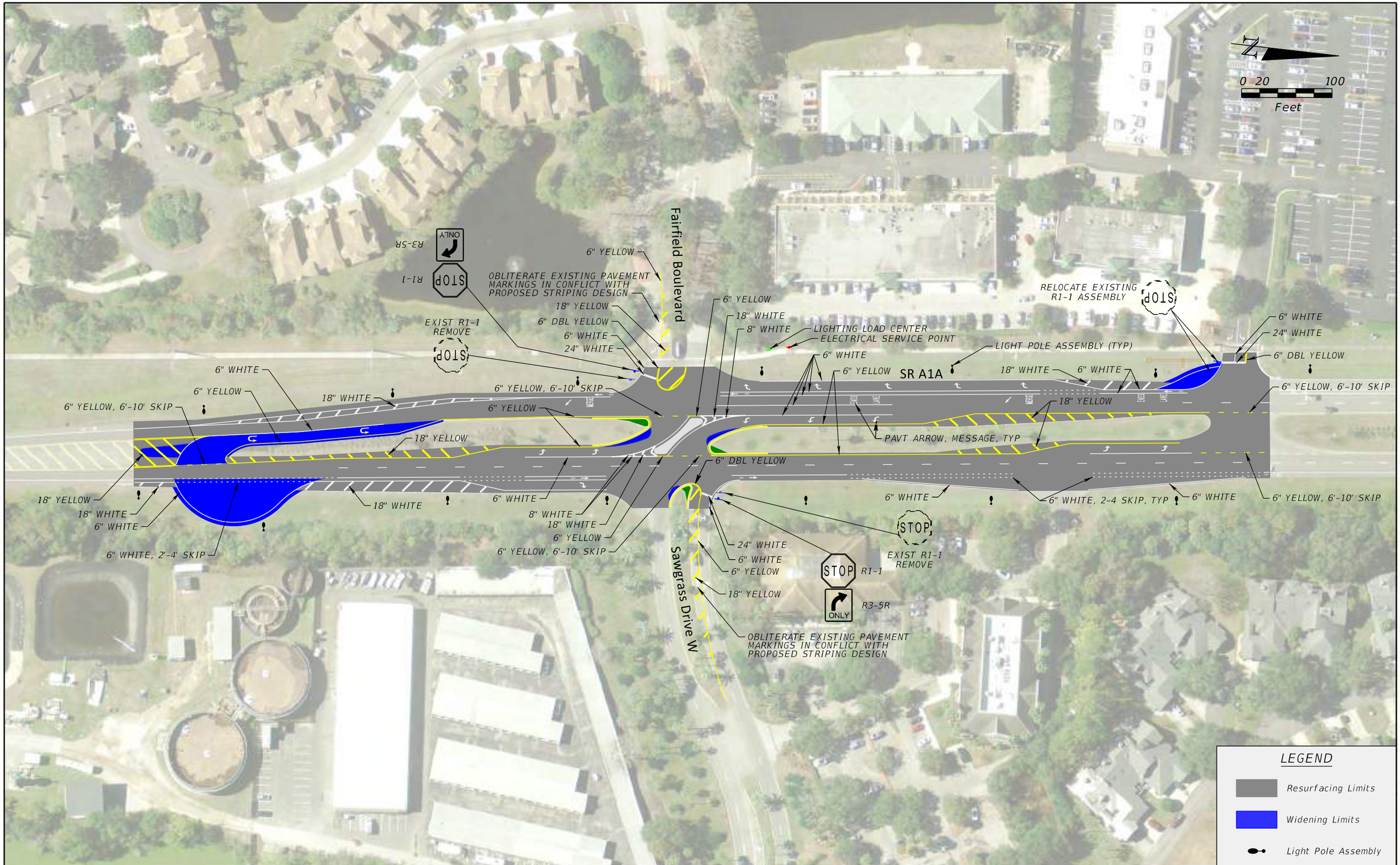
Appendix F:
Build Alternative Concept

SR A1A FROM MERCHANTS PLAZA TO PROFESSIONAL DRIVE

SR A1A AND SOLANA ROAD



SR A1A AT TPC BLVD AND SAWGRASS VILLAGE DR



SR A1A AT FAIRFIELD BOULEVARD / SAWGRASS DRIVE SCOPING PACKAGE	CONCEPTUAL PLAN: UNSIGNALIZED RESTRICTED CROSSING U-TURN INTERSECTION	EXHIBIT C

Appendix G:
Existing Year and Future Years SimTraffic Output Reports

Existing Year 2023 SimTraffic Reports

SimTraffic Simulation Summary
Baseline

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:50	7:50	7:50	7:50	7:50	7:50
End Time	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	6240	6408	6322	6453	6257	6336
Vehs Exited	6090	6175	6078	6138	6049	6108
Starting Vehs	624	619	571	592	593	602
Ending Vehs	774	852	815	907	801	832
Denied Entry Before	0	1	1	0	2	0
Denied Entry After	0	11	1	3	0	2
Travel Distance (mi)	16926	17226	16861	17326	16777	17023
Travel Time (hr)	655.2	759.0	682.9	733.6	704.5	707.1
Total Delay (hr)	241.2	338.4	271.3	310.9	293.4	291.1
Total Stops	11903	14914	12466	14625	13865	13553
Fuel Used (gal)	557.8	589.8	562.6	584.6	565.4	572.0

Interval #0 Information Seeding

Start Time	7:50
End Time	8:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	6240	6408	6322	6453	6257	6336
Vehs Exited	6090	6175	6078	6138	6049	6108
Starting Vehs	624	619	571	592	593	602
Ending Vehs	774	852	815	907	801	832
Denied Entry Before	0	1	1	0	2	0
Denied Entry After	0	11	1	3	0	2
Travel Distance (mi)	16926	17226	16861	17326	16777	17023
Travel Time (hr)	655.2	759.0	682.9	733.6	704.5	707.1
Total Delay (hr)	241.2	338.4	271.3	310.9	293.4	291.1
Total Stops	11903	14914	12466	14625	13865	13553
Fuel Used (gal)	557.8	589.8	562.6	584.6	565.4	572.0

1: SR A1A & Marsh Landing Pkwy Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	0.0	0.0		0.0	0.0	0.3	1.7	0.2
Total Delay (hr)	0.7	0.4	0.0	2.5	0.9	6.8	0.1	11.5
Total Del/Veh (s)	66.1	8.0		68.3	4.3	12.3	3.1	12.8
Stop Delay (hr)	0.7	0.4	0.0	2.4	0.2	3.5	0.0	7.2
Stop Del/Veh (s)	64.5	7.4		65.0	0.9	6.3	0.0	8.0
Total Stops	35	187	0	128	66	637	1	1054
Stop/Veh	0.92	0.92		0.96	0.09	0.32	0.01	0.33
Travel Dist (mi)	2.6	14.2	0.0	11.4	63.8	268.2	16.6	376.8
Travel Time (hr)	0.8	1.1	0.0	2.9	2.3	14.7	0.7	22.6
Avg Speed (mph)	3	13	2	4	28	18	25	17
Fuel Used (gal)	0.2	0.4	0.0	1.0	3.8	9.0	0.5	14.9
Fuel Eff. (mpg)	11.6	34.4	7.3	11.0	16.9	29.9	33.5	25.3
HC Emissions (g)	0	2	0	6	60	81	5	154
CO Emissions (g)	17	58	0	323	3445	2736	235	6814
NOx Emissions (g)	1	7	0	20	187	268	17	500
Vehicles Entered	37	202	0	132	735	1978	135	3219
Vehicles Exited	37	202	0	131	734	1983	136	3223
Hourly Exit Rate	37	202	0	131	734	1983	136	3223
Input Volume	41	203	1	149	799	1949	138	3280
% of Volume	90	100	0	88	92	102	99	98
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0
Density (ft/veh)								232

2: SR A1A & Ponte Vedra Lakes Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.1	0.4	0.0	0.0	0.0	0.0	0.5
Denied Del/Veh (s)	2.5	6.9	0.0	0.0	0.0	0.0	0.4
Total Delay (hr)	7.4	6.8	3.5	31.8	11.3	0.1	60.9
Total Del/Veh (s)	148.1	120.4	102.9	58.3	18.9	7.2	47.1
Stop Delay (hr)	7.0	6.4	2.8	19.9	6.7	0.0	42.8
Stop Del/Veh (s)	139.7	113.3	83.1	36.5	11.1	4.0	33.1
Total Stops	243	276	182	1510	590	9	2810
Stop/Veh	1.34	1.36	1.48	0.77	0.27	0.27	0.60
Travel Dist (mi)	29.4	33.2	30.5	480.1	133.6	2.1	709.0
Travel Time (hr)	8.8	8.6	4.3	42.7	14.3	0.2	79.0
Avg Speed (mph)	3	4	7	11	9	13	9
Fuel Used (gal)	2.7	2.7	1.7	20.7	7.4	0.1	35.3
Fuel Eff. (mpg)	11.0	12.4	17.9	23.2	18.0	22.4	20.1
HC Emissions (g)	12	12	9	160	53	1	246
CO Emissions (g)	354	377	374	5859	1564	32	8561
NOx Emissions (g)	33	35	36	568	209	3	884
Vehicles Entered	176	199	123	1947	2137	33	4615
Vehicles Exited	170	194	116	1868	2129	33	4510
Hourly Exit Rate	170	194	116	1868	2129	33	4510
Input Volume	184	190	133	1988	2116	37	4648
% of Volume	92	102	87	94	101	89	97
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	1	1	0	0	0	0	2
Density (ft/veh)							86

3: SR A1A & Marlin Ave Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.9	0.4	0.0	0.5	17.5	8.1	0.1	29.6
Total Del/Veh (s)	77.7	44.7	59.7	64.7	30.6	13.4	10.3	23.8
Stop Delay (hr)	2.8	0.4	0.0	0.3	4.0	1.8	0.0	9.5
Stop Del/Veh (s)	74.0	42.7	48.7	46.0	7.1	3.1	0.5	7.6
Total Stops	124	39	3	26	515	325	7	1039
Stop/Veh	0.91	1.08	1.00	1.00	0.25	0.15	0.14	0.23
Travel Dist (mi)	24.0	6.6	3.2	30.7	2392.1	532.5	12.9	3001.9
Travel Time (hr)	3.9	0.8	0.1	1.2	72.2	20.3	0.5	99.1
Avg Speed (mph)	6	9	25	26	33	26	25	30
Fuel Used (gal)	1.4	0.3	0.1	1.0	74.6	24.3	0.5	102.3
Fuel Eff. (mpg)	16.9	20.7	31.3	30.6	32.1	21.9	25.4	29.4
HC Emissions (g)	3	4	1	5	897	294	4	1208
CO Emissions (g)	162	90	30	290	29649	12803	199	43223
NOx Emissions (g)	15	11	3	33	3773	1183	18	5036
Vehicles Entered	133	36	3	25	1968	2173	51	4389
Vehicles Exited	133	36	3	26	1938	2163	50	4349
Hourly Exit Rate	133	36	3	26	1938	2163	50	4349
Input Volume	138	33	3	23	1984	2159	54	4394
% of Volume	96	109	100	113	98	100	93	99
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0
Density (ft/veh)								253

4: SR A1A & Solana Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.8	2.9	3.0	0.6	0.5	3.0	0.1	0.1	0.4	0.0	0.0	0.0
Total Delay (hr)	21.6	2.7	1.5	2.1	1.8	1.9	2.8	14.9	0.6	2.8	13.5	2.6
Total Del/Veh (s)	154.9	102.6	81.7	90.8	96.1	37.0	132.7	39.7	20.7	71.4	32.4	21.2
Stop Delay (hr)	19.8	2.4	1.4	2.0	1.7	1.8	2.6	10.0	0.4	2.3	5.8	0.3
Stop Del/Veh (s)	142.0	90.9	73.6	86.6	90.9	36.0	122.7	26.7	11.9	57.0	13.9	2.6
Total Stops	730	107	80	82	68	139	103	811	72	118	515	120
Stop/Veh	1.45	1.14	1.19	0.96	0.99	0.76	1.34	0.60	0.68	0.83	0.34	0.27
Travel Dist (mi)	119.1	22.6	16.3	20.1	16.8	44.3	9.1	165.7	12.9	164.2	1713.9	528.7
Travel Time (hr)	25.5	3.4	2.1	3.0	2.5	3.9	3.1	18.7	1.1	6.7	52.0	15.2
Avg Speed (mph)	5	7	8	7	7	12	3	9	12	25	33	35
Fuel Used (gal)	8.1	1.3	0.8	1.1	0.9	1.7	0.9	8.0	0.5	5.0	49.1	14.6
Fuel Eff. (mpg)	14.7	17.6	19.3	18.3	18.3	25.4	10.0	20.8	26.1	32.6	34.9	36.3
HC Emissions (g)	43	9	6	10	5	11	3	64	4	55	569	161
CO Emissions (g)	1305	355	242	208	137	303	116	1813	132	1717	17072	4835
NOx Emissions (g)	118	27	18	24	15	35	9	215	14	233	2450	695
Vehicles Entered	480	91	65	80	68	176	74	1346	106	135	1449	434
Vehicles Exited	475	89	64	80	67	179	73	1345	106	135	1458	435
Hourly Exit Rate	475	89	64	80	67	179	73	1345	106	135	1458	435
Input Volume	485	94	68	81	65	176	71	1354	107	135	1465	422
% of Volume	98	95	94	99	103	102	103	99	99	100	100	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

4: SR A1A & Solana Rd Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.4
Total Delay (hr)	69.0
Total Del/Veh (s)	53.7
Stop Delay (hr)	50.6
Stop Del/Veh (s)	39.3
Total Stops	2945
Stop/Veh	0.64
Travel Dist (mi)	2833.7
Travel Time (hr)	137.2
Avg Speed (mph)	21
Fuel Used (gal)	92.1
Fuel Eff. (mpg)	30.8
HC Emissions (g)	940
CO Emissions (g)	28235
NOx Emissions (g)	3854
Vehicles Entered	4504
Vehicles Exited	4506
Hourly Exit Rate	4506
Input Volume	4523
% of Volume	100
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	252

5: SR A1A & Library Blvd Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.2	0.3	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.4	0.6	0.1	1.1	7.3	0.0	2.3	0.1	11.8
Total Del/Veh (s)	81.3	27.4	47.7	40.8	17.1	14.5	5.6	4.3	13.0
Stop Delay (hr)	0.4	0.6	0.1	0.7	0.7	0.0	0.4	0.0	2.9
Stop Del/Veh (s)	79.1	26.7	37.1	27.4	1.6	13.1	1.0	0.3	3.2
Total Stops	15	77	4	72	198	6	84	4	460
Stop/Veh	0.94	0.94	0.67	0.77	0.13	0.86	0.06	0.07	0.14
Travel Dist (mi)	1.9	10.1	7.3	116.3	1967.2	0.9	183.7	6.9	2294.2
Travel Time (hr)	0.4	1.0	0.2	3.8	51.8	0.1	6.6	0.3	64.2
Avg Speed (mph)	4	10	29	31	38	15	28	23	36
Fuel Used (gal)	0.1	0.4	0.2	3.3	53.1	0.0	9.6	0.3	67.1
Fuel Eff. (mpg)	14.3	22.7	34.8	34.7	37.0	23.5	19.2	26.2	34.2
HC Emissions (g)	0	4	1	55	765	0	142	3	971
CO Emissions (g)	16	129	53	1400	20327	12	6175	121	28232
NOx Emissions (g)	1	12	7	210	3123	1	530	12	3897
Vehicles Entered	15	81	6	90	1481	7	1467	55	3202
Vehicles Exited	15	81	6	89	1488	7	1470	55	3211
Hourly Exit Rate	15	81	6	89	1488	7	1470	55	3211
Input Volume	16	80	6	86	1493	8	1476	55	3220
% of Volume	94	101	100	103	100	88	100	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0
Density (ft/veh)									411

6: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	5.0	4.1	0.5	0.5	4.0		0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.7	0.0	0.1	0.7	0.1	0.4	0.0	0.5	2.8	0.0	0.0	0.3
Total Del/Veh (s)	69.7	68.8	14.1	71.4	85.9	16.9		27.8	8.5	5.5	22.2	30.1
Stop Delay (hr)	1.7	0.0	0.1	0.7	0.1	0.4	0.0	0.4	0.7	0.0	0.0	0.2
Stop Del/Veh (s)	69.1	68.3	14.3	70.9	85.3	17.7		22.5	2.0	0.4	12.4	17.2
Total Stops	83	1	21	32	4	77	0	47	152	2	2	32
Stop/Veh	0.92	1.00	0.84	0.91	1.00	0.94		0.78	0.13	0.12	1.00	0.84
Travel Dist (mi)	4.1	0.1	1.2	3.8	0.5	9.1	0.1	13.0	265.5	3.7	2.5	49.6
Travel Time (hr)	2.0	0.0	0.2	1.0	0.1	1.1	0.0	0.8	9.0	0.1	0.1	1.5
Avg Speed (mph)	2	2	6	4	4	9	31	16	30	28	35	34
Fuel Used (gal)	0.6	0.0	0.1	0.3	0.0	0.4	0.0	0.5	10.0	0.1	0.1	1.4
Fuel Eff. (mpg)	7.1	8.1	15.9	12.6	12.0	21.0	47.7	24.3	26.5	31.6	36.6	35.8
HC Emissions (g)	2	0	0	0	0	4	0	4	135	1	0	7
CO Emissions (g)	57	0	11	21	3	87	0	219	5524	45	11	317
NOx Emissions (g)	5	0	1	2	0	11	0	17	515	4	2	47
Vehicles Entered	88	1	25	34	4	81	0	59	1199	17	2	35
Vehicles Exited	89	1	24	35	4	81	0	58	1186	16	2	36
Hourly Exit Rate	89	1	24	35	4	81	0	58	1186	16	2	36
Input Volume	86	2	25	33	4	78	1	62	1210	14	2	39
% of Volume	103	50	96	106	100	104	0	94	98	114	100	92
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

6: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.2
Total Delay (hr)	7.6	1.5	15.8
Total Del/Veh (s)	20.9	19.4	18.1
Stop Delay (hr)	1.7	0.1	6.1
Stop Del/Veh (s)	4.6	1.6	6.9
Total Stops	291	65	809
Stop/Veh	0.22	0.23	0.26
Travel Dist (mi)	1767.8	377.8	2498.8
Travel Time (hr)	47.4	10.4	73.8
Avg Speed (mph)	37	36	34
Fuel Used (gal)	48.8	10.1	72.5
Fuel Eff. (mpg)	36.2	37.3	34.5
HC Emissions (g)	726	115	994
CO Emissions (g)	19236	3170	28702
NOx Emissions (g)	2931	508	4044
Vehicles Entered	1273	271	3089
Vehicles Exited	1262	269	3063
Hourly Exit Rate	1262	269	3063
Input Volume	1280	270	3106
% of Volume	99	100	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			487

7: SR A1A & Tournament Players Club Blvd/Country Club Blvd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.3	0.2	4.0	0.9	0.1	1.1	0.0	0.0	0.0
Total Delay (hr)	1.2	0.4	1.6	0.4	0.4	0.2	1.9	4.3	0.0	0.4	6.0	0.2
Total Del/Veh (s)	68.7	58.4	27.7	72.8	73.0	12.5	37.6	13.0	4.8	25.7	18.3	8.1
Stop Delay (hr)	1.1	0.4	1.4	0.4	0.4	0.2	1.5	2.0	0.0	0.3	3.5	0.0
Stop Del/Veh (s)	66.3	54.5	25.7	70.7	70.2	12.5	31.0	6.1	1.0	20.4	10.6	2.4
Total Stops	54	21	166	19	16	47	150	317	5	49	386	22
Stop/Veh	0.89	0.84	0.82	0.90	0.89	0.90	0.84	0.27	0.25	0.91	0.32	0.31
Travel Dist (mi)	10.6	4.4	36.7	3.5	3.0	8.8	82.2	562.4	9.3	11.5	258.3	15.3
Travel Time (hr)	1.6	0.6	3.2	0.6	0.5	0.6	3.9	16.9	0.3	0.7	11.9	0.6
Avg Speed (mph)	7	8	12	6	6	15	21	33	36	16	22	25
Fuel Used (gal)	0.6	0.2	1.4	0.2	0.2	0.3	2.4	14.6	0.2	0.4	10.1	0.5
Fuel Eff. (mpg)	17.8	20.4	25.5	17.0	16.9	27.5	34.2	38.5	42.4	26.9	25.6	29.8
HC Emissions (g)	2	0	8	0	0	2	22	186	1	6	125	4
CO Emissions (g)	71	22	236	22	17	57	647	4955	47	211	5108	213
NOx Emissions (g)	7	2	27	2	2	6	96	782	7	19	469	19
Vehicles Entered	56	24	198	21	17	52	171	1170	20	53	1183	71
Vehicles Exited	60	24	198	21	17	50	173	1164	20	53	1181	70
Hourly Exit Rate	60	24	198	21	17	50	173	1164	20	53	1181	70
Input Volume	57	20	200	22	16	52	169	1177	20	52	1200	73
% of Volume	105	120	99	95	106	96	102	99	100	102	98	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

7: SR A1A & Tournament Players Club Blvd/Country Club Blvd Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	16.8
Total Del/Veh (s)	19.7
Stop Delay (hr)	11.3
Stop Del/Veh (s)	13.2
Total Stops	1252
Stop/Veh	0.41
Travel Dist (mi)	1006.1
Travel Time (hr)	41.4
Avg Speed (mph)	24
Fuel Used (gal)	31.2
Fuel Eff. (mpg)	32.2
HC Emissions (g)	356
CO Emissions (g)	11607
NOx Emissions (g)	1438
Vehicles Entered	3036
Vehicles Exited	3031
Hourly Exit Rate	3031
Input Volume	3059
% of Volume	99
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	471

8: SR A1A & Fairfield Blvd/Sawgrass Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	7.1	0.1	0.1	1.2	0.2	0.4	0.0	0.2	0.0	0.8	1.1	0.0
Total Del/Veh (s)	409.5	63.6	35.1	209.8	208.4	8.7	5.3	0.8	0.1	19.2	3.2	2.2
Stop Delay (hr)	7.0	0.1	0.1	1.2	0.2	0.3	0.0	0.0	0.0	0.5	0.0	0.0
Stop Del/Veh (s)	409.3	60.2	34.9	207.4	205.2	7.8	4.3	0.0	0.0	13.0	0.0	0.0
Total Stops	60	8	7	19	4	159	11	2	0	125	0	0
Stop/Veh	0.97	1.00	1.00	0.95	1.00	0.99	0.52	0.00	0.00	0.84	0.00	0.00
Travel Dist (mi)	4.9	0.6	0.6	2.4	0.4	20.0	1.4	56.7	2.6	70.8	433.5	27.8
Travel Time (hr)	7.2	0.2	0.1	1.3	0.2	1.2	0.1	1.5	0.1	2.5	10.8	0.7
Avg Speed (mph)	1	4	6	2	2	17	17	39	26	28	40	39
Fuel Used (gal)	1.8	0.0	0.0	0.3	0.1	0.7	0.0	1.9	0.0	2.0	13.0	0.8
Fuel Eff. (mpg)	2.7	13.8	19.1	7.0	6.6	30.2	52.1	29.8	83.5	35.0	33.4	36.9
HC Emissions (g)	6	0	0	1	0	6	0	27	0	14	164	11
CO Emissions (g)	208	4	5	41	8	207	4	1130	9	574	5832	366
NOx Emissions (g)	11	0	0	2	0	19	0	104	1	77	703	45
Vehicles Entered	61	7	7	19	4	158	21	868	40	146	1194	57
Vehicles Exited	51	7	7	18	3	159	21	867	40	145	1197	58
Hourly Exit Rate	51	7	7	18	3	159	21	867	40	145	1197	58
Input Volume	59	5	8	25	3	152	21	869	39	146	1218	58
% of Volume	86	140	88	72	100	105	100	100	103	99	98	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

8: SR A1A & Fairfield Blvd/Sawgrass Dr Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	11.2
Total Del/Veh (s)	15.5
Stop Delay (hr)	9.5
Stop Del/Veh (s)	13.2
Total Stops	395
Stop/Veh	0.15
Travel Dist (mi)	621.9
Travel Time (hr)	25.9
Avg Speed (mph)	24
Fuel Used (gal)	20.7
Fuel Eff. (mpg)	30.1
HC Emissions (g)	229
CO Emissions (g)	8388
NOx Emissions (g)	963
Vehicles Entered	2582
Vehicles Exited	2573
Hourly Exit Rate	2573
Input Volume	2603
% of Volume	99
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	524

19: SR A1A & SR 202 On-Ramp Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.1	0.2	0.0	0.1
Total Delay (hr)	14.7	18.1	2.5	35.3
Total Del/Veh (s)	59.4	59.2	4.1	30.3
Stop Delay (hr)	10.9	13.4	0.1	24.4
Stop Del/Veh (s)	43.9	44.0	0.2	21.0
Total Stops	413	824	52	1289
Stop/Veh	0.46	0.75	0.02	0.31
Travel Dist (mi)	144.9	179.3	175.5	499.7
Travel Time (hr)	18.0	23.7	7.8	49.6
Avg Speed (mph)	8	8	22	10
Fuel Used (gal)	8.2	8.6	8.2	25.0
Fuel Eff. (mpg)	17.7	20.8	21.3	19.9
HC Emissions (g)	52	42	91	186
CO Emissions (g)	2091	1307	3289	6687
NOx Emissions (g)	190	107	360	657
Vehicles Entered	889	1095	2185	4169
Vehicles Exited	867	1074	2186	4127
Hourly Exit Rate	867	1074	2186	4127
Input Volume	949	1176	2153	4278
% of Volume	91	91	102	96
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				60

Total Network Performance

Denied Delay (hr)	1.7
Denied Del/Veh (s)	1.0
Total Delay (hr)	289.3
Total Del/Veh (s)	150.1
Stop Delay (hr)	173.3
Stop Del/Veh (s)	89.9
Total Stops	13553
Stop/Veh	1.95
Travel Dist (mi)	17023.2
Travel Time (hr)	707.1
Avg Speed (mph)	24
Fuel Used (gal)	572.0
Fuel Eff. (mpg)	29.8
HC Emissions (g)	6555
CO Emissions (g)	217188
NOx Emissions (g)	26378
Vehicles Entered	6336
Vehicles Exited	6108
Hourly Exit Rate	6108
Input Volume	49545
% of Volume	12
Denied Entry Before	0
Denied Entry After	2
Density (ft/veh)	270

Arterial Level of Service: NB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
	32	0.8	22.8	0.3	44	44	0.8
Sawgrass Dr	8	0.8	6.1	0.1	40	41	0.7
	9	2.1	41.0	0.5	43	43	2.0
Country Club Blvd	7	13.0	51.6	0.5	38	39	12.8
L'Atrium Cir	6	7.7	25.5	0.2	31	31	7.7
	5	17.7	120.7	1.4	42	43	16.6
Solana Rd	4	39.6	49.6	0.1	9	9	38.4
Marlin Ave	3	33.2	124.6	1.2	35	38	23.5
Ponte Vedra Lakes Bl	2	58.3	78.1	0.3	12	15	40.3
	16	16.4	21.8	0.1	11	13	12.6
SR 202 On-Ramp	19	59.4	72.6	0.2	8	10	49.0
Marsh Landing Pkwy	1	4.3	11.3	0.1	28	29	4.2
Total		253.2	625.5	4.9	28	31	208.6

Arterial Level of Service: NB SR A1A

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
	44	0.9	44	0.8	44	0.9	43
Sawgrass Dr	40	0.8	40	0.8	40	0.8	40
	43	2.2	43	2.1	43	2.1	43
Country Club Blvd	39	12.3	39	12.4	38	13.4	37
L'Atrium Cir	32	6.7	31	7.7	30	8.3	30
	42	17.8	43	15.5	41	19.8	42
Solana Rd	10	37.1	9	41.2	9	40.7	9
Marlin Ave	33	42.3	38	22.2	34	36.2	33
Ponte Vedra Lakes Bl	9	79.8	15	42.4	11	62.8	11
	9	20.3	12	14.4	11	16.9	10
SR 202 On-Ramp	7	70.6	9	56.6	8	62.1	8
Marsh Landing Pkwy	25	5.6	30	3.7	29	4.0	29
Total	27	296.3	30	219.7	28	268.1	28

Arterial Level of Service: SB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Marsh Landing Pkwy	1	12.3	26.6	0.1	20	20	11.1
SR 202 On-Ramp	19	4.4	12.7	0.1	25	26	3.8
	16	21.9	36.7	0.2	16	19	17.4
Ponte Vedra Lakes Bl	2	18.9	23.9	0.1	10	11	17.7
Marlin Ave	3	13.5	33.2	0.3	28	28	12.8
Solana Rd	4	32.0	124.1	1.2	35	36	30.3
Library Blvd	5	5.2	15.3	0.1	30	29	5.6
Sawgrass Village Dr	6	21.0	129.4	1.4	39	40	20.4
Tournament Players C	7	18.5	36.0	0.2	22	23	17.0
	9	6.7	50.0	0.5	39	39	7.0
Fairfield Blvd	8	3.2	32.4	0.5	54	54	3.3
	32	0.5	6.2	0.1	39	39	0.5
Total		158.1	526.5	4.8	33	34	146.9

Arterial Level of Service: SB SR A1A

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Marsh Landing Pkwy	19	12.7	19	12.6	19	12.5	19
SR 202 On-Ramp	25	4.5	26	4.0	23	5.4	26
	16	23.7	19	16.0	12	34.3	19
Ponte Vedra Lakes Bl	9	20.8	11	17.3	9	20.5	10
Marlin Ave	26	15.1	28	13.5	27	14.5	29
Solana Rd	34	36.9	37	27.9	35	31.3	35
Library Blvd	30	5.0	31	4.5	29	5.7	30
Sawgrass Village Dr	39	21.1	40	20.2	39	20.9	39
Tournament Players C	21	19.2	22	18.3	20	21.2	23
	39	6.7	40	6.5	39	7.1	40
Fairfield Blvd	55	3.2	53	3.3	54	3.4	54
	40	0.4	40	0.5	39	0.5	40
Total	32	169.1	34	144.5	32	177.4	33

SimTraffic Simulation Summary
Baseline

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:20	4:20	4:20	4:20	4:20	4:20
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	6880	6984	6969	6974	6881	6935
Vehs Exited	6597	6557	6657	6770	6517	6620
Starting Vehs	647	616	617	668	566	621
Ending Vehs	930	1043	929	872	930	941
Denied Entry Before	1	1	1	7	1	1
Denied Entry After	75	80	122	91	102	95
Travel Distance (mi)	18144	18242	18427	18255	18106	18235
Travel Time (hr)	832.1	920.2	866.8	826.6	802.2	849.6
Total Delay (hr)	387.7	473.4	417.2	379.5	359.0	403.3
Total Stops	15521	17548	17034	15915	14559	16113
Fuel Used (gal)	631.0	653.3	646.6	633.7	621.6	637.2

Interval #0 Information Seeding

Start Time	4:20
End Time	4:30
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:30
End Time	5:30
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	6880	6984	6969	6974	6881	6935
Vehs Exited	6597	6557	6657	6770	6517	6620
Starting Vehs	647	616	617	668	566	621
Ending Vehs	930	1043	929	872	930	941
Denied Entry Before	1	1	1	7	1	1
Denied Entry After	75	80	122	91	102	95
Travel Distance (mi)	18144	18242	18427	18255	18106	18235
Travel Time (hr)	832.1	920.2	866.8	826.6	802.2	849.6
Total Delay (hr)	387.7	473.4	417.2	379.5	359.0	403.3
Total Stops	15521	17548	17034	15915	14559	16113
Fuel Used (gal)	631.0	653.3	646.6	633.7	621.6	637.2

1: SR A1A & Marsh Landing Pkwy Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.3	1.8	0.3
Total Delay (hr)	1.3	1.1	0.1	3.4	1.4	9.4	0.2	16.8
Total Del/Veh (s)	58.2	11.7	73.8	67.0	6.0	17.9	3.6	17.2
Stop Delay (hr)	1.3	1.1	0.1	3.2	0.4	5.5	0.0	11.5
Stop Del/Veh (s)	56.4	11.1	71.2	62.7	1.9	10.4	0.1	11.7
Total Stops	68	309	3	178	117	800	6	1481
Stop/Veh	0.85	0.88	1.00	0.97	0.14	0.42	0.03	0.42
Travel Dist (mi)	5.4	24.5	0.3	14.9	66.6	253.2	26.7	391.5
Travel Time (hr)	1.5	2.3	0.1	3.9	2.8	16.8	1.2	28.7
Avg Speed (mph)	4	11	4	4	23	15	25	14
Fuel Used (gal)	0.4	0.8	0.0	1.4	4.4	9.1	0.8	17.0
Fuel Eff. (mpg)	12.3	31.1	10.5	10.5	15.1	27.9	32.2	23.0
HC Emissions (g)	0	2	0	9	65	66	9	150
CO Emissions (g)	34	85	8	449	3894	2538	397	7404
NOx Emissions (g)	2	9	0	29	208	230	28	508
Vehicles Entered	77	349	3	181	806	1868	218	3502
Vehicles Exited	79	347	3	180	805	1872	217	3503
Hourly Exit Rate	79	347	3	180	805	1872	217	3503
Input Volume	84	337	3	222	920	1857	219	3642
% of Volume	94	103	100	81	88	101	99	96
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0
Density (ft/veh)								183

2: SR A1A & Ponte Vedra Lakes Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.2	1.7	21.9	0.0	0.0	23.7
Denied Del/Veh (s)	0.6	3.7	45.5	37.5	0.0	0.0	17.9
Total Delay (hr)	5.6	3.8	4.7	54.0	10.8	0.3	79.2
Total Del/Veh (s)	121.7	84.5	133.1	94.2	18.5	7.5	60.1
Stop Delay (hr)	5.4	3.5	3.7	35.0	6.4	0.2	54.2
Stop Del/Veh (s)	115.6	79.7	103.4	61.0	11.0	4.3	41.1
Total Stops	207	203	226	2335	621	44	3636
Stop/Veh	1.24	1.27	1.77	1.13	0.30	0.35	0.77
Travel Dist (mi)	27.7	26.3	31.5	504.1	131.5	8.0	729.1
Travel Time (hr)	6.8	5.1	7.2	87.4	13.7	0.6	120.9
Avg Speed (mph)	4	5	6	8	10	13	8
Fuel Used (gal)	2.2	1.7	2.4	31.0	7.4	0.3	45.0
Fuel Eff. (mpg)	12.8	15.3	13.2	16.3	17.7	23.1	16.2
HC Emissions (g)	5	8	4	108	55	2	182
CO Emissions (g)	236	262	291	4382	1766	107	7044
NOx Emissions (g)	20	25	25	413	223	10	716
Vehicles Entered	163	155	127	2030	2092	126	4693
Vehicles Exited	165	159	123	1971	2081	126	4625
Hourly Exit Rate	165	159	123	1971	2081	126	4625
Input Volume	162	155	129	2254	2069	128	4897
% of Volume	102	103	95	87	101	98	94
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	5	71	0	0	76
Density (ft/veh)							69

3: SR A1A & Marlin Ave Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	3.9	0.0	0.0	0.0	0.2	0.0
Total Delay (hr)	3.0	0.3	0.9	49.3	6.9	0.3	60.6
Total Del/Veh (s)	84.1	42.5	101.6	81.0	11.7	10.3	47.5
Stop Delay (hr)	2.9	0.3	0.6	28.2	1.1	0.0	33.1
Stop Del/Veh (s)	80.8	40.2	69.9	46.4	1.9	0.5	26.0
Total Stops	118	25	42	1283	204	11	1683
Stop/Veh	0.93	1.09	1.27	0.59	0.10	0.11	0.37
Travel Dist (mi)	21.8	4.1	38.4	2553.8	535.3	24.1	3177.4
Travel Time (hr)	3.9	0.5	1.8	107.4	19.2	1.0	133.7
Avg Speed (mph)	6	9	21	24	28	25	24
Fuel Used (gal)	1.4	0.2	1.3	84.2	23.8	0.9	111.8
Fuel Eff. (mpg)	15.8	20.3	29.2	30.3	22.5	25.8	28.4
HC Emissions (g)	6	1	6	665	244	8	931
CO Emissions (g)	204	28	352	26174	11542	360	38660
NOx Emissions (g)	20	3	39	3127	1063	36	4287
Vehicles Entered	120	22	33	2131	2120	96	4522
Vehicles Exited	125	22	30	1979	2111	96	4363
Hourly Exit Rate	125	22	30	1979	2111	96	4363
Input Volume	119	22	36	2139	2100	104	4520
% of Volume	105	100	83	93	101	92	97
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							188

4: SR A1A & Solana Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Delay (hr)	0.3	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.2	6.0	5.2	0.4	0.4	3.2		0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	25.1	2.4	1.6	1.5	1.7	1.6	0.0	1.6	9.2	0.1	2.7	13.3
Total Del/Veh (s)	181.3	119.8	85.9	93.0	92.5	41.9		119.8	21.2	8.5	89.5	30.6
Stop Delay (hr)	23.0	2.1	1.5	1.5	1.6	1.5	0.0	1.5	4.5	0.0	2.2	5.2
Stop Del/Veh (s)	166.1	105.4	76.9	89.4	88.1	41.1		111.4	10.3	2.4	74.5	11.9
Total Stops	823	94	89	59	63	111	1	51	496	12	99	477
Stop/Veh	1.65	1.31	1.29	1.00	0.97	0.83		1.09	0.32	0.32	0.92	0.30
Travel Dist (mi)	118.4	17.8	16.9	13.9	15.5	32.9	0.0	5.8	192.8	4.7	123.9	1821.9
Travel Time (hr)	29.1	3.0	2.3	2.1	2.3	3.1	0.0	1.7	13.6	0.3	5.6	54.3
Avg Speed (mph)	4	6	8	7	7	11	2	3	14	19	22	34
Fuel Used (gal)	9.0	1.1	0.9	0.8	0.8	1.3	0.0	0.5	7.4	0.1	4.0	52.1
Fuel Eff. (mpg)	13.1	16.1	18.5	18.0	18.4	24.4	9.0	11.1	25.9	33.2	31.3	35.0
HC Emissions (g)	22	8	7	2	2	8	0	1	45	1	24	484
CO Emissions (g)	1074	296	273	81	82	215	1	62	1738	31	1022	16406
NOx Emissions (g)	83	23	21	8	8	25	0	5	190	3	132	2292
Vehicles Entered	481	71	68	55	62	131	0	46	1547	38	101	1510
Vehicles Exited	462	69	66	55	61	131	0	46	1557	38	101	1521
Hourly Exit Rate	462	69	66	55	61	131	0	46	1557	38	101	1521
Input Volume	484	67	70	56	64	129	1	48	1547	38	101	1517
% of Volume	95	103	94	98	95	102	0	96	101	100	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

4: SR A1A & Solana Rd Performance by movement

Movement	SBR	All
Denied Delay (hr)	0.0	0.6
Denied Del/Veh (s)	0.0	0.5
Total Delay (hr)	3.5	64.3
Total Del/Veh (s)	23.1	48.6
Stop Delay (hr)	0.3	44.9
Stop Del/Veh (s)	2.1	33.9
Total Stops	120	2495
Stop/Veh	0.22	0.52
Travel Dist (mi)	636.5	3000.9
Travel Time (hr)	18.5	135.9
Avg Speed (mph)	34	22
Fuel Used (gal)	17.6	95.8
Fuel Eff. (mpg)	36.2	31.3
HC Emissions (g)	152	756
CO Emissions (g)	5098	26381
NOx Emissions (g)	724	3514
Vehicles Entered	522	4632
Vehicles Exited	520	4627
Hourly Exit Rate	520	4627
Input Volume	504	4626
% of Volume	103	100
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		255

5: SR A1A & Library Blvd Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.6	1.3	0.1	1.2	8.7	0.0	2.2	0.1	14.2
Total Del/Veh (s)	67.7	29.6	52.8	47.3	18.3	31.6	5.2	3.6	14.2
Stop Delay (hr)	0.6	1.2	0.0	0.8	0.5	0.0	0.4	0.0	3.6
Stop Del/Veh (s)	65.0	28.1	37.7	32.1	1.0	30.3	0.9	0.3	3.6
Total Stops	29	143	4	70	150	2	77	4	479
Stop/Veh	0.85	0.91	1.00	0.75	0.09	1.00	0.05	0.08	0.13
Travel Dist (mi)	4.1	19.6	6.2	127.5	2304.5	0.2	196.4	6.5	2665.0
Travel Time (hr)	0.8	2.1	0.2	4.2	60.8	0.0	6.8	0.3	75.2
Avg Speed (mph)	5	9	30	30	38	9	29	24	35
Fuel Used (gal)	0.3	0.9	0.2	3.7	63.4	0.0	9.8	0.2	78.6
Fuel Eff. (mpg)	15.1	21.4	34.3	34.3	36.3	18.1	20.0	27.4	33.9
HC Emissions (g)	1	6	1	21	566	0	109	3	707
CO Emissions (g)	47	261	38	941	19057	5	5666	118	26132
NOx Emissions (g)	3	20	6	131	2802	0	461	11	3434
Vehicles Entered	33	157	4	89	1660	2	1552	51	3548
Vehicles Exited	32	155	4	89	1657	2	1554	51	3544
Hourly Exit Rate	32	155	4	89	1657	2	1554	51	3544
Input Volume	38	152	5	87	1653	3	1548	56	3542
% of Volume	84	102	80	102	100	67	100	91	100
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0
Density (ft/veh)									350

6: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	6.3	0.3	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	87.4	95.1	88.0	0.2	0.2	4.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	8.1	0.2	1.3	0.4	0.3	0.3	0.0	1.1	7.1	0.1	0.0	1.1
Total Del/Veh (s)	111.0	66.1	41.2	72.3	78.6	22.6	17.0	46.1	17.3	7.7	68.6	59.1
Stop Delay (hr)	8.0	0.2	1.3	0.4	0.3	0.3	0.0	1.0	3.7	0.0	0.0	0.9
Stop Del/Veh (s)	109.9	65.7	41.4	71.9	78.3	23.2	10.9	39.1	9.0	1.4	49.1	46.1
Total Stops	212	7	72	20	14	40	1	76	399	12	2	61
Stop/Veh	0.81	0.58	0.65	0.91	0.93	0.95	1.00	0.86	0.27	0.30	1.00	0.87
Travel Dist (mi)	11.8	0.5	5.1	2.4	1.6	4.7	0.2	19.1	325.2	8.9	3.2	95.1
Travel Time (hr)	15.2	0.6	4.4	0.6	0.4	0.6	0.0	1.7	14.7	0.4	0.1	3.4
Avg Speed (mph)	1	2	3	4	4	8	20	12	22	25	29	28
Fuel Used (gal)	3.8	0.1	1.1	0.2	0.1	0.2	0.0	0.9	13.5	0.3	0.1	2.7
Fuel Eff. (mpg)	3.1	3.6	4.5	12.3	11.9	19.3	20.0	20.5	24.1	28.9	34.1	34.7
HC Emissions (g)	9	0	3	0	0	0	0	8	132	2	0	20
CO Emissions (g)	308	9	97	13	9	19	5	398	6385	114	23	731
NOx Emissions (g)	17	0	7	1	1	2	0	32	547	10	3	108
Vehicles Entered	253	11	109	21	15	42	1	86	1460	40	2	68
Vehicles Exited	252	11	108	21	15	42	1	84	1460	40	2	66
Hourly Exit Rate	252	11	108	21	15	42	1	84	1460	40	2	66
Input Volume	269	12	106	24	14	40	2	84	1435	36	2	72
% of Volume	94	92	102	88	107	105	50	100	102	111	100	92
Denied Entry Before	1	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	7	1	4	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

6: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	9.4
Denied Del/Veh (s)	0.0	0.0	9.0
Total Delay (hr)	8.0	1.6	29.8
Total Del/Veh (s)	21.1	18.4	28.0
Stop Delay (hr)	2.0	0.1	18.2
Stop Del/Veh (s)	5.2	1.4	17.1
Total Stops	262	64	1242
Stop/Veh	0.19	0.20	0.32
Travel Dist (mi)	1806.6	427.8	2712.4
Travel Time (hr)	48.7	11.7	102.4
Avg Speed (mph)	37	37	29
Fuel Used (gal)	49.4	11.4	84.1
Fuel Eff. (mpg)	36.5	37.5	32.3
HC Emissions (g)	450	96	721
CO Emissions (g)	14799	3016	25927
NOx Emissions (g)	2228	483	3439
Vehicles Entered	1337	306	3751
Vehicles Exited	1330	303	3735
Hourly Exit Rate	1330	303	3735
Input Volume	1334	296	3726
% of Volume	100	102	100
Denied Entry Before	0	0	1
Denied Entry After	0	0	12
Density (ft/veh)			385

7: SR A1A & Tournament Players Club Blvd/Country Club Blvd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.3	0.2	0.3	4.0	1.6	1.6	0.2	1.4	0.0	0.0
Total Delay (hr)	2.5	0.4	2.5	0.3	0.5	0.3	0.0	2.9	5.7	0.0	0.7	5.5
Total Del/Veh (s)	74.5	63.1	36.8	76.3	76.9	21.5	42.7	46.5	14.3	5.8	49.0	15.5
Stop Delay (hr)	2.4	0.4	2.4	0.3	0.5	0.3	0.0	2.4	2.6	0.0	0.6	1.7
Stop Del/Veh (s)	71.3	59.5	34.5	74.0	74.2	21.7	36.6	38.1	6.4	1.3	40.3	4.7
Total Stops	107	20	203	13	20	50	3	209	390	5	53	318
Stop/Veh	0.90	0.87	0.83	0.93	0.91	0.89	0.75	0.93	0.27	0.28	0.98	0.25
Travel Dist (mi)	21.4	4.2	45.3	2.4	3.7	9.5	1.6	87.2	561.7	7.3	11.6	272.2
Travel Time (hr)	3.4	0.6	4.5	0.4	0.6	0.8	0.1	5.2	18.4	0.2	1.1	11.8
Avg Speed (mph)	6	7	10	6	6	13	18	17	31	34	11	23
Fuel Used (gal)	1.2	0.2	1.9	0.1	0.2	0.4	0.0	2.8	15.2	0.2	0.5	10.3
Fuel Eff. (mpg)	17.3	19.8	24.2	16.9	17.6	25.5	32.1	31.3	37.0	38.7	22.1	26.5
HC Emissions (g)	4	0	7	0	0	3	0	15	130	1	3	100
CO Emissions (g)	159	22	261	16	21	77	10	634	4799	56	165	4692
NOx Emissions (g)	15	2	28	1	2	9	1	77	617	6	13	396
Vehicles Entered	114	23	243	14	22	55	4	219	1404	18	53	1254
Vehicles Exited	115	22	243	14	22	55	4	219	1416	18	52	1245
Hourly Exit Rate	115	22	243	14	22	55	4	219	1416	18	52	1245
Input Volume	114	24	254	15	22	55	4	226	1387	20	54	1261
% of Volume	101	92	96	93	100	100	100	97	102	90	96	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

7: SR A1A & Tournament Players Club Blvd/Country Club Blvd Performance by movement

Movement	SBR	All
Denied Delay (hr)	0.0	0.3
Denied Del/Veh (s)	0.0	0.3
Total Delay (hr)	0.1	21.5
Total Del/Veh (s)	9.9	21.9
Stop Delay (hr)	0.0	13.4
Stop Del/Veh (s)	1.7	13.7
Total Stops	13	1404
Stop/Veh	0.25	0.40
Travel Dist (mi)	11.3	1039.4
Travel Time (hr)	0.5	47.5
Avg Speed (mph)	24	22
Fuel Used (gal)	0.4	33.5
Fuel Eff. (mpg)	29.4	31.1
HC Emissions (g)	6	269
CO Emissions (g)	204	11115
NOx Emissions (g)	20	1187
Vehicles Entered	52	3475
Vehicles Exited	52	3477
Hourly Exit Rate	52	3477
Input Volume	50	3486
% of Volume	104	100
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		412

8: SR A1A & Fairfield Blvd/Sawgrass Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.9	0.2	0.0	2.2	0.7	0.3	0.0	0.1	0.0	0.7	2.1	0.1
Total Del/Veh (s)	103.8	80.6	9.1	223.6	229.7	5.7	13.1	0.6	0.1	16.1	6.0	3.9
Stop Delay (hr)	0.9	0.2	0.0	2.2	0.7	0.2	0.0	0.0	0.0	0.3	0.0	0.0
Stop Del/Veh (s)	101.7	77.1	9.0	221.8	226.3	4.8	12.2	0.0	0.0	6.1	0.0	0.0
Total Stops	30	9	17	34	11	160	9	0	1	109	1	0
Stop/Veh	0.97	1.00	1.00	0.97	1.00	1.00	0.69	0.00	0.03	0.67	0.00	0.00
Travel Dist (mi)	2.6	0.8	1.4	4.3	1.4	20.1	0.9	40.6	1.9	77.7	515.2	27.2
Travel Time (hr)	1.0	0.2	0.1	2.3	0.7	1.1	0.1	1.0	0.1	2.6	13.7	0.7
Avg Speed (mph)	3	4	13	2	2	19	11	40	27	29	38	38
Fuel Used (gal)	0.3	0.1	0.0	0.6	0.2	0.6	0.0	1.4	0.0	2.3	16.6	0.8
Fuel Eff. (mpg)	8.9	12.6	29.6	6.6	6.5	33.1	38.5	29.4	89.0	33.1	31.1	32.7
HC Emissions (g)	1	0	0	1	0	4	0	15	0	22	171	11
CO Emissions (g)	44	6	10	86	28	157	3	803	3	794	7494	465
NOx Emissions (g)	3	0	1	4	2	14	0	64	0	101	767	44
Vehicles Entered	30	9	16	34	11	158	13	620	29	161	1274	56
Vehicles Exited	30	9	17	32	10	160	13	621	29	160	1273	56
Hourly Exit Rate	30	9	17	32	10	160	13	621	29	160	1273	56
Input Volume	28	8	17	32	9	153	18	622	26	166	1314	52
% of Volume	107	112	100	100	111	105	72	100	112	96	97	108
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

8: SR A1A & Fairfield Blvd/Sawgrass Dr Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	7.4
Total Del/Veh (s)	10.9
Stop Delay (hr)	4.5
Stop Del/Veh (s)	6.7
Total Stops	381
Stop/Veh	0.16
Travel Dist (mi)	693.9
Travel Time (hr)	23.7
Avg Speed (mph)	29
Fuel Used (gal)	23.0
Fuel Eff. (mpg)	30.1
HC Emissions (g)	226
CO Emissions (g)	9893
NOx Emissions (g)	1000
Vehicles Entered	2411
Vehicles Exited	2410
Hourly Exit Rate	2410
Input Volume	2445
% of Volume	99
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	572

19: SR A1A & SR 202 On-Ramp Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	1.4	1.4	0.0	2.9
Denied Del/Veh (s)	5.1	4.3	0.0	2.3
Total Delay (hr)	18.6	19.5	3.1	41.2
Total Del/Veh (s)	67.2	58.1	4.9	33.2
Stop Delay (hr)	11.4	9.1	0.1	20.7
Stop Del/Veh (s)	41.3	27.3	0.2	16.7
Total Stops	597	847	47	1491
Stop/Veh	0.60	0.70	0.02	0.33
Travel Dist (mi)	163.0	197.1	186.5	546.6
Travel Time (hr)	23.7	27.1	8.9	59.7
Avg Speed (mph)	7	8	21	10
Fuel Used (gal)	9.9	10.3	9.4	29.6
Fuel Eff. (mpg)	16.4	19.1	19.9	18.4
HC Emissions (g)	61	55	103	219
CO Emissions (g)	1984	1524	4026	7534
NOx Emissions (g)	200	136	403	739
Vehicles Entered	994	1198	2246	4438
Vehicles Exited	976	1176	2245	4397
Hourly Exit Rate	976	1176	2245	4397
Input Volume	1133	1360	2219	4712
% of Volume	86	86	101	93
Denied Entry Before	0	0	0	0
Denied Entry After	4	3	0	7
Density (ft/veh)				54

Total Network Performance

Denied Delay (hr)	37.4
Denied Del/Veh (s)	19.1
Total Delay (hr)	365.9
Total Del/Veh (s)	174.2
Stop Delay (hr)	212.5
Stop Del/Veh (s)	101.2
Total Stops	16113
Stop/Veh	2.13
Travel Dist (mi)	18234.5
Travel Time (hr)	849.6
Avg Speed (mph)	22
Fuel Used (gal)	637.2
Fuel Eff. (mpg)	28.6
HC Emissions (g)	5298
CO Emissions (g)	207987
NOx Emissions (g)	23653
Vehicles Entered	6935
Vehicles Exited	6620
Hourly Exit Rate	6620
Input Volume	53986
% of Volume	12
Denied Entry Before	1
Denied Entry After	95
Density (ft/veh)	234

Arterial Level of Service: NB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
	35	0.6	22.4	0.3	44	44	0.7
Sawgrass Dr	8	0.6	5.9	0.1	41	42	0.6
	9	1.6	40.4	0.5	43	43	1.8
Country Club Blvd	7	14.3	46.3	0.5	43	43	13.6
L'Atrium Cir	6	16.8	34.7	0.2	23	24	15.7
	5	20.0	127.7	1.4	40	40	20.4
Solana Rd	4	21.0	30.9	0.1	15	15	20.7
Marlin Ave	3	81.8	172.7	1.2	25	24	94.2
Ponte Vedra Lakes Bl	2	93.4	153.2	0.3	8	8	92.1
	16	19.9	25.3	0.1	10	10	19.9
SR 202 On-Ramp	19	67.2	85.5	0.2	7	7	69.7
Marsh Landing Pkwy	1	6.0	12.7	0.1	25	26	5.8
Total		343.3	757.9	4.9	25	25	355.1

Arterial Level of Service: NB SR A1A

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
	45	0.6	45	0.6	44	0.6	44
Sawgrass Dr	42	0.6	41	0.7	42	0.6	41
	43	1.6	44	1.5	43	1.6	43
Country Club Blvd	43	14.6	43	14.4	44	13.2	41
L'Atrium Cir	22	17.6	23	16.8	24	15.0	21
	40	19.6	40	20.5	41	18.5	39
Solana Rd	14	23.0	15	20.1	15	20.5	15
Marlin Ave	21	117.6	27	69.1	31	49.9	26
Ponte Vedra Lakes Bl	7	105.8	8	96.4	8	89.3	9
	9	21.0	9	20.6	9	20.5	10
SR 202 On-Ramp	7	69.9	7	72.4	7	66.6	8
Marsh Landing Pkwy	26	5.5	25	6.3	24	6.5	26
Total	23	397.6	25	339.2	26	302.8	26

Arterial Level of Service: SB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Marsh Landing Pkwy	1	17.9	32.1	0.1	16	17	15.9
SR 202 On-Ramp	19	5.4	14.1	0.1	23	24	4.8
	16	20.4	34.8	0.2	17	20	16.3
Ponte Vedra Lakes Bl	2	18.5	23.5	0.1	10	11	16.2
Marlin Ave	3	11.4	31.7	0.3	29	30	10.4
Solana Rd	4	30.5	124.3	1.2	35	35	30.1
Library Blvd	5	4.6	14.8	0.1	31	31	4.6
Sawgrass Village Dr	6	20.6	126.5	1.4	40	41	18.4
Tournament Players C	7	14.6	31.9	0.2	25	25	14.7
	9	9.6	53.3	0.5	37	36	10.4
Fairfield Blvd	8	6.0	38.6	0.5	45	45	6.2
	35	0.9	6.6	0.1	37	36	1.0
Total		160.5	532.2	4.8	32	33	149.1

Arterial Level of Service: SB SR A1A

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Marsh Landing Pkwy	16	18.7	16	19.1	15	20.3	18
SR 202 On-Ramp	22	5.8	22	5.7	22	5.9	24
	14	28.9	16	23.7	17	20.1	22
Ponte Vedra Lakes Bl	9	22.1	10	20.2	10	18.0	12
Marlin Ave	28	12.9	29	11.4	28	12.4	30
Solana Rd	35	32.5	35	31.1	35	30.8	36
Library Blvd	31	4.6	30	4.8	31	4.5	31
Sawgrass Village Dr	41	20.4	39	24.1	40	20.5	41
Tournament Players C	24	16.0	25	14.9	25	13.7	25
	37	9.5	37	10.3	38	8.6	38
Fairfield Blvd	45	6.5	46	5.8	46	6.0	46
	37	0.8	37	0.8	37	0.9	37
Total	31	178.7	32	171.8	32	161.7	34

Opening Year 2030 No-Build Alternative
SimTraffic Reports

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:50	7:50	7:50	7:50	7:50	7:50
End Time	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	6427	6587	6629	6531	6454	6526
Vehs Exited	6135	6249	6262	6223	6096	6197
Starting Vehs	615	665	609	602	559	606
Ending Vehs	907	1003	976	910	917	945
Denied Entry Before	4	1	2	0	1	0
Denied Entry After	1	16	17	5	2	7
Travel Distance (mi)	17425	17617	17609	17434	17257	17469
Travel Time (hr)	823.5	856.6	800.4	754.8	776.9	802.4
Total Delay (hr)	398.2	426.2	370.3	329.3	355.2	375.8
Total Stops	16650	18024	15758	15617	16163	16442
Fuel Used (gal)	605.8	620.0	607.7	592.9	591.6	603.6

Interval #0 Information Seeding

Start Time	7:50
End Time	8:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	6427	6587	6629	6531	6454	6526
Vehs Exited	6135	6249	6262	6223	6096	6197
Starting Vehs	615	665	609	602	559	606
Ending Vehs	907	1003	976	910	917	945
Denied Entry Before	4	1	2	0	1	0
Denied Entry After	1	16	17	5	2	7
Travel Distance (mi)	17425	17617	17609	17434	17257	17469
Travel Time (hr)	823.5	856.6	800.4	754.8	776.9	802.4
Total Delay (hr)	398.2	426.2	370.3	329.3	355.2	375.8
Total Stops	16650	18024	15758	15617	16163	16442
Fuel Used (gal)	605.8	620.0	607.7	592.9	591.6	603.6

1: SR A1A & Marsh Landing Pkwy Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.2
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.3	1.8	0.2
Total Delay (hr)	0.7	0.5	0.0	2.6	0.9	7.4	0.1	12.3
Total Del/Veh (s)	65.0	8.2	36.4	65.3	4.5	13.2	3.1	13.4
Stop Delay (hr)	0.7	0.5	0.0	2.4	0.2	3.7	0.0	7.5
Stop Del/Veh (s)	63.3	7.7	34.6	61.7	0.8	6.6	0.0	8.1
Total Stops	35	201	0	141	67	661	2	1107
Stop/Veh	0.90	0.93	0.00	0.99	0.09	0.33	0.01	0.33
Travel Dist (mi)	2.7	15.1	0.1	12.3	64.2	272.3	17.4	384.0
Travel Time (hr)	0.8	1.2	0.0	3.0	2.4	15.4	0.8	23.6
Avg Speed (mph)	3	12	4	4	27	18	25	16
Fuel Used (gal)	0.2	0.4	0.0	1.1	4.1	9.1	0.5	15.5
Fuel Eff. (mpg)	11.8	34.3	11.1	10.8	15.8	29.9	34.1	24.8
HC Emissions (g)	0	2	0	9	70	88	7	177
CO Emissions (g)	17	61	2	433	3878	2872	259	7522
NOx Emissions (g)	1	8	0	28	217	285	21	560
Vehicles Entered	38	215	1	142	740	2007	142	3285
Vehicles Exited	38	215	1	141	738	2012	142	3287
Hourly Exit Rate	38	215	1	141	738	2012	142	3287
Input Volume	42	210	1	154	827	2018	143	3395
% of Volume	90	102	100	92	89	100	99	97
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0
Density (ft/veh)								223

2: SR A1A & Ponte Vedra Lakes Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.1	0.2	0.0	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	1.3	4.1	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	8.1	6.7	5.0	48.2	13.4	0.1	81.5
Total Del/Veh (s)	153.2	120.8	138.9	88.5	22.2	8.1	62.4
Stop Delay (hr)	7.7	6.3	4.0	32.6	8.2	0.0	58.8
Stop Del/Veh (s)	144.7	113.4	111.8	59.9	13.5	4.3	45.1
Total Stops	269	284	232	2035	630	13	3463
Stop/Veh	1.41	1.41	1.80	1.04	0.29	0.32	0.74
Travel Dist (mi)	31.2	33.2	32.3	479.1	135.2	2.5	713.6
Travel Time (hr)	9.5	8.4	5.8	59.1	16.5	0.2	99.6
Avg Speed (mph)	3	4	6	8	8	13	7
Fuel Used (gal)	2.9	2.7	2.1	24.2	8.2	0.1	40.1
Fuel Eff. (mpg)	10.9	12.5	15.5	19.8	16.4	20.9	17.8
HC Emissions (g)	18	9	11	162	58	1	259
CO Emissions (g)	448	344	410	5276	1647	47	8172
NOx Emissions (g)	42	31	38	537	227	5	880
Vehicles Entered	187	200	128	1940	2163	40	4658
Vehicles Exited	181	193	125	1863	2151	39	4552
Hourly Exit Rate	181	193	125	1863	2151	39	4552
Input Volume	191	197	138	2058	2191	38	4813
% of Volume	95	98	91	91	98	103	95
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							68

3: SR A1A & Marlin Ave Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	3.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	3.3	0.4	0.1	0.7	47.1	9.1	0.2	60.8
Total Del/Veh (s)	75.6	44.0	87.5	109.5	80.0	14.9	11.8	47.7
Stop Delay (hr)	3.1	0.4	0.1	0.5	27.5	2.4	0.0	34.0
Stop Del/Veh (s)	71.9	41.5	70.5	76.4	46.8	3.9	0.9	26.7
Total Stops	144	35	3	31	1239	391	14	1857
Stop/Veh	0.92	1.09	1.00	1.29	0.58	0.18	0.24	0.40
Travel Dist (mi)	27.8	5.7	2.7	28.0	2454.0	538.1	14.8	3071.0
Travel Time (hr)	4.5	0.7	0.1	1.4	103.2	21.5	0.6	131.9
Avg Speed (mph)	6	9	19	20	24	25	24	23
Fuel Used (gal)	1.6	0.3	0.1	1.0	81.5	24.9	0.6	109.9
Fuel Eff. (mpg)	17.1	20.8	28.6	28.8	30.1	21.7	24.5	27.9
HC Emissions (g)	7	4	0	5	950	304	10	1280
CO Emissions (g)	228	90	20	258	30490	12987	303	44376
NOx Emissions (g)	23	11	2	28	3794	1210	34	5104
Vehicles Entered	153	31	2	23	2037	2184	58	4488
Vehicles Exited	154	32	2	22	1916	2186	58	4370
Hourly Exit Rate	154	32	2	22	1916	2186	58	4370
Input Volume	143	34	3	24	2054	2236	56	4550
% of Volume	108	94	67	92	93	98	104	96
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0
Density (ft/veh)								190

4: SR A1A & Solana Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	1.2	0.3	0.2	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	8.6	11.3	11.9	0.5	0.5	3.0	0.2	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	27.2	3.4	2.4	2.3	1.9	2.1	2.9	15.9	0.7	3.1	13.4	2.6
Total Del/Veh (s)	183.8	133.6	113.2	96.4	92.6	40.4	137.5	40.6	21.0	76.7	31.3	21.3
Stop Delay (hr)	24.7	3.0	2.1	2.2	1.7	2.0	2.7	10.5	0.4	2.5	5.4	0.3
Stop Del/Veh (s)	167.4	117.7	101.4	92.2	87.3	39.2	127.5	27.0	12.1	62.2	12.6	2.7
Total Stops	856	123	104	86	74	140	98	873	77	124	494	120
Stop/Veh	1.61	1.34	1.39	1.00	1.03	0.76	1.31	0.62	0.66	0.84	0.32	0.28
Travel Dist (mi)	124.9	22.0	18.2	20.7	17.2	44.9	8.9	172.0	14.1	166.4	1758.7	510.4
Travel Time (hr)	32.3	4.3	3.2	3.2	2.6	4.2	3.1	19.9	1.2	7.0	52.8	14.7
Avg Speed (mph)	4	5	6	7	7	11	3	9	12	24	33	35
Fuel Used (gal)	9.9	1.5	1.1	1.1	0.9	1.8	0.9	8.4	0.6	5.2	50.6	14.2
Fuel Eff. (mpg)	12.7	14.9	16.0	18.2	18.4	24.8	9.8	20.4	25.4	32.2	34.8	35.9
HC Emissions (g)	49	11	4	6	6	10	2	72	6	58	602	151
CO Emissions (g)	1457	358	232	159	145	299	105	1939	167	1815	17993	4676
NOx Emissions (g)	128	31	16	17	17	33	9	236	19	243	2566	665
Vehicles Entered	511	89	74	83	69	179	72	1401	115	136	1493	421
Vehicles Exited	490	85	71	83	68	181	73	1396	114	138	1494	419
Hourly Exit Rate	490	85	71	83	68	181	73	1396	114	138	1494	419
Input Volume	502	97	70	84	67	182	74	1402	111	140	1517	437
% of Volume	98	88	101	99	101	99	99	100	103	99	98	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	4	1	1	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

4: SR A1A & Solana Rd Performance by movement

Movement	All
Denied Delay (hr)	2.0
Denied Del/Veh (s)	1.6
Total Delay (hr)	77.7
Total Del/Veh (s)	58.7
Stop Delay (hr)	57.7
Stop Del/Veh (s)	43.6
Total Stops	3169
Stop/Veh	0.67
Travel Dist (mi)	2878.3
Travel Time (hr)	148.4
Avg Speed (mph)	20
Fuel Used (gal)	96.2
Fuel Eff. (mpg)	29.9
HC Emissions (g)	977
CO Emissions (g)	29344
NOx Emissions (g)	3978
Vehicles Entered	4643
Vehicles Exited	4612
Hourly Exit Rate	4612
Input Volume	4683
% of Volume	98
Denied Entry Before	0
Denied Entry After	6
Density (ft/veh)	236

5: SR A1A & Library Blvd Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.3	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.6	0.1	1.0	8.7	0.0	2.3	0.1	13.1
Total Del/Veh (s)	77.4	24.5	44.0	38.8	19.8	19.4	5.4	3.8	14.0
Stop Delay (hr)	0.4	0.6	0.1	0.7	1.1	0.0	0.4	0.0	3.2
Stop Del/Veh (s)	75.1	23.6	31.6	25.3	2.6	17.8	0.9	0.3	3.4
Total Stops	16	80	5	73	259	8	83	4	528
Stop/Veh	0.94	0.95	0.83	0.78	0.16	0.89	0.05	0.07	0.16
Travel Dist (mi)	2.1	10.3	8.1	118.6	2055.5	1.1	188.4	7.0	2391.0
Travel Time (hr)	0.4	1.0	0.3	3.8	55.1	0.1	6.7	0.3	67.7
Avg Speed (mph)	5	10	31	31	37	13	28	23	35
Fuel Used (gal)	0.1	0.4	0.2	3.5	56.3	0.1	9.8	0.3	70.7
Fuel Eff. (mpg)	14.8	23.5	35.3	34.3	36.5	21.1	19.2	25.6	33.8
HC Emissions (g)	1	3	1	53	822	0	145	4	1031
CO Emissions (g)	30	123	55	1426	22263	19	6338	150	30405
NOx Emissions (g)	3	11	8	208	3325	2	546	15	4117
Vehicles Entered	17	82	6	90	1530	9	1504	56	3294
Vehicles Exited	17	83	6	88	1543	8	1503	56	3304
Hourly Exit Rate	17	83	6	88	1543	8	1503	56	3304
Input Volume	17	83	6	89	1546	8	1528	57	3334
% of Volume	100	100	100	99	100	100	98	98	99
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0
Density (ft/veh)									390

6: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	5.9	4.0	0.3	0.5	4.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	1.8	0.0	0.1	0.8	0.1	0.4	0.0	0.6	3.3	0.0	0.0	0.4
Total Del/Veh (s)	70.1	71.5	14.3	75.7	88.2	15.8	16.1	31.9	9.4	5.1	46.9	34.5
Stop Delay (hr)	1.8	0.0	0.1	0.8	0.1	0.4	0.0	0.5	0.8	0.0	0.0	0.2
Stop Del/Veh (s)	69.5	70.7	14.6	75.0	87.5	16.6	10.1	26.2	2.4	0.3	30.3	22.5
Total Stops	85	1	22	34	4	78	1	55	171	1	1	34
Stop/Veh	0.93	1.00	0.85	0.89	1.00	0.91	1.00	0.86	0.14	0.08	1.00	0.89
Travel Dist (mi)	4.1	0.1	1.2	4.1	0.4	9.4	0.2	14.0	278.3	2.7	1.7	49.6
Travel Time (hr)	2.1	0.0	0.2	1.1	0.1	1.1	0.0	1.0	9.7	0.1	0.1	1.5
Avg Speed (mph)	2	3	6	4	3	9	18	15	29	28	32	33
Fuel Used (gal)	0.6	0.0	0.1	0.3	0.0	0.4	0.0	0.6	10.7	0.1	0.1	1.4
Fuel Eff. (mpg)	7.1	8.4	15.6	12.3	11.4	21.0	19.6	23.6	26.0	31.1	32.6	36.3
HC Emissions (g)	2	0	1	1	0	4	0	5	141	0	0	13
CO Emissions (g)	65	1	21	39	3	95	3	253	5840	29	15	425
NOx Emissions (g)	6	0	3	4	0	12	0	20	537	3	2	65
Vehicles Entered	88	1	25	37	4	84	1	63	1255	12	1	36
Vehicles Exited	91	1	26	38	4	85	1	63	1245	12	1	36
Hourly Exit Rate	91	1	26	38	4	85	1	63	1245	12	1	36
Input Volume	89	2	26	34	4	81	1	64	1252	14	2	40
% of Volume	102	50	100	112	100	105	100	98	99	86	50	90
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

6: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.2
Total Delay (hr)	8.1	1.6	17.1
Total Del/Veh (s)	21.8	19.8	18.9
Stop Delay (hr)	1.9	0.1	6.7
Stop Del/Veh (s)	5.1	1.2	7.4
Total Stops	317	66	870
Stop/Veh	0.24	0.23	0.27
Travel Dist (mi)	1806.2	393.9	2565.8
Travel Time (hr)	48.7	10.9	76.5
Avg Speed (mph)	37	36	34
Fuel Used (gal)	49.8	10.6	74.7
Fuel Eff. (mpg)	36.3	37.1	34.3
HC Emissions (g)	667	125	961
CO Emissions (g)	18672	3382	28843
NOx Emissions (g)	2802	541	3995
Vehicles Entered	1302	282	3191
Vehicles Exited	1291	281	3175
Hourly Exit Rate	1291	281	3175
Input Volume	1324	280	3213
% of Volume	98	100	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			469

7: SR A1A & Tournament Players Club Blvd/Country Club Blvd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.2	0.2	0.3	4.0	0.0	0.8	0.1	0.7	0.0	0.0
Total Delay (hr)	1.2	0.4	1.8	0.5	0.4	0.2	0.0	1.9	4.7	0.0	0.4	6.6
Total Del/Veh (s)	67.4	59.1	30.2	70.4	68.2	15.3	31.2	38.8	13.7	5.5	27.4	19.4
Stop Delay (hr)	1.2	0.4	1.7	0.5	0.3	0.2	0.0	1.6	2.2	0.0	0.3	4.0
Stop Del/Veh (s)	65.0	55.7	28.1	68.5	65.5	15.4	28.7	31.7	6.4	0.8	22.2	11.7
Total Stops	58	20	181	21	16	52	1	156	345	5	48	412
Stop/Veh	0.88	0.83	0.83	0.88	0.84	0.91	1.00	0.87	0.28	0.23	0.96	0.33
Travel Dist (mi)	11.7	4.3	39.4	3.8	3.1	9.8	0.3	84.1	581.9	10.3	10.8	265.7
Travel Time (hr)	1.7	0.6	3.5	0.6	0.5	0.7	0.0	4.0	17.8	0.3	0.7	12.7
Avg Speed (mph)	7	8	11	6	6	14	19	21	33	35	16	21
Fuel Used (gal)	0.6	0.2	1.6	0.2	0.2	0.4	0.0	2.5	15.1	0.2	0.4	10.5
Fuel Eff. (mpg)	18.1	20.3	25.3	17.3	17.2	27.2	34.4	33.9	38.5	42.5	26.1	25.3
HC Emissions (g)	4	0	12	0	0	3	0	24	167	1	2	119
CO Emissions (g)	103	22	315	23	18	73	1	702	4683	44	154	5136
NOx Emissions (g)	11	2	38	2	2	9	0	101	740	8	12	460
Vehicles Entered	62	23	212	22	18	57	1	174	1214	21	50	1221
Vehicles Exited	65	24	215	23	19	56	1	174	1210	21	49	1207
Hourly Exit Rate	65	24	215	23	19	56	1	174	1210	21	49	1207
Input Volume	59	21	207	23	17	54	1	175	1218	21	54	1241
% of Volume	110	114	104	100	112	104	100	99	99	100	91	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

7: SR A1A & Tournament Players Club Blvd/Country Club Blvd Performance by movement

Movement	SBR	All
Denied Delay (hr)	0.0	0.2
Denied Del/Veh (s)	0.0	0.2
Total Delay (hr)	0.2	18.3
Total Del/Veh (s)	8.7	20.7
Stop Delay (hr)	0.1	12.4
Stop Del/Veh (s)	2.9	14.1
Total Stops	29	1344
Stop/Veh	0.40	0.42
Travel Dist (mi)	15.4	1040.7
Travel Time (hr)	0.6	43.8
Avg Speed (mph)	25	24
Fuel Used (gal)	0.5	32.4
Fuel Eff. (mpg)	30.5	32.1
HC Emissions (g)	9	342
CO Emissions (g)	294	11567
NOx Emissions (g)	30	1413
Vehicles Entered	71	3146
Vehicles Exited	71	3135
Hourly Exit Rate	71	3135
Input Volume	76	3167
% of Volume	93	99
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		446

8: SR A1A & Fairfield Blvd/Sawgrass Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	5.4	14.8	7.7	0.2	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	7.7	0.1	0.0	2.6	0.1	0.4	0.0	0.2	0.0	0.9	1.2	0.0
Total Del/Veh (s)	452.5	65.0	11.5	330.8	354.5	8.6	7.1	0.8	0.2	21.9	3.5	2.3
Stop Delay (hr)	7.7	0.1	0.0	2.6	0.1	0.3	0.0	0.0	0.0	0.6	0.0	0.0
Stop Del/Veh (s)	452.5	61.8	11.5	329.2	351.0	7.8	6.1	0.0	0.0	14.8	0.0	0.0
Total Stops	58	5	9	27	1	157	10	0	1	127	0	0
Stop/Veh	0.95	0.83	1.00	0.96	1.00	0.99	0.56	0.00	0.02	0.82	0.00	0.00
Travel Dist (mi)	4.9	0.5	0.7	3.4	0.2	19.8	1.2	58.6	2.6	73.8	455.7	28.2
Travel Time (hr)	7.9	0.1	0.1	2.7	0.1	1.2	0.1	1.5	0.1	2.7	11.5	0.7
Avg Speed (mph)	1	4	12	1	1	17	15	39	26	27	40	39
Fuel Used (gal)	1.9	0.0	0.0	0.7	0.0	0.7	0.0	2.0	0.0	2.2	13.7	0.8
Fuel Eff. (mpg)	2.5	11.6	25.1	4.8	5.7	30.5	47.7	29.3	77.7	34.2	33.3	36.7
HC Emissions (g)	5	0	0	2	0	6	0	26	1	26	163	10
CO Emissions (g)	205	5	4	87	2	199	4	1176	16	799	6094	345
NOx Emissions (g)	11	0	0	5	0	18	0	104	2	108	713	41
Vehicles Entered	61	6	9	27	1	157	18	895	41	152	1247	58
Vehicles Exited	51	5	9	26	1	158	18	896	41	153	1250	58
Hourly Exit Rate	51	5	9	26	1	158	18	896	41	153	1250	58
Input Volume	61	5	9	26	3	158	21	899	41	151	1261	60
% of Volume	84	100	100	100	33	100	86	100	100	101	99	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	1	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

8: SR A1A & Fairfield Blvd/Sawgrass Dr Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	13.3
Total Del/Veh (s)	17.8
Stop Delay (hr)	11.5
Stop Del/Veh (s)	15.4
Total Stops	395
Stop/Veh	0.15
Travel Dist (mi)	649.7
Travel Time (hr)	28.8
Avg Speed (mph)	23
Fuel Used (gal)	22.1
Fuel Eff. (mpg)	29.4
HC Emissions (g)	238
CO Emissions (g)	8935
NOx Emissions (g)	1003
Vehicles Entered	2672
Vehicles Exited	2666
Hourly Exit Rate	2666
Input Volume	2695
% of Volume	99
Denied Entry Before	0
Denied Entry After	1
Density (ft/veh)	474

19: SR A1A & SR 202 On-Ramp Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Delay (hr)	17.8	20.2	2.9	41.0
Total Del/Veh (s)	71.1	66.2	4.7	34.7
Stop Delay (hr)	12.9	14.4	0.1	27.4
Stop Del/Veh (s)	51.4	47.0	0.2	23.2
Total Stops	499	853	60	1412
Stop/Veh	0.55	0.78	0.03	0.33
Travel Dist (mi)	147.4	178.8	178.8	505.0
Travel Time (hr)	21.2	25.9	8.3	55.4
Avg Speed (mph)	7	7	21	9
Fuel Used (gal)	8.9	9.4	8.2	26.6
Fuel Eff. (mpg)	16.5	19.0	21.7	19.0
HC Emissions (g)	59	51	96	206
CO Emissions (g)	2013	1432	3424	6869
NOx Emissions (g)	200	123	365	688
Vehicles Entered	899	1094	2228	4221
Vehicles Exited	882	1071	2230	4183
Hourly Exit Rate	882	1071	2230	4183
Input Volume	982	1218	2230	4430
% of Volume	90	88	100	94
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				54

Total Network Performance

Denied Delay (hr)	3.2
Denied Del/Veh (s)	1.8
Total Delay (hr)	372.7
Total Del/Veh (s)	187.8
Stop Delay (hr)	234.2
Stop Del/Veh (s)	118.1
Total Stops	16442
Stop/Veh	2.30
Travel Dist (mi)	17468.7
Travel Time (hr)	802.4
Avg Speed (mph)	22
Fuel Used (gal)	603.6
Fuel Eff. (mpg)	28.9
HC Emissions (g)	6774
CO Emissions (g)	223293
NOx Emissions (g)	26931
Vehicles Entered	6526
Vehicles Exited	6197
Hourly Exit Rate	6197
Input Volume	51295
% of Volume	12
Denied Entry Before	0
Denied Entry After	7
Density (ft/veh)	238

Arterial Level of Service: NB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
	33	0.8	22.7	0.3	44	44	0.8
Sawgrass Dr	8	0.8	6.0	0.1	40	40	0.8
	9	2.1	41.0	0.5	43	42	2.2
Country Club Blvd	7	13.7	52.0	0.5	38	38	13.4
L'Atrium Cir	6	8.5	26.3	0.2	30	30	8.4
	5	20.5	124.5	1.4	41	41	19.0
Solana Rd	4	40.5	50.6	0.1	9	9	40.1
Marlin Ave	3	81.5	171.3	1.2	26	21	121.0
Ponte Vedra Lakes Bl	2	88.1	107.8	0.3	9	8	98.5
	16	20.2	25.6	0.1	9	9	22.6
SR 202 On-Ramp	19	71.1	84.4	0.2	7	6	78.9
Marsh Landing Pkwy	1	4.5	11.5	0.1	28	28	4.3
Total		352.2	723.9	4.9	25	23	410.0

Arterial Level of Service: NB SR A1A

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
	44	0.8	44	0.8	44	0.8	44
Sawgrass Dr	40	0.8	40	0.8	41	0.7	40
	43	2.1	43	2.0	43	2.1	42
Country Club Blvd	37	14.0	38	14.0	38	13.9	38
L'Atrium Cir	30	8.1	31	7.9	29	9.8	30
	42	17.9	42	18.1	41	19.4	38
Solana Rd	9	37.9	9	38.7	9	42.1	8
Marlin Ave	23	99.9	33	43.6	31	48.2	24
Ponte Vedra Lakes Bl	7	111.9	10	74.3	10	72.1	9
	8	24.3	10	18.9	10	18.6	11
SR 202 On-Ramp	6	83.7	7	69.9	8	63.4	8
Marsh Landing Pkwy	27	5.1	29	4.1	29	4.1	26
Total	23	406.6	27	293.1	27	295.1	24

Arterial Level of Service: SB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Marsh Landing Pkwy	1	13.2	27.4	0.1	19	20	11.5
SR 202 On-Ramp	19	4.9	13.3	0.1	24	24	4.8
	16	34.1	48.8	0.2	12	11	40.5
Ponte Vedra Lakes Bl	2	22.2	27.2	0.1	9	9	22.9
Marlin Ave	3	15.1	34.8	0.3	26	26	14.8
Solana Rd	4	31.0	123.2	1.2	36	36	28.5
Library Blvd	5	5.1	15.2	0.1	30	30	5.2
Sawgrass Village Dr	6	21.8	130.3	1.4	39	39	22.6
Tournament Players C	7	19.6	37.1	0.2	21	21	20.1
	9	6.8	50.1	0.5	39	39	6.9
Fairfield Blvd	8	3.5	32.8	0.5	53	53	3.9
	33	0.5	6.2	0.1	39	39	0.6
Total		177.9	546.5	4.8	32	31	182.3

Arterial Level of Service: SB SR A1A

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Marsh Landing Pkwy	18	15.0	18	14.4	19	12.8	20
SR 202 On-Ramp	23	5.5	24	4.9	24	5.2	25
	10	43.7	15	25.7	12	36.5	16
Ponte Vedra Lakes Bl	8	23.7	9	21.0	9	21.4	9
Marlin Ave	25	16.6	26	15.1	26	15.0	27
Solana Rd	36	31.5	35	31.6	35	33.1	36
Library Blvd	30	5.3	29	5.3	30	4.8	31
Sawgrass Village Dr	38	23.5	39	21.0	39	21.4	40
Tournament Players C	22	19.3	21	20.7	22	18.2	21
	39	6.8	39	6.9	40	6.2	39
Fairfield Blvd	52	4.0	53	3.5	54	3.0	54
	39	0.5	39	0.5	40	0.5	40
Total	31	195.4	32	170.9	32	178.2	33

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:20	4:20	4:20	4:20	4:20	4:20
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	7190	7118	7109	7041	7064	7108
Vehs Exited	6755	6726	6669	6557	6583	6657
Starting Vehs	677	675	636	706	629	661
Ending Vehs	1112	1067	1076	1190	1110	1109
Denied Entry Before	1	7	1	3	0	2
Denied Entry After	199	136	164	162	118	155
Travel Distance (mi)	18775	18702	18522	18338	18345	18536
Travel Time (hr)	997.8	972.2	997.0	1053.5	967.9	997.7
Total Delay (hr)	538.5	514.3	543.9	604.6	518.9	544.0
Total Stops	18086	17524	17839	18487	18638	18114
Fuel Used (gal)	685.4	677.7	678.1	683.7	668.0	678.6

Interval #0 Information Seeding

Start Time	4:20
End Time	4:30
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:30
End Time	5:30
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	7190	7118	7109	7041	7064	7108
Vehs Exited	6755	6726	6669	6557	6583	6657
Starting Vehs	677	675	636	706	629	661
Ending Vehs	1112	1067	1076	1190	1110	1109
Denied Entry Before	1	7	1	3	0	2
Denied Entry After	199	136	164	162	118	155
Travel Distance (mi)	18775	18702	18522	18338	18345	18536
Travel Time (hr)	997.8	972.2	997.0	1053.5	967.9	997.7
Total Delay (hr)	538.5	514.3	543.9	604.6	518.9	544.0
Total Stops	18086	17524	17839	18487	18638	18114
Fuel Used (gal)	685.4	677.7	678.1	683.7	668.0	678.6

1: SR A1A & Marsh Landing Pkwy Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.3	1.8	0.3
Total Delay (hr)	1.5	1.3	0.0	3.1	1.4	10.4	0.3	18.1
Total Del/Veh (s)	57.8	14.0	88.0	62.2	6.8	19.4	4.0	18.4
Stop Delay (hr)	1.4	1.3	0.0	2.9	0.5	6.1	0.0	12.2
Stop Del/Veh (s)	55.7	13.4	86.3	58.0	2.4	11.3	0.1	12.4
Total Stops	82	304	2	173	128	876	7	1572
Stop/Veh	0.90	0.88	1.00	0.97	0.17	0.45	0.03	0.44
Travel Dist (mi)	6.2	24.0	0.2	14.7	62.7	259.8	27.8	395.3
Travel Time (hr)	1.7	2.5	0.1	3.6	2.8	18.1	1.3	30.1
Avg Speed (mph)	4	10	3	4	22	14	24	13
Fuel Used (gal)	0.5	0.8	0.0	1.3	4.1	9.6	0.9	17.2
Fuel Eff. (mpg)	12.4	29.1	9.0	10.9	15.2	27.2	31.9	22.9
HC Emissions (g)	1	3	0	6	68	59	8	145
CO Emissions (g)	46	99	5	393	3728	2465	396	7131
NOx Emissions (g)	4	11	0	25	213	218	26	496
Vehicles Entered	89	342	2	177	758	1918	227	3513
Vehicles Exited	88	341	2	177	758	1915	227	3508
Hourly Exit Rate	88	341	2	177	758	1915	227	3508
Input Volume	87	349	3	230	952	1923	227	3771
% of Volume	101	98	67	77	80	100	100	93
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0
Density (ft/veh)								175

2: SR A1A & Ponte Vedra Lakes Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.2	1.5	29.2	0.0	0.0	30.9
Denied Del/Veh (s)	0.7	3.6	42.5	51.5	0.0	0.0	23.4
Total Delay (hr)	5.9	4.3	4.9	58.4	11.1	0.3	84.8
Total Del/Veh (s)	124.5	97.4	140.4	105.3	18.7	7.0	64.8
Stop Delay (hr)	5.6	4.0	3.8	39.8	6.6	0.1	60.0
Stop Del/Veh (s)	117.8	92.2	109.7	71.7	11.2	3.8	45.8
Total Stops	218	207	229	2352	623	47	3676
Stop/Veh	1.28	1.31	1.82	1.18	0.29	0.34	0.78
Travel Dist (mi)	28.1	26.2	30.9	487.4	133.0	8.8	714.4
Travel Time (hr)	7.1	5.6	7.2	98.7	14.0	0.7	133.3
Avg Speed (mph)	4	5	5	7	9	13	7
Fuel Used (gal)	2.2	1.8	2.4	33.4	7.6	0.4	47.9
Fuel Eff. (mpg)	12.5	14.2	13.0	14.6	17.4	23.1	14.9
HC Emissions (g)	3	6	5	115	53	3	185
CO Emissions (g)	211	248	302	4491	1733	125	7110
NOx Emissions (g)	18	23	27	415	219	12	714
Vehicles Entered	166	155	123	1962	2113	139	4658
Vehicles Exited	165	155	123	1902	2104	138	4587
Hourly Exit Rate	165	155	123	1902	2104	138	4587
Input Volume	168	161	134	2334	2142	133	5072
% of Volume	98	96	92	81	98	104	90
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	4	81	0	0	85
Density (ft/veh)							66

3: SR A1A & Marlin Ave Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.2
Denied Del/Veh (s)	0.2	3.8	0.0	0.2	0.0	0.2	0.1
Total Delay (hr)	2.6	0.3	1.8	94.6	7.4	0.3	107.0
Total Del/Veh (s)	75.8	45.4	167.5	151.6	12.4	11.1	82.3
Stop Delay (hr)	2.5	0.3	1.4	70.5	1.2	0.0	75.9
Stop Del/Veh (s)	72.6	43.4	130.3	113.0	2.0	0.7	58.4
Total Stops	110	25	56	1728	218	16	2153
Stop/Veh	0.90	1.14	1.44	0.77	0.10	0.16	0.46
Travel Dist (mi)	21.2	3.8	44.0	2557.2	541.1	25.4	3192.8
Travel Time (hr)	3.5	0.5	2.9	153.0	19.8	1.0	180.6
Avg Speed (mph)	6	9	15	17	27	24	18
Fuel Used (gal)	1.3	0.2	1.7	93.6	24.2	1.0	121.9
Fuel Eff. (mpg)	16.7	19.7	26.3	27.3	22.3	25.7	26.2
HC Emissions (g)	5	0	7	681	233	9	935
CO Emissions (g)	181	26	402	26840	11274	367	39090
NOx Emissions (g)	18	3	41	2994	1044	39	4139
Vehicles Entered	117	21	37	2183	2142	101	4601
Vehicles Exited	119	22	34	1920	2139	101	4335
Hourly Exit Rate	119	22	34	1920	2139	101	4335
Input Volume	123	23	37	2215	2175	108	4681
% of Volume	97	96	92	87	98	94	93
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	1	0	0	1
Density (ft/veh)							139

4: SR A1A & Solana Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Delay (hr)	4.8	0.8	0.8	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	34.0	39.3	37.5	0.4	0.6	3.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	39.5	4.0	3.7	1.2	1.7	1.8	0.0	1.7	12.3	0.2	2.7	14.6
Total Del/Veh (s)	273.1	199.5	175.2	82.3	86.6	45.7	112.8	121.9	27.3	14.4	89.4	32.7
Stop Delay (hr)	36.0	3.5	3.4	1.2	1.6	1.7	0.0	1.6	6.7	0.1	2.2	5.7
Stop Del/Veh (s)	249.0	176.5	156.8	78.9	82.1	44.8	109.5	112.6	14.9	5.8	74.4	12.8
Total Stops	1124	128	137	52	66	115	1	56	589	17	101	521
Stop/Veh	2.16	1.78	1.78	0.96	0.96	0.83	1.00	1.12	0.36	0.40	0.94	0.32
Travel Dist (mi)	120.5	17.2	18.3	12.9	16.9	33.9	0.1	6.1	199.4	5.1	123.4	1862.3
Travel Time (hr)	48.1	5.3	5.2	1.8	2.3	3.3	0.0	1.9	16.8	0.3	5.5	56.4
Avg Speed (mph)	3	4	4	7	7	10	3	3	12	15	22	33
Fuel Used (gal)	13.5	1.6	1.6	0.7	0.9	1.4	0.0	0.6	8.4	0.2	3.9	53.9
Fuel Eff. (mpg)	8.9	10.6	11.3	19.1	19.3	23.7	10.3	10.8	23.7	27.6	31.4	34.5
HC Emissions (g)	38	8	5	1	3	7	0	2	47	1	21	463
CO Emissions (g)	1438	301	263	60	99	205	1	84	1733	43	980	16612
NOx Emissions (g)	109	23	19	6	10	23	0	7	196	4	125	2256
Vehicles Entered	499	69	74	52	67	135	1	49	1602	42	100	1543
Vehicles Exited	464	68	72	52	67	134	1	48	1604	42	101	1550
Hourly Exit Rate	464	68	72	52	67	134	1	48	1604	42	101	1550
Input Volume	501	69	72	58	66	134	1	50	1602	39	105	1571
% of Volume	93	99	100	90	102	100	100	96	100	108	96	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	12	2	2	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

4: SR A1A & Solana Rd Performance by movement

Movement	SBR	All
Denied Delay (hr)	0.0	6.5
Denied Del/Veh (s)	0.0	4.9
Total Delay (hr)	3.6	86.9
Total Del/Veh (s)	23.8	63.9
Stop Delay (hr)	0.4	64.0
Stop Del/Veh (s)	2.4	47.1
Total Stops	132	3039
Stop/Veh	0.24	0.62
Travel Dist (mi)	633.1	3049.1
Travel Time (hr)	18.5	165.5
Avg Speed (mph)	34	19
Fuel Used (gal)	17.7	104.5
Fuel Eff. (mpg)	35.7	29.2
HC Emissions (g)	158	753
CO Emissions (g)	5236	27055
NOx Emissions (g)	738	3515
Vehicles Entered	517	4750
Vehicles Exited	522	4725
Hourly Exit Rate	522	4725
Input Volume	522	4790
% of Volume	100	99
Denied Entry Before	0	0
Denied Entry After	0	16
Density (ft/veh)		217

5: SR A1A & Library Blvd Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.9	1.4	0.1	2.0	27.2	0.0	2.5	0.1	34.1
Total Del/Veh (s)	87.2	31.5	76.8	79.2	54.9	22.8	5.6	4.0	33.0
Stop Delay (hr)	0.8	1.3	0.1	1.5	14.3	0.0	0.5	0.0	18.5
Stop Del/Veh (s)	84.4	30.1	56.4	56.8	28.9	20.6	1.1	0.3	17.9
Total Stops	33	142	6	90	587	4	78	4	944
Stop/Veh	0.92	0.91	1.00	0.98	0.33	0.80	0.05	0.08	0.25
Travel Dist (mi)	4.4	19.2	8.2	125.1	2397.6	0.6	199.8	6.5	2761.5
Travel Time (hr)	1.0	2.1	0.3	5.0	81.5	0.1	7.1	0.3	97.4
Avg Speed (mph)	4	9	26	25	29	11	28	23	28
Fuel Used (gal)	0.3	0.9	0.2	3.8	70.1	0.0	10.0	0.2	85.7
Fuel Eff. (mpg)	12.9	20.9	33.0	33.1	34.2	19.6	19.9	27.1	32.2
HC Emissions (g)	1	4	1	25	596	0	100	5	732
CO Emissions (g)	56	232	53	977	20202	11	5449	137	27116
NOx Emissions (g)	4	16	8	137	2874	1	444	16	3500
Vehicles Entered	35	154	5	88	1727	5	1581	52	3647
Vehicles Exited	35	153	6	87	1717	4	1579	52	3633
Hourly Exit Rate	35	153	6	87	1717	4	1579	52	3633
Input Volume	39	157	5	90	1712	3	1602	58	3666
% of Volume	90	97	120	97	100	133	99	90	99
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0
Density (ft/veh)									271

6: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	17.5	0.8	6.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	217.6	231.5	225.8	0.3	0.2	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	9.2	0.2	1.1	0.7	0.3	0.3	0.0	1.1	8.2	0.1	0.0	1.6
Total Del/Veh (s)	122.8	47.6	43.7	81.1	76.5	26.5	45.4	49.8	19.3	8.8	79.5	69.8
Stop Delay (hr)	9.1	0.2	1.1	0.7	0.3	0.4	0.0	0.9	4.4	0.0	0.0	1.3
Stop Del/Veh (s)	121.7	47.3	44.0	80.8	76.1	27.3	40.9	42.0	10.3	1.9	61.7	56.6
Total Stops	219	5	57	27	11	43	2	70	433	13	2	74
Stop/Veh	0.81	0.42	0.61	0.93	0.92	0.91	0.67	0.88	0.28	0.31	1.00	0.89
Travel Dist (mi)	12.1	0.5	4.3	3.1	1.3	5.1	0.6	17.4	337.4	9.3	2.9	111.2
Travel Time (hr)	27.5	1.0	8.1	0.9	0.3	0.8	0.1	1.6	16.0	0.4	0.1	4.2
Avg Speed (mph)	1	3	3	4	4	7	11	11	21	25	26	26
Fuel Used (gal)	6.6	0.2	1.9	0.3	0.1	0.3	0.0	0.9	14.0	0.3	0.1	3.3
Fuel Eff. (mpg)	1.8	2.3	2.2	11.8	12.1	18.4	23.6	20.0	24.0	28.6	32.3	33.6
HC Emissions (g)	11	0	2	0	0	0	0	5	134	2	0	22
CO Emissions (g)	464	13	126	18	8	22	8	332	6325	116	23	832
NOx Emissions (g)	17	0	5	1	1	2	1	23	558	10	3	123
Vehicles Entered	260	12	92	28	12	46	3	78	1511	42	2	80
Vehicles Exited	259	11	91	27	11	46	3	78	1514	41	2	79
Hourly Exit Rate	259	11	91	27	11	46	3	78	1514	41	2	79
Input Volume	279	12	110	25	14	41	2	87	1485	37	2	75
% of Volume	93	92	83	108	79	112	150	90	102	111	100	105
Denied Entry Before	2	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	29	0	14	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

6: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	24.9
Denied Del/Veh (s)	0.0	0.0	23.2
Total Delay (hr)	8.0	1.7	32.5
Total Del/Veh (s)	20.8	19.0	30.0
Stop Delay (hr)	1.8	0.1	20.2
Stop Del/Veh (s)	4.6	0.8	18.6
Total Stops	250	54	1260
Stop/Veh	0.18	0.17	0.32
Travel Dist (mi)	1830.0	429.2	2764.6
Travel Time (hr)	49.3	11.8	121.9
Avg Speed (mph)	37	37	29
Fuel Used (gal)	50.6	11.5	90.2
Fuel Eff. (mpg)	36.2	37.3	30.7
HC Emissions (g)	406	96	678
CO Emissions (g)	14532	3063	25881
NOx Emissions (g)	2122	482	3347
Vehicles Entered	1351	305	3822
Vehicles Exited	1348	305	3815
Hourly Exit Rate	1348	305	3815
Input Volume	1380	307	3856
% of Volume	98	99	99
Denied Entry Before	0	0	2
Denied Entry After	0	0	43
Density (ft/veh)			369

7: SR A1A & Tournament Players Club Blvd/Country Club Blvd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.3	0.3	0.2	4.0	0.6	1.7	0.2	1.5	0.0	0.0
Total Delay (hr)	2.2	0.5	2.9	0.3	0.5	0.4	0.0	2.9	6.2	0.0	0.7	6.0
Total Del/Veh (s)	69.0	62.8	39.1	73.7	77.4	21.8	36.5	46.4	15.1	6.3	49.5	16.6
Stop Delay (hr)	2.1	0.5	2.7	0.3	0.4	0.4	0.0	2.4	2.8	0.0	0.6	1.7
Stop Del/Veh (s)	65.9	58.6	36.6	71.6	74.4	21.9	28.5	38.0	6.9	1.4	41.3	4.9
Total Stops	101	25	220	13	20	53	2	213	422	7	52	338
Stop/Veh	0.89	0.89	0.83	0.93	0.95	0.91	1.00	0.94	0.29	0.32	1.00	0.26
Travel Dist (mi)	20.8	5.2	49.0	2.4	3.6	9.8	0.8	89.3	581.7	8.5	11.1	277.0
Travel Time (hr)	3.1	0.7	5.0	0.4	0.6	0.9	0.0	5.3	19.4	0.3	1.0	12.4
Avg Speed (mph)	7	7	10	6	6	12	20	17	30	33	11	22
Fuel Used (gal)	1.2	0.3	2.0	0.1	0.2	0.4	0.0	2.9	15.8	0.2	0.5	10.3
Fuel Eff. (mpg)	18.0	19.8	23.9	17.5	17.0	25.2	31.1	31.3	36.8	38.0	21.4	26.8
HC Emissions (g)	4	0	8	0	0	3	0	17	136	1	4	80
CO Emissions (g)	154	28	296	15	22	81	8	713	4989	66	207	4236
NOx Emissions (g)	15	2	31	1	2	10	1	83	637	7	15	346
Vehicles Entered	112	28	263	14	21	58	2	224	1458	22	52	1266
Vehicles Exited	112	28	262	14	21	57	2	223	1464	21	48	1277
Hourly Exit Rate	112	28	262	14	21	57	2	223	1464	21	48	1277
Input Volume	118	25	263	16	23	57	4	234	1436	21	56	1305
% of Volume	95	112	100	88	91	100	50	95	102	100	86	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

7: SR A1A & Tournament Players Club Blvd/Country Club Blvd Performance by movement

Movement	SBR	All
Denied Delay (hr)	0.0	0.3
Denied Del/Veh (s)	0.1	0.3
Total Delay (hr)	0.2	22.7
Total Del/Veh (s)	10.8	22.5
Stop Delay (hr)	0.0	13.9
Stop Del/Veh (s)	2.2	13.8
Total Stops	12	1478
Stop/Veh	0.23	0.41
Travel Dist (mi)	11.1	1070.2
Travel Time (hr)	0.5	49.4
Avg Speed (mph)	23	22
Fuel Used (gal)	0.4	34.3
Fuel Eff. (mpg)	29.9	31.2
HC Emissions (g)	6	261
CO Emissions (g)	190	11005
NOx Emissions (g)	19	1170
Vehicles Entered	51	3571
Vehicles Exited	51	3580
Hourly Exit Rate	51	3580
Input Volume	52	3610
% of Volume	98	99
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		396

8: SR A1A & Fairfield Blvd/Sawgrass Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.4	0.2	0.0	3.2	1.5	0.3	0.1	0.1	0.0	0.9	2.3	0.0
Total Del/Veh (s)	165.9	67.5	8.5	417.6	446.7	5.6	14.9	0.7	0.0	18.3	6.3	3.2
Stop Delay (hr)	1.4	0.2	0.0	3.2	1.5	0.2	0.1	0.0	0.0	0.4	0.0	0.0
Stop Del/Veh (s)	163.7	64.2	8.4	416.4	444.9	4.8	14.0	0.0	0.0	7.8	0.0	0.0
Total Stops	30	11	12	27	12	162	13	0	0	123	0	0
Stop/Veh	1.00	1.00	1.00	0.96	1.00	0.99	0.65	0.00	0.00	0.71	0.00	0.00
Travel Dist (mi)	2.5	0.9	1.0	3.4	1.5	20.5	1.3	41.9	1.7	82.2	532.2	25.3
Travel Time (hr)	1.5	0.2	0.1	3.4	1.5	1.1	0.1	1.1	0.1	2.9	14.2	0.7
Avg Speed (mph)	2	4	14	1	1	19	10	39	27	28	37	38
Fuel Used (gal)	0.4	0.1	0.0	0.9	0.4	0.6	0.0	1.4	0.0	2.5	17.2	0.8
Fuel Eff. (mpg)	6.2	13.8	31.4	3.9	3.9	32.3	34.7	29.7	89.7	32.6	30.9	33.1
HC Emissions (g)	1	0	0	1	0	4	0	15	0	18	147	11
CO Emissions (g)	56	7	6	90	36	172	4	800	2	728	7289	442
NOx Emissions (g)	3	0	1	4	2	14	0	65	0	95	721	43
Vehicles Entered	30	11	12	27	12	163	19	640	26	170	1312	52
Vehicles Exited	29	11	12	25	12	163	19	640	26	171	1314	52
Hourly Exit Rate	29	11	12	25	12	163	19	640	26	171	1314	52
Input Volume	29	9	17	33	10	159	18	644	27	172	1361	54
% of Volume	100	122	71	76	120	103	106	99	96	99	97	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

8: SR A1A & Fairfield Blvd/Sawgrass Dr Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	10.0
Total Del/Veh (s)	14.5
Stop Delay (hr)	7.0
Stop Del/Veh (s)	10.1
Total Stops	390
Stop/Veh	0.16
Travel Dist (mi)	714.5
Travel Time (hr)	26.8
Avg Speed (mph)	27
Fuel Used (gal)	24.4
Fuel Eff. (mpg)	29.3
HC Emissions (g)	199
CO Emissions (g)	9633
NOx Emissions (g)	948
Vehicles Entered	2474
Vehicles Exited	2474
Hourly Exit Rate	2474
Input Volume	2533
% of Volume	98
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	505

19: SR A1A & SR 202 On-Ramp Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	3.5	4.2	0.0	7.7
Denied Del/Veh (s)	13.4	12.6	0.0	6.3
Total Delay (hr)	19.5	20.3	3.5	43.3
Total Del/Veh (s)	73.8	61.4	5.4	35.1
Stop Delay (hr)	12.8	10.2	0.1	23.1
Stop Del/Veh (s)	48.5	30.8	0.2	18.7
Total Stops	588	827	91	1506
Stop/Veh	0.62	0.69	0.04	0.34
Travel Dist (mi)	155.0	194.4	189.4	538.9
Travel Time (hr)	26.5	30.6	9.3	66.4
Avg Speed (mph)	7	7	20	9
Fuel Used (gal)	10.2	11.0	9.6	30.9
Fuel Eff. (mpg)	15.2	17.6	19.7	17.5
HC Emissions (g)	95	101	98	294
CO Emissions (g)	2352	2088	3961	8402
NOx Emissions (g)	220	172	395	788
Vehicles Entered	945	1184	2282	4411
Vehicles Exited	925	1167	2280	4372
Hourly Exit Rate	925	1167	2280	4372
Input Volume	1173	1408	2299	4880
% of Volume	79	83	99	90
Denied Entry Before	0	0	0	0
Denied Entry After	6	4	0	10
Density (ft/veh)				52

Total Network Performance

Denied Delay (hr)	70.9
Denied Del/Veh (s)	35.2
Total Delay (hr)	473.1
Total Del/Veh (s)	219.3
Stop Delay (hr)	304.9
Stop Del/Veh (s)	141.3
Total Stops	18114
Stop/Veh	2.33
Travel Dist (mi)	18536.3
Travel Time (hr)	997.7
Avg Speed (mph)	20
Fuel Used (gal)	678.6
Fuel Eff. (mpg)	27.3
HC Emissions (g)	5299
CO Emissions (g)	210137
NOx Emissions (g)	23417
Vehicles Entered	7108
Vehicles Exited	6657
Hourly Exit Rate	6657
Input Volume	55903
% of Volume	12
Denied Entry Before	2
Denied Entry After	155
Density (ft/veh)	205

Arterial Level of Service: NB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
	35	0.7	22.5	0.3	44	44	0.7
Sawgrass Dr	8	0.7	6.0	0.1	41	41	0.7
	9	1.7	40.7	0.5	43	43	1.8
Country Club Blvd	7	15.1	47.1	0.5	42	41	16.5
L'Atrium Cir	6	18.7	36.5	0.2	22	23	16.9
	5	55.7	163.5	1.4	31	40	19.6
Solana Rd	4	27.1	37.0	0.1	12	15	21.0
Marlin Ave	3	149.0	236.7	1.2	19	20	133.7
Ponte Vedra Lakes Bl	2	104.8	179.9	0.3	7	7	111.8
	16	21.3	26.7	0.1	9	9	22.3
SR 202 On-Ramp	19	73.8	100.5	0.2	7	6	82.9
Marsh Landing Pkwy	1	6.8	13.4	0.1	24	24	6.9
Total		475.3	910.5	4.9	21	22	434.9

Arterial Level of Service: NB SR A1A

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
	44	0.7	44	0.6	44	0.6	44
Sawgrass Dr	40	0.8	42	0.6	41	0.7	41
	43	1.7	43	1.8	43	1.6	43
Country Club Blvd	41	15.5	44	13.5	43	14.2	41
L'Atrium Cir	22	18.6	20	21.7	22	18.7	22
	39	22.7	40	21.2	40	20.4	17
Solana Rd	14	22.0	15	19.8	15	20.8	7
Marlin Ave	18	154.8	19	149.2	15	204.9	23
Ponte Vedra Lakes Bl	7	111.1	7	107.6	7	118.9	10
	9	21.6	9	21.4	8	23.1	10
SR 202 On-Ramp	7	70.4	7	71.8	7	76.9	7
Marsh Landing Pkwy	23	7.0	24	6.8	24	6.8	25
Total	22	446.9	22	436.0	20	507.6	19

Arterial Level of Service: SB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Marsh Landing Pkwy	1	19.4	33.6	0.1	15	16	17.4
SR 202 On-Ramp	19	5.9	14.6	0.1	22	22	5.8
	16	23.6	37.9	0.2	16	14	28.2
Ponte Vedra Lakes Bl	2	18.7	23.8	0.1	10	10	20.1
Marlin Ave	3	12.2	32.5	0.3	28	26	14.4
Solana Rd	4	32.6	126.3	1.2	35	34	33.5
Library Blvd	5	5.0	15.1	0.1	30	30	4.9
Sawgrass Village Dr	6	20.5	126.3	1.4	40	40	20.4
Tournament Players C	7	15.9	33.2	0.2	24	21	20.5
	9	9.8	53.5	0.5	37	36	11.2
Fairfield Blvd	8	6.3	38.9	0.5	45	44	6.9
	35	0.8	6.6	0.1	37	36	1.0
Total		170.7	542.3	4.8	32	31	184.2

Arterial Level of Service: SB SR A1A

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Marsh Landing Pkwy	15	20.3	14	21.8	15	19.6	16
SR 202 On-Ramp	22	6.1	21	6.5	22	5.7	22
	19	16.8	15	25.3	17	21.4	15
Ponte Vedra Lakes Bl	12	15.3	10	19.3	10	18.3	9
Marlin Ave	30	10.5	28	12.0	29	11.2	28
Solana Rd	36	30.5	34	34.1	35	32.3	35
Library Blvd	30	4.9	30	5.2	31	4.6	29
Sawgrass Village Dr	40	21.1	40	20.6	40	20.6	41
Tournament Players C	23	16.6	26	13.3	25	14.2	25
	37	10.0	38	9.0	37	9.2	37
Fairfield Blvd	45	6.6	45	6.3	46	5.5	46
	37	0.9	37	0.8	38	0.8	38
Total	33	159.7	32	174.2	32	163.6	32

Design Year 2050 No-Build Alternative
SimTraffic Reports

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:20	7:20	7:20	7:20	7:20	7:20
End Time	8:30	8:30	8:30	8:30	8:30	8:30
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	6898	7134	6983	6967	6985	6995
Vehs Exited	6544	6652	6715	6642	6676	6646
Starting Vehs	672	621	706	726	673	676
Ending Vehs	1026	1103	974	1051	982	1025
Denied Entry Before	1	1	2	0	0	0
Denied Entry After	215	174	208	235	134	194
Travel Distance (mi)	18190	18691	18358	18654	18602	18499
Travel Time (hr)	965.1	1022.4	953.9	1003.3	907.6	970.5
Total Delay (hr)	521.0	566.1	506.0	548.5	454.4	519.2
Total Stops	17525	20726	18010	19134	17543	18587
Fuel Used (gal)	661.5	689.0	664.6	684.8	659.5	671.9

Interval #0 Information Seeding

Start Time	7:20
End Time	7:30
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:30
End Time	8:30
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	6898	7134	6983	6967	6985	6995
Vehs Exited	6544	6652	6715	6642	6676	6646
Starting Vehs	672	621	706	726	673	676
Ending Vehs	1026	1103	974	1051	982	1025
Denied Entry Before	1	1	2	0	0	0
Denied Entry After	215	174	208	235	134	194
Travel Distance (mi)	18190	18691	18358	18654	18602	18499
Travel Time (hr)	965.1	1022.4	953.9	1003.3	907.6	970.5
Total Delay (hr)	521.0	566.1	506.0	548.5	454.4	519.2
Total Stops	17525	20726	18010	19134	17543	18587
Fuel Used (gal)	661.5	689.0	664.6	684.8	659.5	671.9

1: SR A1A & Marsh Landing Pkwy Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	16.6	1.4	18.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	27.3	30.2	17.8
Total Delay (hr)	0.8	2.9	0.0	3.0	1.4	36.4	1.5	46.0
Total Del/Veh (s)	64.7	43.9	67.3	68.5	6.0	61.2	33.8	46.3
Stop Delay (hr)	0.8	2.8	0.0	2.8	0.5	28.8	1.1	36.8
Stop Del/Veh (s)	63.0	43.4	67.0	64.4	2.0	48.4	24.7	37.0
Total Stops	41	222	1	161	132	1548	52	2157
Stop/Veh	0.89	0.94	1.00	1.02	0.16	0.72	0.32	0.60
Travel Dist (mi)	3.1	16.4	0.0	13.1	69.9	282.5	19.1	404.1
Travel Time (hr)	1.0	3.7	0.0	3.5	3.0	61.1	3.5	75.7
Avg Speed (mph)	3	4	2	4	24	6	9	7
Fuel Used (gal)	0.3	1.0	0.0	1.2	4.3	20.0	1.2	28.1
Fuel Eff. (mpg)	11.6	16.0	7.8	10.8	16.2	14.1	15.4	14.4
HC Emissions (g)	1	5	0	5	71	111	10	203
CO Emissions (g)	24	132	2	321	3850	3426	336	8091
NOx Emissions (g)	2	11	0	20	222	314	28	598
Vehicles Entered	45	233	1	157	836	2111	159	3542
Vehicles Exited	46	232	1	156	835	2072	154	3496
Hourly Exit Rate	46	232	1	156	835	2072	154	3496
Input Volume	47	232	1	170	915	2230	158	3753
% of Volume	98	100	100	92	91	93	97	93
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	85	5	90
Density (ft/veh)								90

2: SR A1A & Ponte Vedra Lakes Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	5.9	6.0	0.0	0.0	0.0	0.0	11.9
Denied Del/Veh (s)	103.9	97.8	0.0	0.0	0.0	0.0	8.6
Total Delay (hr)	14.0	13.6	3.7	21.2	15.8	0.1	68.3
Total Del/Veh (s)	255.5	229.1	94.0	34.8	25.6	8.9	49.0
Stop Delay (hr)	13.2	12.8	3.1	8.1	9.8	0.1	47.2
Stop Del/Veh (s)	242.0	216.7	78.4	13.4	15.9	4.8	33.8
Total Stops	311	341	169	1025	645	14	2505
Stop/Veh	1.58	1.60	1.20	0.47	0.29	0.31	0.50
Travel Dist (mi)	31.4	34.1	35.4	542.6	138.3	2.8	784.5
Travel Time (hr)	21.2	21.1	4.6	33.6	18.9	0.2	99.7
Avg Speed (mph)	2	2	8	16	7	12	9
Fuel Used (gal)	5.6	5.6	2.0	20.9	9.0	0.1	43.2
Fuel Eff. (mpg)	5.6	6.1	18.1	25.9	15.3	19.2	18.2
HC Emissions (g)	18	13	15	197	61	2	306
CO Emissions (g)	572	514	560	6927	1553	57	10183
NOx Emissions (g)	39	33	53	719	239	6	1090
Vehicles Entered	191	207	140	2172	2198	44	4952
Vehicles Exited	180	200	137	2129	2195	44	4885
Hourly Exit Rate	180	200	137	2129	2195	44	4885
Input Volume	211	217	152	2275	2421	42	5318
% of Volume	85	92	90	94	91	105	92
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	13	15	0	0	0	0	28
Density (ft/veh)							77

3: SR A1A & Marlin Ave Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	3.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	3.6	0.5	0.1	0.4	19.6	11.0	0.2	35.3
Total Del/Veh (s)	76.0	45.2	62.4	71.7	31.3	17.4	12.8	26.5
Stop Delay (hr)	3.4	0.5	0.0	0.3	3.9	3.1	0.0	11.3
Stop Del/Veh (s)	72.2	42.3	37.5	49.2	6.3	5.0	1.1	8.5
Total Stops	153	44	3	22	552	498	16	1288
Stop/Veh	0.91	1.07	1.00	1.05	0.25	0.22	0.27	0.27
Travel Dist (mi)	30.2	7.4	3.8	24.4	2626.4	553.5	15.0	3260.5
Travel Time (hr)	4.8	0.9	0.1	1.0	79.5	23.7	0.6	110.7
Avg Speed (mph)	6	9	27	24	33	23	24	29
Fuel Used (gal)	1.8	0.4	0.1	0.8	83.0	26.2	0.6	112.9
Fuel Eff. (mpg)	17.2	20.6	30.2	28.8	31.6	21.1	24.2	28.9
HC Emissions (g)	6	4	1	11	996	327	5	1351
CO Emissions (g)	233	98	43	349	32981	13792	240	47736
NOx Emissions (g)	24	12	4	44	4182	1283	23	5571
Vehicles Entered	167	41	3	20	2163	2248	58	4700
Vehicles Exited	165	41	3	20	2147	2250	59	4685
Hourly Exit Rate	165	41	3	20	2147	2250	59	4685
Input Volume	158	38	3	26	2269	2470	62	5026
% of Volume	104	108	100	77	95	91	95	93
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0
Density (ft/veh)								227

4: SR A1A & Solana Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	18.6	3.8	2.8	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	120.4	126.5	124.8	0.6	0.7	2.9	0.1	0.3	0.1	0.0	0.0	0.0
Total Delay (hr)	42.3	6.8	4.7	4.3	3.8	3.1	3.0	19.7	0.9	3.1	14.0	2.8
Total Del/Veh (s)	285.6	235.8	216.7	158.8	154.6	54.0	140.0	46.5	25.4	77.2	31.6	22.9
Stop Delay (hr)	38.1	6.0	4.2	4.2	3.6	2.9	2.7	13.1	0.5	2.5	5.3	0.4
Stop Del/Veh (s)	257.2	208.4	192.3	152.7	148.0	51.1	128.1	31.0	14.4	61.6	12.0	3.2
Total Stops	1135	194	149	128	110	191	104	976	90	124	522	120
Stop/Veh	2.13	1.87	1.91	1.31	1.25	0.92	1.37	0.64	0.71	0.85	0.33	0.27
Travel Dist (mi)	122.4	24.2	18.6	23.3	20.9	50.3	9.0	186.7	15.6	164.4	1824.9	517.1
Travel Time (hr)	64.7	11.3	8.1	5.3	4.6	5.4	3.2	24.1	1.4	7.0	55.0	15.1
Avg Speed (mph)	3	3	4	4	5	10	3	8	11	24	33	34
Fuel Used (gal)	17.4	3.1	2.3	1.7	1.5	2.2	0.9	10.0	0.7	5.1	52.4	14.5
Fuel Eff. (mpg)	7.0	7.7	8.1	13.9	14.1	22.4	9.5	18.7	23.1	32.1	34.8	35.6
HC Emissions (g)	75	12	13	7	2	14	5	74	6	65	629	178
CO Emissions (g)	2030	414	368	201	119	416	139	1956	185	1954	19013	5248
NOx Emissions (g)	155	31	29	19	10	46	13	250	21	256	2669	734
Vehicles Entered	510	99	76	93	84	201	72	1515	126	136	1557	426
Vehicles Exited	473	95	72	92	83	202	72	1518	126	135	1545	425
Hourly Exit Rate	473	95	72	92	83	202	72	1518	126	135	1545	425
Input Volume	555	108	78	93	74	201	81	1549	122	154	1676	483
% of Volume	85	88	92	99	112	100	89	98	103	88	92	88
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	46	8	5	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

4: SR A1A & Solana Rd Performance by movement

Movement	All
Denied Delay (hr)	25.5
Denied Del/Veh (s)	18.5
Total Delay (hr)	108.5
Total Del/Veh (s)	77.8
Stop Delay (hr)	83.5
Stop Del/Veh (s)	59.9
Total Stops	3843
Stop/Veh	0.77
Travel Dist (mi)	2977.4
Travel Time (hr)	205.2
Avg Speed (mph)	17
Fuel Used (gal)	111.9
Fuel Eff. (mpg)	26.6
HC Emissions (g)	1079
CO Emissions (g)	32041
NOx Emissions (g)	4233
Vehicles Entered	4895
Vehicles Exited	4838
Hourly Exit Rate	4838
Input Volume	5174
% of Volume	94
Denied Entry Before	0
Denied Entry After	59
Density (ft/veh)	192

5: SR A1A & Library Blvd Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.2	0.1	0.3	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.3	0.8	0.1	1.2	12.1	0.1	2.6	0.1	17.3
Total Del/Veh (s)	85.1	27.4	52.5	46.7	25.2	27.2	6.0	4.1	17.4
Stop Delay (hr)	0.3	0.7	0.1	0.8	2.2	0.1	0.5	0.0	4.7
Stop Del/Veh (s)	83.1	26.4	38.9	30.1	4.5	25.3	1.2	0.3	4.7
Total Stops	12	93	6	76	384	10	100	4	685
Stop/Veh	0.86	0.94	0.86	0.80	0.22	0.91	0.06	0.07	0.19
Travel Dist (mi)	1.6	12.2	8.3	118.4	2222.7	1.3	194.3	7.3	2566.2
Travel Time (hr)	0.4	1.2	0.3	4.0	62.4	0.1	7.2	0.3	76.0
Avg Speed (mph)	4	10	28	30	36	10	27	23	34
Fuel Used (gal)	0.1	0.5	0.2	3.5	61.9	0.1	10.2	0.3	76.9
Fuel Eff. (mpg)	14.0	22.6	34.2	34.0	35.9	19.8	19.0	26.4	33.4
HC Emissions (g)	1	8	1	42	854	0	154	4	1064
CO Emissions (g)	20	206	61	1287	23817	23	6572	138	32125
NOx Emissions (g)	2	21	8	178	3464	2	574	14	4261
Vehicles Entered	13	98	6	90	1682	10	1554	59	3512
Vehicles Exited	13	98	6	91	1674	11	1552	59	3504
Hourly Exit Rate	13	98	6	91	1674	11	1552	59	3504
Input Volume	18	92	7	98	1708	9	1688	63	3683
% of Volume	72	107	86	93	98	122	92	94	95
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0
Density (ft/veh)									347

6: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	3.3	4.7	0.4	0.4	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.1	0.0	0.1	0.8	0.1	0.5	0.0	0.5	3.8	0.0	0.0	0.4
Total Del/Veh (s)	75.5	50.6	12.8	76.4	89.2	20.3	24.9	29.1	10.1	7.0	49.5	36.9
Stop Delay (hr)	2.1	0.0	0.1	0.8	0.1	0.5	0.0	0.4	0.9	0.0	0.0	0.3
Stop Del/Veh (s)	74.9	50.3	13.0	75.7	88.6	21.1	20.3	23.0	2.4	0.3	31.3	25.0
Total Stops	95	2	23	34	4	81	1	55	186	1	2	38
Stop/Veh	0.93	0.67	0.79	0.94	1.00	0.92	1.00	0.86	0.14	0.07	1.00	0.90
Travel Dist (mi)	4.6	0.1	1.4	3.9	0.5	9.7	0.2	14.0	299.0	3.4	2.9	56.0
Travel Time (hr)	2.5	0.1	0.2	1.0	0.1	1.3	0.0	0.9	10.7	0.1	0.1	1.8
Avg Speed (mph)	2	2	7	4	4	8	15	15	28	26	31	32
Fuel Used (gal)	0.7	0.0	0.1	0.3	0.0	0.5	0.0	0.6	11.4	0.1	0.1	1.6
Fuel Eff. (mpg)	6.7	8.1	15.7	12.2	11.8	20.2	22.3	23.7	26.3	28.1	34.7	35.4
HC Emissions (g)	2	0	0	1	0	4	0	6	143	1	0	12
CO Emissions (g)	71	1	13	35	3	87	3	269	5889	44	19	439
NOx Emissions (g)	6	0	2	3	0	10	0	21	550	4	3	65
Vehicles Entered	100	3	29	35	4	87	1	63	1339	15	2	40
Vehicles Exited	97	3	29	34	4	87	1	64	1345	15	2	41
Hourly Exit Rate	97	3	29	34	4	87	1	64	1345	15	2	41
Input Volume	98	2	29	38	5	89	1	71	1383	16	2	45
% of Volume	99	150	100	89	80	98	100	90	97	94	100	91
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

6: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.2
Denied Del/Veh (s)	0.0	0.1	0.2
Total Delay (hr)	8.6	1.6	18.7
Total Del/Veh (s)	22.3	19.6	19.6
Stop Delay (hr)	1.8	0.1	7.2
Stop Del/Veh (s)	4.6	1.2	7.5
Total Stops	321	73	916
Stop/Veh	0.23	0.24	0.27
Travel Dist (mi)	1875.1	407.2	2678.1
Travel Time (hr)	50.8	11.2	80.8
Avg Speed (mph)	37	36	33
Fuel Used (gal)	52.0	10.9	78.3
Fuel Eff. (mpg)	36.1	37.2	34.2
HC Emissions (g)	795	131	1095
CO Emissions (g)	21296	3530	31698
NOx Emissions (g)	3163	565	4392
Vehicles Entered	1354	293	3365
Vehicles Exited	1354	294	3370
Hourly Exit Rate	1354	294	3370
Input Volume	1464	309	3552
% of Volume	92	95	95
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			444

7: SR A1A & Tournament Players Club Blvd/Country Club Blvd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.3	0.4	0.4	4.0		0.8	0.1	1.1	0.0	0.0
Total Delay (hr)	1.2	0.3	2.1	0.4	0.4	0.3	0.0	2.3	5.2	0.0	0.5	6.8
Total Del/Veh (s)	69.4	54.4	31.3	67.6	77.3	17.4		42.6	14.1	6.1	29.0	19.0
Stop Delay (hr)	1.2	0.3	1.9	0.3	0.4	0.3	0.0	1.9	2.3	0.0	0.4	3.9
Stop Del/Veh (s)	66.9	50.3	28.9	65.6	74.5	17.5		34.8	6.3	1.0	23.1	11.0
Total Stops	58	17	197	18	15	59	0	175	367	5	54	391
Stop/Veh	0.91	0.77	0.81	0.95	0.88	0.94		0.90	0.28	0.25	0.95	0.30
Travel Dist (mi)	11.5	4.0	44.4	3.1	2.8	10.7	0.2	92.5	626.3	9.6	12.1	278.1
Travel Time (hr)	1.7	0.5	4.0	0.5	0.5	0.9	0.0	4.6	19.3	0.3	0.8	13.1
Avg Speed (mph)	7	8	11	6	6	14	23	20	33	35	15	21
Fuel Used (gal)	0.6	0.2	1.8	0.2	0.2	0.4	0.0	2.7	16.4	0.2	0.5	11.2
Fuel Eff. (mpg)	17.9	21.1	25.2	17.9	16.8	26.8	37.3	33.6	38.2	41.7	24.4	24.8
HC Emissions (g)	2	0	14	1	0	3	0	23	181	1	3	134
CO Emissions (g)	86	19	350	25	16	75	1	718	5222	49	196	5596
NOx Emissions (g)	8	2	42	2	2	9	0	103	791	7	14	509
Vehicles Entered	62	22	239	18	16	62	0	191	1306	20	56	1269
Vehicles Exited	63	22	239	19	17	62	0	191	1292	20	56	1257
Hourly Exit Rate	63	22	239	19	17	62	0	191	1292	20	56	1257
Input Volume	65	23	229	25	18	59	1	193	1347	23	59	1373
% of Volume	97	96	104	76	94	105	0	99	96	87	95	92
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

7: SR A1A & Tournament Players Club Blvd/Country Club Blvd Performance by movement

Movement	SBR	All
Denied Delay (hr)	0.0	0.2
Denied Del/Veh (s)	0.0	0.2
Total Delay (hr)	0.2	19.7
Total Del/Veh (s)	9.1	20.9
Stop Delay (hr)	0.1	13.0
Stop Del/Veh (s)	3.0	13.8
Total Stops	31	1387
Stop/Veh	0.39	0.41
Travel Dist (mi)	17.0	1112.4
Travel Time (hr)	0.7	46.8
Avg Speed (mph)	25	24
Fuel Used (gal)	0.6	35.0
Fuel Eff. (mpg)	29.0	31.8
HC Emissions (g)	10	372
CO Emissions (g)	343	12697
NOx Emissions (g)	34	1524
Vehicles Entered	78	3339
Vehicles Exited	78	3316
Hourly Exit Rate	78	3316
Input Volume	84	3499
% of Volume	93	95
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		416

8: SR A1A & Fairfield Blvd/Sawgrass Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	2.5	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	127.0	258.6	140.9	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	14.5	0.2	0.2	4.5	0.7	0.5	0.0	0.2	0.0	1.2	1.3	0.0
Total Del/Veh (s)	858.6	194.1	138.4	574.1	521.3	10.8	7.6	0.9	0.1	25.0	3.6	2.3
Stop Delay (hr)	14.6	0.2	0.2	4.5	0.7	0.5	0.0	0.0	0.0	0.8	0.0	0.0
Stop Del/Veh (s)	861.2	191.4	138.6	572.4	518.2	9.9	6.6	0.0	0.1	17.8	0.0	0.0
Total Stops	42	3	6	27	5	174	12	1	1	143	0	0
Stop/Veh	0.69	0.75	1.00	0.96	1.00	0.98	0.60	0.00	0.02	0.84	0.00	0.00
Travel Dist (mi)	4.0	0.3	0.5	3.3	0.6	22.1	1.3	64.2	2.9	80.8	464.3	32.0
Travel Time (hr)	17.2	0.7	0.5	4.6	0.7	1.4	0.1	1.7	0.1	3.2	11.7	0.8
Avg Speed (mph)	0	1	2	1	1	16	14	38	26	26	40	39
Fuel Used (gal)	4.0	0.2	0.1	1.2	0.2	0.7	0.0	2.2	0.0	2.4	13.9	0.9
Fuel Eff. (mpg)	1.0	1.8	3.6	2.8	3.0	29.5	47.0	29.0	79.2	33.8	33.3	36.7
HC Emissions (g)	13	0	0	1	0	8	0	28	0	20	185	13
CO Emissions (g)	373	9	8	110	18	248	4	1291	9	731	6492	429
NOx Emissions (g)	15	0	0	5	1	23	0	114	1	96	775	50
Vehicles Entered	57	4	6	27	5	175	20	982	44	168	1291	66
Vehicles Exited	39	3	5	20	3	175	20	982	44	165	1285	66
Hourly Exit Rate	39	3	5	20	3	175	20	982	44	165	1285	66
Input Volume	68	6	9	28	4	174	24	994	45	167	1394	66
% of Volume	57	50	56	71	75	101	83	99	98	99	92	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	13	2	1	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

8: SR A1A & Fairfield Blvd/Sawgrass Dr Performance by movement

Movement	All
Denied Delay (hr)	3.2
Denied Del/Veh (s)	4.0
Total Delay (hr)	23.5
Total Del/Veh (s)	29.6
Stop Delay (hr)	21.6
Stop Del/Veh (s)	27.1
Total Stops	414
Stop/Veh	0.14
Travel Dist (mi)	676.0
Travel Time (hr)	42.6
Avg Speed (mph)	17
Fuel Used (gal)	25.8
Fuel Eff. (mpg)	26.2
HC Emissions (g)	269
CO Emissions (g)	9723
NOx Emissions (g)	1080
Vehicles Entered	2845
Vehicles Exited	2807
Hourly Exit Rate	2807
Input Volume	2979
% of Volume	94
Denied Entry Before	0
Denied Entry After	16
Density (ft/veh)	344

19: SR A1A & SR 202 On-Ramp Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0
Total Delay (hr)	11.8	15.1	18.5	45.4
Total Del/Veh (s)	42.0	43.7	28.7	35.7
Stop Delay (hr)	5.3	5.6	12.3	23.1
Stop Del/Veh (s)	18.7	16.1	19.0	18.2
Total Stops	521	834	1551	2906
Stop/Veh	0.51	0.67	0.67	0.64
Travel Dist (mi)	168.6	206.6	194.4	569.7
Travel Time (hr)	15.6	21.5	24.4	61.5
Avg Speed (mph)	11	10	8	9
Fuel Used (gal)	7.9	8.7	10.7	27.3
Fuel Eff. (mpg)	21.3	23.8	18.2	20.9
HC Emissions (g)	59	55	81	195
CO Emissions (g)	2012	1506	2477	5995
NOx Emissions (g)	210	153	288	651
Vehicles Entered	1008	1238	2307	4553
Vehicles Exited	993	1215	2303	4511
Hourly Exit Rate	993	1215	2303	4511
Input Volume	1085	1346	2464	4895
% of Volume	92	90	93	92
Denied Entry Before	0	0	0	0
Denied Entry After	0	1	0	1
Density (ft/veh)				50

Total Network Performance

Denied Delay (hr)	59.2
Denied Del/Veh (s)	29.6
Total Delay (hr)	460.0
Total Del/Veh (s)	215.9
Stop Delay (hr)	296.4
Stop Del/Veh (s)	139.1
Total Stops	18587
Stop/Veh	2.42
Travel Dist (mi)	18499.0
Travel Time (hr)	970.5
Avg Speed (mph)	20
Fuel Used (gal)	671.9
Fuel Eff. (mpg)	27.5
HC Emissions (g)	7367
CO Emissions (g)	241499
NOx Emissions (g)	29004
Vehicles Entered	6995
Vehicles Exited	6646
Hourly Exit Rate	6646
Input Volume	56682
% of Volume	12
Denied Entry Before	0
Denied Entry After	194
Density (ft/veh)	209

Arterial Level of Service: NB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
	35	0.9	22.8	0.3	44	44	0.9
Sawgrass Dr	8	0.9	6.1	0.1	40	40	0.8
	9	2.3	41.2	0.5	42	43	2.2
Country Club Blvd	7	14.1	52.5	0.5	38	38	12.9
L'Atrium Cir	6	9.3	27.2	0.2	29	30	8.4
	5	25.9	128.4	1.4	40	42	21.7
Solana Rd	4	46.5	56.7	0.1	8	9	42.8
Marlin Ave	3	33.6	126.2	1.2	35	37	26.4
Ponte Vedra Lakes Bl	2	34.7	54.7	0.3	17	19	27.6
	16	10.4	15.9	0.1	15	17	8.6
SR 202 On-Ramp	19	42.0	55.5	0.2	11	12	34.9
Marsh Landing Pkwy	1	6.0	12.8	0.1	25	26	5.4
Total		226.6	600.0	4.9	30	31	192.4

Arterial Level of Service: NB SR A1A

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
	44	0.9	44	0.9	44	1.0	44
Sawgrass Dr	40	0.8	40	0.9	39	0.9	40
	42	2.3	43	2.3	42	2.5	43
Country Club Blvd	36	16.0	37	14.6	38	13.0	38
L'Atrium Cir	30	8.6	30	8.7	29	9.2	27
	41	22.4	42	20.3	36	38.4	39
Solana Rd	8	44.9	9	39.7	7	55.1	8
Marlin Ave	30	52.8	37	26.3	35	32.8	36
Ponte Vedra Lakes Bl	13	52.7	20	26.2	16	36.3	18
	13	13.7	17	8.8	15	11.0	16
SR 202 On-Ramp	9	50.3	10	44.9	11	40.8	11
Marsh Landing Pkwy	24	6.8	25	6.2	23	6.9	28
Total	28	272.3	31	199.8	29	248.0	30

Arterial Level of Service: SB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Marsh Landing Pkwy	1	61.2	102.8	0.1	7	6	75.7
SR 202 On-Ramp	19	28.9	37.7	0.1	8	8	33.7
	16	100.5	114.4	0.2	5	5	105.3
Ponte Vedra Lakes Bl	2	25.6	30.6	0.1	8	8	25.6
Marlin Ave	3	17.6	37.4	0.3	25	24	17.8
Solana Rd	4	31.2	123.5	1.2	36	35	33.7
Library Blvd	5	5.6	15.7	0.1	29	28	5.9
Sawgrass Village Dr	6	22.5	130.7	1.4	39	39	22.7
Tournament Players C	7	19.3	36.7	0.2	21	22	18.7
	9	6.9	50.6	0.5	39	39	7.0
Fairfield Blvd	8	3.6	32.4	0.5	54	53	3.8
	35	0.5	6.2	0.1	39	39	0.5
Total		323.3	718.7	4.8	25	24	350.4

Arterial Level of Service: SB SR A1A

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Marsh Landing Pkwy	6	68.6	7	55.8	5	84.5	14
SR 202 On-Ramp	8	30.5	9	25.9	7	35.8	12
	5	101.5	6	93.6	5	108.8	6
Ponte Vedra Lakes Bl	8	24.9	8	25.7	8	26.3	8
Marlin Ave	24	17.6	25	17.3	24	18.1	25
Solana Rd	35	31.8	36	29.5	36	29.1	35
Library Blvd	29	5.5	30	5.0	29	5.7	28
Sawgrass Village Dr	39	22.3	40	20.3	39	23.5	39
Tournament Players C	21	19.5	21	19.7	21	20.5	22
	39	6.9	39	7.2	39	7.2	40
Fairfield Blvd	54	3.5	54	3.4	55	3.5	54
	39	0.5	39	0.5	40	0.5	39
Total	25	333.1	26	304.0	24	363.6	27

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:20	4:20	4:20	4:20	4:20	4:20
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	7598	7720	7696	7806	7559	7677
Vehs Exited	6934	7087	6953	7100	6956	7006
Starting Vehs	752	806	774	727	727	755
Ending Vehs	1416	1439	1517	1433	1330	1431
Denied Entry Before	5	9	11	2	1	4
Denied Entry After	313	379	306	172	347	303
Travel Distance (mi)	19392	19906	19967	19524	19538	19665
Travel Time (hr)	1248.0	1276.6	1314.7	1133.4	1202.7	1235.1
Total Delay (hr)	772.9	789.8	827.1	655.9	725.2	754.2
Total Stops	23870	24042	23668	22649	23407	23530
Fuel Used (gal)	756.5	779.8	782.0	736.8	753.4	761.7

Interval #0 Information Seeding

Start Time	4:20
End Time	4:30
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:30
End Time	5:30
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	7598	7720	7696	7806	7559	7677
Vehs Exited	6934	7087	6953	7100	6956	7006
Starting Vehs	752	806	774	727	727	755
Ending Vehs	1416	1439	1517	1433	1330	1431
Denied Entry Before	5	9	11	2	1	4
Denied Entry After	313	379	306	172	347	303
Travel Distance (mi)	19392	19906	19967	19524	19538	19665
Travel Time (hr)	1248.0	1276.6	1314.7	1133.4	1202.7	1235.1
Total Delay (hr)	772.9	789.8	827.1	655.9	725.2	754.2
Total Stops	23870	24042	23668	22649	23407	23530
Fuel Used (gal)	756.5	779.8	782.0	736.8	753.4	761.7

1: SR A1A & Marsh Landing Pkwy Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	6.7	0.8	7.5
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	11.4	12.7	7.1
Total Delay (hr)	1.5	3.2	0.0	3.4	2.1	28.5	1.4	40.2
Total Del/Veh (s)	54.8	28.5	55.5	66.8	9.5	49.6	21.1	38.1
Stop Delay (hr)	1.4	3.0	0.0	3.2	1.0	20.8	0.8	30.4
Stop Del/Veh (s)	52.7	26.9	53.1	62.4	4.5	36.2	12.8	28.8
Total Stops	79	349	3	184	191	1574	63	2443
Stop/Veh	0.81	0.86	1.00	1.00	0.24	0.76	0.27	0.64
Travel Dist (mi)	6.6	28.2	0.2	15.1	66.0	273.9	28.0	418.1
Travel Time (hr)	1.8	4.6	0.1	3.9	3.6	43.1	3.1	60.2
Avg Speed (mph)	4	6	4	4	18	8	12	8
Fuel Used (gal)	0.5	1.4	0.0	1.4	4.4	15.8	1.4	24.9
Fuel Eff. (mpg)	12.7	20.6	11.3	10.6	15.2	17.3	20.6	16.8
HC Emissions (g)	1	3	0	8	64	58	9	144
CO Emissions (g)	52	144	6	434	3625	2555	405	7219
NOx Emissions (g)	4	13	0	29	203	230	31	511
Vehicles Entered	95	401	3	182	795	2048	230	3754
Vehicles Exited	97	403	3	181	796	2005	228	3713
Hourly Exit Rate	97	403	3	181	796	2005	228	3713
Input Volume	96	386	3	254	1052	2125	251	4167
% of Volume	101	104	100	71	76	94	91	89
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	61	7	68
Density (ft/veh)								99

2: SR A1A & Ponte Vedra Lakes Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.1	0.2	2.7	35.7	0.0	0.0	38.7
Denied Del/Veh (s)	1.6	4.2	74.3	60.6	0.0	0.0	28.1
Total Delay (hr)	9.9	7.6	5.5	63.7	14.4	0.3	101.5
Total Del/Veh (s)	198.4	154.3	155.5	111.3	23.4	8.7	74.4
Stop Delay (hr)	9.4	7.2	4.2	41.2	8.8	0.2	71.0
Stop Del/Veh (s)	189.0	146.5	119.4	71.9	14.2	4.7	52.1
Total Stops	281	281	249	2639	696	52	4198
Stop/Veh	1.57	1.58	1.96	1.28	0.31	0.37	0.86
Travel Dist (mi)	28.9	29.0	30.9	506.9	139.0	8.8	743.5
Travel Time (hr)	11.1	9.1	9.0	111.0	17.5	0.7	158.5
Avg Speed (mph)	3	3	5	7	8	12	6
Fuel Used (gal)	3.2	2.7	2.8	36.7	8.8	0.4	54.6
Fuel Eff. (mpg)	9.0	10.6	11.1	13.8	15.9	20.4	13.6
HC Emissions (g)	3	7	3	104	50	3	170
CO Emissions (g)	266	312	263	4252	1476	134	6703
NOx Emissions (g)	19	26	21	397	218	13	695
Vehicles Entered	173	174	123	2025	2215	138	4848
Vehicles Exited	169	170	123	1971	2192	138	4763
Hourly Exit Rate	169	170	123	1971	2192	138	4763
Input Volume	185	177	148	2579	2368	146	5603
% of Volume	91	96	83	76	93	95	85
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	7	95	0	0	102
Density (ft/veh)							56

3: SR A1A & Marlin Ave Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.6	0.0	0.0	0.6
Denied Del/Veh (s)	0.2	3.8	0.4	0.9	0.0	0.2	0.5
Total Delay (hr)	3.9	0.5	2.4	146.2	10.1	0.4	163.6
Total Del/Veh (s)	94.9	58.1	231.6	220.5	16.2	13.3	118.6
Stop Delay (hr)	3.8	0.5	2.0	117.9	2.0	0.0	126.2
Stop Del/Veh (s)	91.2	55.4	193.0	177.8	3.2	0.7	91.5
Total Stops	149	35	57	2204	349	17	2811
Stop/Veh	1.00	1.17	1.50	0.92	0.15	0.16	0.57
Travel Dist (mi)	25.6	5.2	39.5	2647.3	566.5	26.0	3310.1
Travel Time (hr)	5.0	0.7	3.4	207.0	23.1	1.1	240.4
Avg Speed (mph)	5	7	12	13	24	23	14
Fuel Used (gal)	1.7	0.3	1.7	106.8	26.2	1.0	137.7
Fuel Eff. (mpg)	15.0	18.3	23.3	24.8	21.6	24.9	24.0
HC Emissions (g)	4	1	6	628	226	11	875
CO Emissions (g)	199	36	366	26882	11315	411	39208
NOx Emissions (g)	18	3	34	2762	1044	46	3906
Vehicles Entered	142	29	37	2318	2244	103	4873
Vehicles Exited	146	30	28	1972	2236	103	4515
Hourly Exit Rate	146	30	28	1972	2236	103	4515
Input Volume	136	25	41	2448	2403	119	5172
% of Volume	107	120	68	81	93	87	87
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	4	0	0	4
Density (ft/veh)							105

4: SR A1A & Solana Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Delay (hr)	17.9	2.2	2.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	119.4	107.2	118.8	0.6	0.5	3.0		0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	46.4	4.4	4.5	2.0	2.2	1.7	0.0	1.9	13.4	0.1	3.8	16.9
Total Del/Veh (s)	320.4	230.8	216.6	117.2	106.4	41.1		125.0	27.4	12.5	112.1	36.4
Stop Delay (hr)	42.3	3.9	4.0	2.0	2.1	1.7	0.0	1.8	7.1	0.0	3.2	6.5
Stop Del/Veh (s)	292.3	204.6	193.1	113.3	101.5	39.9		115.9	14.5	4.2	94.7	14.0
Total Stops	1231	133	149	69	80	124	0	64	626	13	124	598
Stop/Veh	2.36	1.96	2.01	1.11	1.08	0.82		1.14	0.36	0.31	1.02	0.36
Travel Dist (mi)	119.0	15.9	17.5	15.0	17.8	36.7	0.0	6.7	216.2	5.1	140.5	1942.9
Travel Time (hr)	68.0	7.0	7.6	2.7	2.9	3.4	0.0	2.2	18.3	0.3	7.1	60.6
Avg Speed (mph)	2	3	3	6	6	11	4	3	12	16	20	32
Fuel Used (gal)	18.1	2.0	2.2	0.9	1.0	1.5	0.0	0.6	9.1	0.2	4.8	57.1
Fuel Eff. (mpg)	6.6	8.0	8.0	16.5	17.2	24.4	12.2	10.5	23.8	27.5	29.4	34.0
HC Emissions (g)	41	8	5	1	2	5	0	2	45	1	37	451
CO Emissions (g)	1667	298	287	73	100	195	0	86	1703	43	1413	17132
NOx Emissions (g)	111	21	19	6	10	20	0	8	198	4	174	2256
Vehicles Entered	493	66	72	60	72	147	0	53	1739	41	114	1604
Vehicles Exited	462	60	68	60	69	146	0	54	1735	41	115	1621
Hourly Exit Rate	462	60	68	60	69	146	0	54	1735	41	115	1621
Input Volume	554	77	80	64	73	148	1	55	1770	43	116	1735
% of Volume	83	78	85	94	95	99	0	98	98	95	99	93
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	47	8	7	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

4: SR A1A & Solana Rd Performance by movement

Movement	SBR	All
Denied Delay (hr)	0.0	22.9
Denied Del/Veh (s)	0.0	16.2
Total Delay (hr)	4.1	101.5
Total Del/Veh (s)	26.1	70.6
Stop Delay (hr)	0.4	74.9
Stop Del/Veh (s)	2.4	52.1
Total Stops	139	3350
Stop/Veh	0.24	0.65
Travel Dist (mi)	669.1	3202.5
Travel Time (hr)	20.0	200.2
Avg Speed (mph)	33	18
Fuel Used (gal)	19.0	116.5
Fuel Eff. (mpg)	35.3	27.5
HC Emissions (g)	143	742
CO Emissions (g)	5232	28228
NOx Emissions (g)	718	3544
Vehicles Entered	547	5008
Vehicles Exited	549	4980
Hourly Exit Rate	549	4980
Input Volume	577	5293
% of Volume	95	94
Denied Entry Before	0	0
Denied Entry After	0	62
Density (ft/veh)		195

5: SR A1A & Library Blvd Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.9	1.8	0.1	1.6	12.5	0.0	3.0	0.1	20.0
Total Del/Veh (s)	72.4	38.2	68.0	58.2	23.1	50.6	6.5	4.7	18.1
Stop Delay (hr)	0.9	1.8	0.1	1.1	0.7	0.0	0.6	0.0	5.1
Stop Del/Veh (s)	69.3	36.3	47.6	39.1	1.3	48.4	1.3	0.4	4.6
Total Stops	39	157	5	80	178	1	100	7	567
Stop/Veh	0.85	0.90	0.83	0.80	0.09	0.50	0.06	0.11	0.14
Travel Dist (mi)	5.7	21.5	7.9	134.3	2600.1	0.2	207.7	8.0	2985.5
Travel Time (hr)	1.1	2.7	0.3	4.7	71.2	0.0	7.8	0.4	88.3
Avg Speed (mph)	5	8	27	28	37	6	27	22	34
Fuel Used (gal)	0.4	1.1	0.2	4.1	74.1	0.0	10.9	0.3	91.2
Fuel Eff. (mpg)	14.4	19.2	32.1	32.4	35.1	12.5	19.0	25.8	32.7
HC Emissions (g)	1	5	1	33	614	0	106	3	763
CO Emissions (g)	72	287	63	1290	22737	7	5865	134	30455
NOx Emissions (g)	5	20	8	166	3093	0	476	12	3779
Vehicles Entered	46	172	6	96	1880	2	1641	64	3907
Vehicles Exited	43	171	5	94	1863	2	1641	64	3883
Hourly Exit Rate	43	171	5	94	1863	2	1641	64	3883
Input Volume	43	174	6	100	1891	3	1770	64	4051
% of Volume	100	98	83	94	99	67	93	100	96
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0
Density (ft/veh)									299

6: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	20.6	0.9	8.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	250.1	276.5	236.0	0.2	0.2	4.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	8.8	0.2	1.3	0.6	0.4	0.4	0.1	1.5	12.7	0.2	0.0	1.8
Total Del/Veh (s)	116.3	74.9	42.6	78.6	84.1	27.6	61.6	55.1	27.0	12.6	68.7	87.0
Stop Delay (hr)	8.7	0.2	1.3	0.6	0.4	0.4	0.0	1.2	6.8	0.0	0.0	1.5
Stop Del/Veh (s)	115.3	74.7	42.6	78.1	83.6	28.2	52.2	44.6	14.4	3.6	59.8	71.6
Total Stops	220	9	66	26	16	44	4	86	599	18	1	76
Stop/Veh	0.81	0.82	0.61	0.96	0.94	0.92	1.33	0.91	0.35	0.38	1.00	1.00
Travel Dist (mi)	12.3	0.5	5.1	3.0	1.9	5.3	0.7	20.5	372.0	10.2	1.1	100.5
Travel Time (hr)	30.3	1.2	9.7	0.8	0.5	0.8	0.1	2.0	21.4	0.5	0.0	4.2
Avg Speed (mph)	1	2	3	4	4	7	9	10	17	22	25	24
Fuel Used (gal)	7.3	0.3	2.3	0.2	0.2	0.3	0.0	1.1	16.5	0.4	0.0	3.0
Fuel Eff. (mpg)	1.7	1.8	2.2	12.1	11.7	18.3	17.6	19.3	22.5	27.9	35.6	33.0
HC Emissions (g)	6	0	3	0	0	0	0	6	130	2	0	21
CO Emissions (g)	433	15	160	17	11	23	13	340	6480	108	9	766
NOx Emissions (g)	13	0	7	1	1	2	1	27	562	10	1	113
Vehicles Entered	263	11	109	27	17	47	3	92	1670	46	1	71
Vehicles Exited	261	11	108	27	17	48	3	91	1673	46	1	73
Hourly Exit Rate	261	11	108	27	17	48	3	91	1673	46	1	73
Input Volume	308	14	121	27	16	46	2	96	1642	41	2	82
% of Volume	85	79	89	100	106	104	150	95	102	112	50	89
Denied Entry Before	3	0	1	0	0	0	0	0	0	0	0	0
Denied Entry After	34	1	14	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

6: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	29.7
Denied Del/Veh (s)	0.0	0.0	25.7
Total Delay (hr)	12.2	3.2	43.3
Total Del/Veh (s)	29.8	35.3	37.1
Stop Delay (hr)	4.2	1.2	26.6
Stop Del/Veh (s)	10.3	13.4	22.8
Total Stops	406	96	1667
Stop/Veh	0.28	0.30	0.40
Travel Dist (mi)	1935.8	444.0	2912.8
Travel Time (hr)	55.9	13.6	140.9
Avg Speed (mph)	35	33	26
Fuel Used (gal)	54.2	12.2	98.0
Fuel Eff. (mpg)	35.7	36.3	29.7
HC Emissions (g)	410	81	660
CO Emissions (g)	15132	2909	26415
NOx Emissions (g)	2175	447	3362
Vehicles Entered	1430	316	4103
Vehicles Exited	1425	314	4098
Hourly Exit Rate	1425	314	4098
Input Volume	1527	339	4263
% of Volume	93	93	96
Denied Entry Before	0	0	4
Denied Entry After	0	0	49
Density (ft/veh)			322

7: SR A1A & Tournament Players Club Blvd/Country Club Blvd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.2	0.3	0.3	3.9	1.1	1.5	0.3	1.7	0.0	0.0
Total Delay (hr)	2.8	0.6	3.4	0.4	0.5	0.6	0.1	4.6	10.4	0.1	1.0	10.3
Total Del/Veh (s)	75.0	64.0	40.8	76.4	80.2	32.0	58.2	61.7	23.0	12.4	68.6	26.8
Stop Delay (hr)	2.7	0.5	3.1	0.4	0.5	0.6	0.1	3.7	4.9	0.0	0.9	3.8
Stop Del/Veh (s)	71.4	59.2	37.5	74.3	77.2	32.2	48.4	49.6	10.9	4.2	56.5	9.9
Total Stops	123	27	246	18	21	62	5	287	626	8	60	633
Stop/Veh	0.90	0.87	0.83	0.95	0.88	0.94	1.00	1.06	0.38	0.36	1.09	0.46
Travel Dist (mi)	24.9	5.6	54.6	3.1	3.9	11.1	2.2	107.3	641.0	8.7	11.6	294.9
Travel Time (hr)	3.9	0.8	5.7	0.5	0.7	1.2	0.1	7.4	24.9	0.3	1.4	17.1
Avg Speed (mph)	6	7	10	6	6	10	16	15	26	29	8	17
Fuel Used (gal)	1.4	0.3	2.3	0.2	0.2	0.5	0.1	3.7	18.0	0.2	0.6	11.6
Fuel Eff. (mpg)	17.2	20.5	23.4	16.7	16.4	23.2	30.2	29.4	35.7	38.3	19.4	25.5
HC Emissions (g)	3	0	10	0	0	2	0	25	139	1	3	82
CO Emissions (g)	169	27	339	20	25	70	14	890	5234	58	180	4072
NOx Emissions (g)	16	2	36	2	2	7	2	108	649	7	12	343
Vehicles Entered	134	30	293	18	23	65	5	266	1604	22	53	1352
Vehicles Exited	133	31	291	18	24	65	4	264	1611	22	53	1356
Hourly Exit Rate	133	31	291	18	24	65	4	264	1611	22	53	1356
Input Volume	130	27	291	17	25	63	5	259	1587	23	62	1440
% of Volume	102	115	100	106	96	103	80	102	102	96	85	94
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	1	0	0	0	0	0	0
Density (ft/veh)												

7: SR A1A & Tournament Players Club Blvd/Country Club Blvd Performance by movement

Movement	SBR	All
Denied Delay (hr)	0.0	0.4
Denied Del/Veh (s)	0.0	0.3
Total Delay (hr)	0.3	35.1
Total Del/Veh (s)	18.0	31.7
Stop Delay (hr)	0.1	21.3
Stop Del/Veh (s)	5.3	19.2
Total Stops	23	2139
Stop/Veh	0.43	0.54
Travel Dist (mi)	11.5	1180.4
Travel Time (hr)	0.6	64.7
Avg Speed (mph)	19	18
Fuel Used (gal)	0.4	39.5
Fuel Eff. (mpg)	28.0	29.9
HC Emissions (g)	5	271
CO Emissions (g)	181	11281
NOx Emissions (g)	17	1201
Vehicles Entered	53	3918
Vehicles Exited	52	3924
Hourly Exit Rate	52	3924
Input Volume	57	3986
% of Volume	91	98
Denied Entry Before	0	0
Denied Entry After	0	1
Density (ft/veh)		302

8: SR A1A & Fairfield Blvd/Sawgrass Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	3.0	0.1	0.1	5.9	2.4	0.3	0.1	0.1	0.0	1.0	2.7	0.1
Total Del/Veh (s)	302.4	58.5	12.6	604.8	671.9	6.9	16.8	0.7	0.1	20.2	6.8	3.8
Stop Delay (hr)	3.0	0.1	0.1	5.9	2.4	0.3	0.1	0.0	0.0	0.4	0.0	0.0
Stop Del/Veh (s)	300.7	55.4	12.4	603.7	670.1	5.9	15.9	0.0	0.0	8.5	0.0	0.0
Total Stops	34	7	16	34	13	175	14	0	0	133	0	0
Stop/Veh	0.94	1.00	1.00	0.97	1.00	0.99	0.70	0.00	0.00	0.75	0.00	0.00
Travel Dist (mi)	2.9	0.6	1.4	3.7	1.4	22.1	1.3	47.7	2.0	84.4	573.6	27.3
Travel Time (hr)	3.1	0.1	0.1	6.0	2.5	1.2	0.1	1.2	0.1	3.1	15.6	0.7
Avg Speed (mph)	1	4	12	1	1	18	9	39	27	27	37	38
Fuel Used (gal)	0.8	0.0	0.0	1.5	0.6	0.7	0.0	1.6	0.0	2.6	19.1	0.9
Fuel Eff. (mpg)	3.6	15.8	30.0	2.5	2.3	31.4	33.5	29.7	84.8	32.3	30.0	31.7
HC Emissions (g)	1	0	0	1	0	6	0	17	0	17	179	13
CO Emissions (g)	84	2	7	125	52	215	4	906	3	717	8559	516
NOx Emissions (g)	4	0	1	5	2	19	0	74	0	93	831	47
Vehicles Entered	34	6	16	33	13	175	20	729	30	174	1423	57
Vehicles Exited	31	6	15	21	9	176	19	730	30	175	1424	56
Hourly Exit Rate	31	6	15	21	9	176	19	730	30	175	1424	56
Input Volume	32	9	19	37	11	175	20	712	30	190	1503	59
% of Volume	97	67	79	57	82	101	95	103	100	92	95	95
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

8: SR A1A & Fairfield Blvd/Sawgrass Dr Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	15.8
Total Del/Veh (s)	20.9
Stop Delay (hr)	12.3
Stop Del/Veh (s)	16.2
Total Stops	426
Stop/Veh	0.16
Travel Dist (mi)	768.3
Travel Time (hr)	33.9
Avg Speed (mph)	23
Fuel Used (gal)	28.0
Fuel Eff. (mpg)	27.5
HC Emissions (g)	235
CO Emissions (g)	11191
NOx Emissions (g)	1077
Vehicles Entered	2710
Vehicles Exited	2692
Hourly Exit Rate	2692
Input Volume	2797
% of Volume	96
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	400

19: SR A1A & SR 202 On-Ramp Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	4.7	5.9	0.1	10.7
Denied Del/Veh (s)	17.0	17.4	0.1	8.3
Total Delay (hr)	19.9	20.7	11.2	51.7
Total Del/Veh (s)	71.8	61.4	16.4	40.0
Stop Delay (hr)	12.7	10.3	5.3	28.3
Stop Del/Veh (s)	45.8	30.7	7.8	21.9
Total Stops	638	870	930	2438
Stop/Veh	0.64	0.72	0.38	0.52
Travel Dist (mi)	163.0	198.1	204.9	566.0
Travel Time (hr)	28.3	32.7	17.6	78.6
Avg Speed (mph)	7	7	12	8
Fuel Used (gal)	10.8	11.6	10.6	33.0
Fuel Eff. (mpg)	15.1	17.0	19.3	17.1
HC Emissions (g)	98	95	82	275
CO Emissions (g)	2360	2044	3060	7465
NOx Emissions (g)	216	159	328	704
Vehicles Entered	994	1204	2433	4631
Vehicles Exited	970	1185	2432	4587
Hourly Exit Rate	970	1185	2432	4587
Input Volume	1296	1556	2539	5391
% of Volume	75	76	96	85
Denied Entry Before	0	0	0	0
Denied Entry After	8	9	0	17
Density (ft/veh)				46

Total Network Performance

Denied Delay (hr)	110.6
Denied Del/Veh (s)	49.9
Total Delay (hr)	643.6
Total Del/Veh (s)	274.6
Stop Delay (hr)	433.2
Stop Del/Veh (s)	184.9
Total Stops	23530
Stop/Veh	2.79
Travel Dist (mi)	19665.3
Travel Time (hr)	1235.1
Avg Speed (mph)	17
Fuel Used (gal)	761.7
Fuel Eff. (mpg)	25.8
HC Emissions (g)	5292
CO Emissions (g)	217455
NOx Emissions (g)	23807
Vehicles Entered	7677
Vehicles Exited	7006
Hourly Exit Rate	7006
Input Volume	61762
% of Volume	11
Denied Entry Before	4
Denied Entry After	303
Density (ft/veh)	169

Arterial Level of Service: NB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
	35	0.7	22.6	0.3	44	44	0.7
Sawgrass Dr	8	0.7	6.0	0.1	41	41	0.6
	9	1.9	40.7	0.5	43	43	2.0
Country Club Blvd	7	23.0	55.1	0.5	36	41	15.7
L'Atrium Cir	6	26.2	43.9	0.2	18	20	21.3
	5	24.9	132.0	1.4	39	39	23.4
Solana Rd	4	27.1	37.0	0.1	12	13	24.5
Marlin Ave	3	213.0	298.6	1.2	15	14	225.2
Ponte Vedra Lakes Bl	2	110.4	196.7	0.3	7	7	110.5
	16	21.1	26.5	0.1	9	9	20.5
SR 202 On-Ramp	19	71.8	102.1	0.2	7	7	70.7
Marsh Landing Pkwy	1	9.5	16.2	0.1	20	18	10.9
Total		530.4	977.4	4.9	20	20	526.0

Arterial Level of Service: NB SR A1A

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
	44	0.7	44	0.8	44	0.7	44
Sawgrass Dr	41	0.7	41	0.6	41	0.7	41
	43	1.9	43	2.0	43	1.8	43
Country Club Blvd	37	22.0	36	23.5	37	21.4	31
L'Atrium Cir	19	24.5	17	29.3	19	23.3	16
	38	24.7	37	30.3	39	21.9	39
Solana Rd	12	26.8	9	40.1	15	20.6	14
Marlin Ave	15	202.6	12	270.1	16	194.7	17
Ponte Vedra Lakes Bl	8	100.3	7	119.6	7	109.8	7
	10	18.9	8	23.4	9	21.5	9
SR 202 On-Ramp	7	68.2	7	76.8	7	72.5	7
Marsh Landing Pkwy	19	10.1	21	8.7	21	8.7	20
Total	21	501.4	18	625.2	21	497.6	21

Arterial Level of Service: SB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Marsh Landing Pkwy	1	49.6	74.9	0.1	8	7	58.0
SR 202 On-Ramp	19	16.9	25.8	0.1	12	10	24.4
	16	74.2	88.2	0.2	7	6	85.4
Ponte Vedra Lakes Bl	2	23.4	28.4	0.1	8	8	24.5
Marlin Ave	3	15.9	36.2	0.3	25	25	16.1
Solana Rd	4	36.2	129.9	1.2	34	34	34.1
Library Blvd	5	5.7	15.8	0.1	29	30	5.1
Sawgrass Village Dr	6	29.0	134.7	1.4	38	33	48.4
Tournament Players C	7	25.9	43.2	0.2	18	20	21.7
	9	12.5	56.4	0.5	35	36	11.4
Fairfield Blvd	8	6.8	39.2	0.5	45	45	6.6
	35	0.9	6.6	0.1	37	38	0.8
Total		296.9	679.3	4.8	26	24	336.4

Arterial Level of Service: SB SR A1A

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Marsh Landing Pkwy	7	59.8	12	28.8	11	35.0	6
SR 202 On-Ramp	13	16.3	14	13.3	14	13.3	12
	6	80.1	7	68.3	8	64.4	7
Ponte Vedra Lakes Bl	9	23.2	9	22.1	9	22.5	8
Marlin Ave	25	16.9	25	17.1	26	14.6	26
Solana Rd	33	38.2	34	36.6	34	33.8	33
Library Blvd	28	6.0	29	5.3	29	5.4	27
Sawgrass Village Dr	38	29.8	40	22.3	40	22.3	39
Tournament Players C	18	26.1	19	24.0	17	29.3	17
	35	12.8	35	11.8	34	13.9	35
Fairfield Blvd	44	7.0	44	7.0	45	6.6	45
	36	1.0	36	1.0	37	0.8	38
Total	25	317.2	27	257.8	27	261.9	25

Opening Year 2030 Build Alternative
SimTraffic Reports

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:50	7:50	7:50	7:50	7:50	7:50
End Time	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	6536	6478	6482	6664	6547	6540
Vehs Exited	6572	6459	6483	6631	6568	6542
Starting Vehs	630	525	553	585	564	567
Ending Vehs	594	544	552	618	543	571
Denied Entry Before	1	1	1	0	1	0
Denied Entry After	2	0	0	1	1	0
Travel Distance (mi)	17324	17063	16936	17634	17329	17257
Travel Time (hr)	589.7	576.3	562.3	602.7	578.1	581.8
Total Delay (hr)	170.3	162.4	152.8	175.9	157.8	163.8
Total Stops	10526	9999	9590	10658	9744	10101
Fuel Used (gal)	548.9	537.7	532.9	560.9	546.5	545.4

Interval #0 Information Seeding

Start Time	7:50
End Time	8:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	6536	6478	6482	6664	6547	6540
Vehs Exited	6572	6459	6483	6631	6568	6542
Starting Vehs	630	525	553	585	564	567
Ending Vehs	594	544	552	618	543	571
Denied Entry Before	1	1	1	0	1	0
Denied Entry After	2	0	0	1	1	0
Travel Distance (mi)	17324	17063	16936	17634	17329	17257
Travel Time (hr)	589.7	576.3	562.3	602.7	578.1	581.8
Total Delay (hr)	170.3	162.4	152.8	175.9	157.8	163.8
Total Stops	10526	9999	9590	10658	9744	10101
Fuel Used (gal)	548.9	537.7	532.9	560.9	546.5	545.4

1: SR A1A & Marsh Landing Pkwy Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	0.1	0.2		0.0	0.0	0.2	1.8	0.2
Total Delay (hr)	0.6	0.7	0.0	2.0	0.8	6.4	0.1	10.6
Total Del/Veh (s)	47.3	11.2		48.8	3.7	11.3	3.3	11.2
Stop Delay (hr)	0.6	0.6	0.0	1.9	0.2	3.3	0.0	6.6
Stop Del/Veh (s)	45.3	10.4		45.9	0.9	5.9	0.1	7.0
Total Stops	38	190	0	135	90	668	2	1123
Stop/Veh	0.86	0.90		0.91	0.11	0.33	0.01	0.33
Travel Dist (mi)	2.6	12.9	0.0	12.4	67.2	273.6	18.3	387.0
Travel Time (hr)	0.7	1.3	0.0	2.4	2.3	14.4	0.8	21.9
Avg Speed (mph)	4	10	12	5	29	19	25	18
Fuel Used (gal)	0.2	0.5	0.0	0.8	3.5	8.9	0.5	14.6
Fuel Eff. (mpg)	11.9	23.8	29.9	14.7	19.2	30.6	35.5	26.6
HC Emissions (g)	1	4	0	5	66	81	7	164
CO Emissions (g)	39	151	0	281	3460	2802	264	6997
NOx Emissions (g)	4	15	0	15	195	266	19	515
Vehicles Entered	42	210	0	148	801	2017	149	3367
Vehicles Exited	43	211	0	145	801	2024	150	3374
Hourly Exit Rate	43	211	0	145	801	2024	150	3374
Input Volume	42	210	1	154	827	2018	143	3395
% of Volume	102	100	0	94	97	100	105	99
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0
Density (ft/veh)								237

2: SR A1A & Ponte Vedra Lakes Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.2	0.0	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	0.7	3.6	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	3.5	2.8	1.9	11.6	6.2	0.0	26.1
Total Del/Veh (s)	65.4	48.8	47.9	20.6	10.1	3.9	19.5
Stop Delay (hr)	3.3	2.6	1.4	4.0	2.8	0.0	14.1
Stop Del/Veh (s)	60.3	45.5	36.7	7.1	4.5	1.1	10.5
Total Stops	218	232	135	714	370	7	1676
Stop/Veh	1.12	1.12	0.95	0.35	0.17	0.19	0.35
Travel Dist (mi)	31.8	34.0	35.4	506.2	499.9	8.6	1115.8
Travel Time (hr)	4.9	4.5	2.8	23.2	17.8	0.3	53.5
Avg Speed (mph)	7	8	12	22	28	30	21
Fuel Used (gal)	1.8	1.7	1.5	18.0	16.7	0.3	39.9
Fuel Eff. (mpg)	17.9	19.8	24.3	28.1	29.9	34.0	28.0
HC Emissions (g)	12	13	12	198	215	4	454
CO Emissions (g)	308	347	491	7286	8928	168	17526
NOx Emissions (g)	34	39	45	747	785	14	1666
Vehicles Entered	190	202	139	2014	2196	37	4778
Vehicles Exited	191	203	138	2006	2190	37	4765
Hourly Exit Rate	191	203	138	2006	2190	37	4765
Input Volume	191	197	138	2058	2191	38	4813
% of Volume	100	103	100	97	100	97	99
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							199

3: SR A1A & Marlin Ave Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	3.5	0.0	0.3	0.1	0.0	0.0	0.1
Total Delay (hr)	1.8	0.2	0.0	0.2	6.5	4.0	0.1	12.7
Total Del/Veh (s)	47.0	19.2	18.6	31.7	11.4	6.4	4.9	10.1
Stop Delay (hr)	1.6	0.2	0.0	0.2	1.4	0.7	0.0	4.1
Stop Del/Veh (s)	44.1	17.2	16.0	25.8	2.5	1.1	0.7	3.3
Total Stops	119	42	2	23	410	143	8	747
Stop/Veh	0.89	1.20	1.00	0.96	0.20	0.06	0.13	0.16
Travel Dist (mi)	23.4	6.3	0.4	6.1	521.3	551.1	14.9	1123.6
Travel Time (hr)	2.7	0.5	0.0	0.4	18.2	16.7	0.5	39.1
Avg Speed (mph)	9	14	19	16	29	33	30	29
Fuel Used (gal)	1.1	0.2	0.0	0.2	12.7	20.9	0.5	35.7
Fuel Eff. (mpg)	20.7	25.9	34.6	32.2	41.0	26.4	28.2	31.5
HC Emissions (g)	6	1	0	1	128	282	6	425
CO Emissions (g)	187	36	3	43	3229	11502	297	15298
NOx Emissions (g)	21	4	0	4	510	1102	24	1665
Vehicles Entered	129	34	1	24	2025	2242	58	4513
Vehicles Exited	131	35	2	24	2023	2240	58	4513
Hourly Exit Rate	131	35	2	24	2023	2240	58	4513
Input Volume	143	34	3	24	2054	2236	56	4550
% of Volume	92	103	67	100	98	100	104	99
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0
Density (ft/veh)								256

4: SR A1A & U-turn N of Solana Rd Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.5	0.0	2.2	5.4	9.1
Total Del/Veh (s)	39.3	0.1	4.3	9.2	7.6
Stop Delay (hr)	1.4	0.0	0.1	1.3	2.8
Stop Del/Veh (s)	38.5	0.0	0.2	2.2	2.3
Total Stops	80	0	19	392	491
Stop/Veh	0.60	0.00	0.01	0.18	0.11
Travel Dist (mi)	1.9	3.2	152.7	288.1	445.8
Travel Time (hr)	1.6	0.2	6.4	11.9	20.0
Avg Speed (mph)	1	15	24	24	22
Fuel Used (gal)	0.4	0.1	9.8	8.9	19.2
Fuel Eff. (mpg)	4.4	44.3	15.6	32.4	23.2
HC Emissions (g)	0	1	119	94	214
CO Emissions (g)	27	18	5452	3485	8982
NOx Emissions (g)	2	2	496	350	850
Vehicles Entered	132	191	1841	2100	4264
Vehicles Exited	132	190	1840	2108	4270
Hourly Exit Rate	132	190	1840	2108	4270
Input Volume	141	190	1880	2094	4305
% of Volume	94	100	98	101	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					126

5: SR A1A & Solana Rd Performance by movement

Movement	EBL2	EBT	EBR	WBL	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR	All
Denied Delay (hr)	0.1	0.1	0.1	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.6
Denied Del/Veh (s)	0.8	3.0	2.9	0.6	3.0	0.3	0.1	0.0	0.0	0.0	0.0	0.4
Total Delay (hr)	4.9	1.4	0.8	1.2	0.6	14.1	0.6	0.4	2.3	4.3	0.4	31.1
Total Del/Veh (s)	35.7	49.6	38.4	48.8	9.5	36.4	25.6	13.8	58.0	10.8	2.7	23.6
Stop Delay (hr)	4.2	1.2	0.7	1.2	0.6	9.8	0.5	0.4	2.1	1.8	0.0	22.5
Stop Del/Veh (s)	30.4	43.2	35.9	46.1	8.8	25.2	23.8	12.0	53.5	4.4	0.0	17.0
Total Stops	366	82	64	77	221	874	52	61	141	422	0	2360
Stop/Veh	0.73	0.82	0.86	0.86	0.90	0.63	0.64	0.53	0.99	0.30	0.00	0.50
Travel Dist (mi)	121.9	24.4	18.1	18.5	51.5	168.5	9.4	14.1	10.6	110.7	42.4	590.0
Travel Time (hr)	8.9	2.2	1.4	2.0	3.1	18.0	0.9	0.9	2.7	6.8	2.3	49.2
Avg Speed (mph)	14	12	13	9	18	9	10	15	4	16	18	12
Fuel Used (gal)	4.2	1.0	0.7	0.8	1.7	7.1	0.4	0.5	0.8	4.8	1.2	23.1
Fuel Eff. (mpg)	29.0	25.6	27.5	22.7	31.0	23.8	22.0	26.4	12.6	23.2	34.8	25.5
HC Emissions (g)	32	9	4	4	14	57	3	7	3	47	11	191
CO Emissions (g)	920	287	165	123	343	1578	218	359	126	1819	434	6374
NOx Emissions (g)	99	27	13	14	43	179	9	20	12	180	40	636
Vehicles Entered	487	97	72	88	243	1378	80	115	141	1425	573	4699
Vehicles Exited	485	97	72	87	243	1378	80	114	142	1425	573	4696
Hourly Exit Rate	485	97	72	87	243	1378	80	114	142	1425	573	4696
Input Volume	502	97	70	84	249	1393	82	111	140	1423	578	4729
% of Volume	97	100	103	104	98	99	98	103	101	100	99	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												198

6: SR A1A & Library Blvd Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	0.1	0.2	0.0	0.4	0.2	0.0	0.1	0.6	0.2
Total Delay (hr)	0.3	0.4	0.0	0.7	5.3	0.1	2.6	0.1	9.5
Total Del/Veh (s)	57.7	19.5	24.6	28.4	12.0	28.9	6.2	3.7	10.1
Stop Delay (hr)	0.2	0.4	0.0	0.4	0.4	0.1	0.7	0.0	2.3
Stop Del/Veh (s)	55.4	19.0	16.3	16.9	0.9	26.6	1.6	0.5	2.4
Total Stops	15	76	5	78	135	8	172	9	498
Stop/Veh	0.94	0.95	0.83	0.84	0.09	0.89	0.11	0.15	0.15
Travel Dist (mi)	2.0	9.8	7.4	107.5	1840.2	1.1	193.1	7.6	2168.6
Travel Time (hr)	0.3	0.8	0.2	3.2	46.7	0.1	7.2	0.3	59.0
Avg Speed (mph)	6	12	34	33	39	10	27	24	37
Fuel Used (gal)	0.1	0.4	0.2	2.8	44.9	0.1	9.9	0.3	58.6
Fuel Eff. (mpg)	18.3	25.9	38.0	38.6	41.0	19.0	19.5	25.8	37.0
HC Emissions (g)	1	5	1	30	634	0	143	6	820
CO Emissions (g)	30	129	39	782	13227	20	6107	185	20519
NOx Emissions (g)	3	13	6	134	2675	2	546	18	3397
Vehicles Entered	16	79	6	89	1530	9	1532	61	3322
Vehicles Exited	16	79	6	91	1533	9	1533	61	3328
Hourly Exit Rate	16	79	6	91	1533	9	1533	61	3328
Input Volume	17	83	6	89	1546	8	1528	57	3334
% of Volume	94	95	100	102	99	112	100	107	100
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0
Density (ft/veh)									414

7: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	EBL	EBR	WBL	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	4.0	0.4	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.3	0.1	0.5	0.3	0.0	0.4	1.0	0.0	0.0	0.2	2.1	0.3
Total Del/Veh (s)	48.4	10.6	47.3	14.3	25.0	22.2	2.9	0.9	12.2	21.9	5.7	3.3
Stop Delay (hr)	1.2	0.1	0.5	0.3	0.0	0.4	0.4	0.0	0.0	0.2	0.8	0.1
Stop Del/Veh (s)	47.9	10.7	46.7	14.9	25.3	20.1	1.3	0.7	11.7	19.5	2.2	0.8
Total Stops	81	27	31	74	1	54	82	4	1	35	186	51
Stop/Veh	0.86	0.87	0.86	0.88	1.00	0.82	0.07	0.20	1.00	0.90	0.14	0.18
Travel Dist (mi)	4.3	1.5	3.8	9.2	0.1	5.8	108.7	1.8	0.1	4.5	152.5	32.1
Travel Time (hr)	1.6	0.2	0.7	1.1	0.0	0.6	3.5	0.1	0.0	0.4	5.5	1.4
Avg Speed (mph)	3	8	5	9	10	10	31	24	16	12	28	23
Fuel Used (gal)	0.5	0.1	0.2	0.4	0.0	0.2	4.1	0.1	0.0	0.2	5.5	0.8
Fuel Eff. (mpg)	9.2	17.5	15.3	21.6	31.1	26.5	26.6	30.6	34.5	27.8	27.5	39.0
HC Emissions (g)	1	1	1	5	0	1	58	0	0	2	65	10
CO Emissions (g)	49	28	30	95	1	50	2337	37	2	78	2891	354
NOx Emissions (g)	5	4	3	12	0	4	223	2	0	6	252	35
Vehicles Entered	90	31	34	82	1	66	1240	20	1	39	1316	278
Vehicles Exited	92	31	35	83	1	66	1238	20	1	38	1313	279
Hourly Exit Rate	92	31	35	83	1	66	1238	20	1	38	1313	279
Input Volume	89	28	34	85	1	64	1253	16	2	40	1310	284
% of Volume	103	111	103	98	100	103	99	125	50	95	100	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

7: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	6.2
Total Del/Veh (s)	6.9
Stop Delay (hr)	4.1
Stop Del/Veh (s)	4.5
Total Stops	627
Stop/Veh	0.20
Travel Dist (mi)	324.3
Travel Time (hr)	15.0
Avg Speed (mph)	22
Fuel Used (gal)	12.1
Fuel Eff. (mpg)	26.8
HC Emissions (g)	145
CO Emissions (g)	5950
NOx Emissions (g)	545
Vehicles Entered	3198
Vehicles Exited	3197
Hourly Exit Rate	3197
Input Volume	3206
% of Volume	100
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	392

8: SR A1A & U-Turn S of Sawgrass Village Dr Performance by movement

Movement	NBT	SBU	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.5	0.0	2.2	2.7
Total Del/Veh (s)	1.4	56.0	5.7	3.6
Stop Delay (hr)	0.2	0.0	1.0	1.3
Stop Del/Veh (s)	0.4	56.2	2.7	1.7
Total Stops	52	3	190	245
Stop/Veh	0.04	1.00	0.14	0.09
Travel Dist (mi)	43.1	0.3	133.2	176.6
Travel Time (hr)	1.5	0.1	5.3	6.8
Avg Speed (mph)	29	4	25	26
Fuel Used (gal)	1.6	0.0	4.9	6.5
Fuel Eff. (mpg)	27.6	10.2	26.9	27.0
HC Emissions (g)	20	0	63	83
CO Emissions (g)	656	10	2311	2977
NOx Emissions (g)	84	1	247	332
Vehicles Entered	1323	3	1378	2704
Vehicles Exited	1323	3	1376	2702
Hourly Exit Rate	1323	3	1376	2702
Input Volume	1331	2	1372	2705
% of Volume	99	150	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				262

9: SR A1A & U-Turn N of TPC Blvd Performance by movement

Movement	NBU	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	1.6	1.6	3.4
Total Del/Veh (s)	37.1	4.4	4.3	4.5
Stop Delay (hr)	0.2	0.6	1.1	1.8
Stop Del/Veh (s)	37.1	1.5	2.8	2.4
Total Stops	11	121	151	283
Stop/Veh	0.69	0.09	0.11	0.10
Travel Dist (mi)	1.4	134.0	44.6	180.0
Travel Time (hr)	0.2	4.8	2.6	7.7
Avg Speed (mph)	6	28	17	23
Fuel Used (gal)	0.1	5.8	1.9	7.9
Fuel Eff. (mpg)	11.9	23.1	23.0	22.9
HC Emissions (g)	1	80	21	101
CO Emissions (g)	51	3240	714	4006
NOx Emissions (g)	3	313	84	400
Vehicles Entered	15	1324	1375	2714
Vehicles Exited	15	1324	1373	2712
Hourly Exit Rate	15	1324	1373	2712
Input Volume	17	1332	1371	2720
% of Volume	88	99	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				241

10: SR A1A & Tournament Players Club Blvd/Country Club Blvd Performance by movement

Movement	EBL	EBR	WBL	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	0.2	0.2	0.3	4.0	3.0	1.2	0.4	1.5	0.0	0.0	0.0	0.4
Total Delay (hr)	0.7	1.4	0.3	0.2	0.0	1.6	2.6	0.0	0.3	1.9	0.0	9.2
Total Del/Veh (s)	46.6	20.7	50.1	12.7	27.0	33.6	7.8	2.4	21.4	5.6	1.5	10.3
Stop Delay (hr)	0.7	1.3	0.3	0.2	0.0	1.4	1.0	0.0	0.3	1.0	0.0	6.3
Stop Del/Veh (s)	44.5	19.8	48.5	12.8	25.0	28.6	2.9	0.6	18.8	3.0	0.8	7.0
Total Stops	49	202	18	59	1	159	242	8	44	132	15	929
Stop/Veh	0.86	0.86	0.82	0.88	1.00	0.91	0.20	0.16	0.88	0.11	0.16	0.29
Travel Dist (mi)	10.4	43.6	3.6	11.5	0.2	51.2	352.5	14.2	4.6	113.8	8.7	614.3
Travel Time (hr)	1.2	3.3	0.5	0.8	0.0	3.0	10.7	0.4	0.4	4.5	0.4	25.2
Avg Speed (mph)	9	13	8	15	16	17	33	35	10	25	23	25
Fuel Used (gal)	0.5	1.6	0.2	0.4	0.0	1.5	9.1	0.3	0.2	5.0	0.3	19.1
Fuel Eff. (mpg)	21.4	28.0	20.6	29.2	26.1	34.6	38.6	44.7	24.5	22.7	29.5	32.2
HC Emissions (g)	2	10	0	2	0	12	112	3	1	65	4	212
CO Emissions (g)	69	285	18	66	3	351	3241	84	60	2824	217	7217
NOx Emissions (g)	7	33	2	8	0	49	468	14	5	255	12	854
Vehicles Entered	55	232	21	67	1	174	1217	48	50	1245	94	3204
Vehicles Exited	55	234	20	67	1	174	1215	49	50	1245	94	3204
Hourly Exit Rate	55	234	20	67	1	174	1215	49	50	1245	94	3204
Input Volume	59	228	23	71	1	175	1218	42	54	1242	93	3206
% of Volume	93	103	87	94	100	99	100	117	93	100	101	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												500

11: SR A1A & Ponte Vedra Pointe Drwy Performance by movement

Movement	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	1.2	0.0	1.4
Total Del/Veh (s)	4.7	5.0	4.9	0.5	2.8	3.4	1.8
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	4.8	4.9	3.8	0.1	0.0	0.0	0.1
Total Stops	6	15	2	0	0	0	23
Stop/Veh	1.00	0.56	0.40	0.00	0.00	0.00	0.01
Travel Dist (mi)	0.4	3.2	0.6	135.1	687.4	2.7	829.3
Travel Time (hr)	0.0	0.1	0.0	3.5	16.6	0.1	20.4
Avg Speed (mph)	14	22	23	39	41	39	41
Fuel Used (gal)	0.0	0.1	0.0	5.2	17.9	0.1	23.3
Fuel Eff. (mpg)	37.8	37.0	35.4	25.9	38.3	40.6	35.5
HC Emissions (g)	0	1	0	77	201	0	280
CO Emissions (g)	1	39	6	3464	5729	16	9255
NOx Emissions (g)	0	3	0	293	945	2	1244
Vehicles Entered	6	27	5	1128	1498	5	2669
Vehicles Exited	6	27	5	1126	1496	5	2665
Hourly Exit Rate	6	27	5	1126	1496	5	2665
Input Volume	5	29	5	1118	1488	5	2650
% of Volume	120	93	100	101	101	100	101
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							558

12: SR A1A & Fairfield Blvd/Sawgrass Dr Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.4	0.0	0.1	0.0	0.9	0.3	0.0	1.9
Total Del/Veh (s)	4.5	6.7	7.3	0.5	0.1	20.2	1.9	0.3	3.1
Stop Delay (hr)	0.1	0.3	0.0	0.0	0.0	0.8	0.0	0.0	1.2
Stop Del/Veh (s)	4.0	6.4	5.8	0.0	0.0	17.2	0.0	0.0	2.0
Total Stops	74	193	14	0	1	133	0	0	415
Stop/Veh	1.00	1.00	0.61	0.00	0.02	0.84	0.00	0.00	0.19
Travel Dist (mi)	7.5	13.8	1.1	45.6	2.2	18.2	75.9	7.4	171.7
Travel Time (hr)	0.4	1.0	0.1	1.2	0.1	1.5	2.1	0.2	6.5
Avg Speed (mph)	19	14	12	40	21	12	36	32	26
Fuel Used (gal)	0.2	0.3	0.0	1.8	0.0	0.6	2.2	0.2	5.3
Fuel Eff. (mpg)	35.3	42.0	39.1	26.0	70.7	30.3	34.0	45.5	32.1
HC Emissions (g)	2	2	0	25	0	5	30	2	67
CO Emissions (g)	65	44	3	1203	10	189	1353	83	2949
NOx Emissions (g)	7	5	0	95	1	17	106	6	238
Vehicles Entered	74	191	23	967	48	157	651	63	2174
Vehicles Exited	74	193	23	966	48	156	650	63	2173
Hourly Exit Rate	74	193	23	966	48	156	650	63	2173
Input Volume	75	187	21	965	46	151	644	63	2152
% of Volume	99	103	110	100	104	103	101	100	101
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0
Density (ft/veh)									631

13: SR A1A & U-Turn S of Fairfield Blvd Performance by movement

Movement	NBT	SBU	SBT	All
Denied Delay (hr)	0.3	0.0	0.0	0.3
Denied Del/Veh (s)	1.0	0.0	0.0	0.5
Total Delay (hr)	0.4	0.2	0.1	0.7
Total Del/Veh (s)	1.5	8.2	0.6	1.4
Stop Delay (hr)	0.0	0.1	0.0	0.1
Stop Del/Veh (s)	0.0	8.1	0.0	0.3
Total Stops	0	49	0	49
Stop/Veh	0.00	0.73	0.00	0.03
Travel Dist (mi)	43.9	3.6	35.6	83.0
Travel Time (hr)	1.6	0.3	0.9	2.9
Avg Speed (mph)	32	11	39	32
Fuel Used (gal)	2.9	0.1	1.6	4.7
Fuel Eff. (mpg)	14.9	35.4	21.6	17.7
HC Emissions (g)	45	1	24	70
CO Emissions (g)	2787	27	1259	4074
NOx Emissions (g)	139	2	90	230
Vehicles Entered	968	67	658	1693
Vehicles Exited	970	66	658	1694
Hourly Exit Rate	970	66	658	1694
Input Volume	966	66	654	1686
% of Volume	100	100	101	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				289

25: SR A1A Performance by movement

Movement	NBU	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.6	5.6	6.2
Total Del/Veh (s)	29.8	1.6	11.8	7.2
Stop Delay (hr)	0.0	0.1	0.0	0.2
Stop Del/Veh (s)	29.1	0.4	0.1	0.2
Total Stops	3	19	18	40
Stop/Veh	1.00	0.01	0.01	0.01
Travel Dist (mi)	0.4	173.2	2088.9	2262.5
Travel Time (hr)	0.0	4.8	52.6	57.5
Avg Speed (mph)	11	36	40	39
Fuel Used (gal)	0.0	6.4	53.6	60.0
Fuel Eff. (mpg)	23.5	27.1	39.0	37.7
HC Emissions (g)	0	96	730	826
CO Emissions (g)	7	3806	16862	20676
NOx Emissions (g)	0	367	3098	3465
Vehicles Entered	3	1410	1645	3058
Vehicles Exited	3	1408	1644	3055
Hourly Exit Rate	3	1408	1644	3055
Input Volume	4	1425	1646	3075
% of Volume	75	99	100	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				260

35: SR A1A & SR 202 On-Ramp Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	4.1	5.6	1.2	11.0
Total Del/Veh (s)	15.6	16.9	2.0	9.0
Stop Delay (hr)	0.2	0.3	0.1	0.6
Stop Del/Veh (s)	0.7	1.0	0.1	0.5
Total Stops	107	202	0	309
Stop/Veh	0.11	0.17	0.00	0.07
Travel Dist (mi)	224.1	281.4	194.3	699.9
Travel Time (hr)	9.3	12.2	7.1	28.5
Avg Speed (mph)	24	23	27	25
Fuel Used (gal)	8.8	10.8	9.7	29.3
Fuel Eff. (mpg)	25.4	26.0	20.1	23.9
HC Emissions (g)	109	112	116	337
CO Emissions (g)	4137	4283	4214	12634
NOx Emissions (g)	403	439	471	1313
Vehicles Entered	951	1194	2236	4381
Vehicles Exited	949	1194	2235	4378
Hourly Exit Rate	949	1194	2235	4378
Input Volume	982	1218	2230	4430
% of Volume	97	98	100	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				135

Total Network Performance

Denied Delay (hr)	2.0
Denied Del/Veh (s)	1.1
Total Delay (hr)	161.8
Total Del/Veh (s)	81.9
Stop Delay (hr)	68.7
Stop Del/Veh (s)	34.8
Total Stops	10101
Stop/Veh	1.42
Travel Dist (mi)	17257.1
Travel Time (hr)	581.8
Avg Speed (mph)	30
Fuel Used (gal)	545.4
Fuel Eff. (mpg)	31.6
HC Emissions (g)	6661
CO Emissions (g)	219367
NOx Emissions (g)	26893
Vehicles Entered	6540
Vehicles Exited	6542
Hourly Exit Rate	6542
Input Volume	72552
% of Volume	9
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	266

Arterial Level of Service: NB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	6	12.0	106.3	1.3	44
Solana Rd	5	36.4	46.4	0.1	10
U-turn N of Solana R	4	5.1	11.8	0.1	25
	36	2.1	13.5	0.1	38
	16	6.3	64.5	0.7	41
Marlin Ave	3	11.4	32.2	0.3	29
Ponte Vedra Lakes Bl	2	20.9	40.9	0.3	22
SR 202 On-Ramp	35	16.2	35.0	0.2	24
Marsh Landing Pkwy	1	3.7	10.4	0.1	31
Total		114.1	361.0	3.2	32

Arterial Level of Service: SB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Marsh Landing Pkwy	1	11.3	25.5	0.1	20
SR 202 On-Ramp	35	2.1	11.2	0.1	29
Ponte Vedra Lakes Bl	2	10.1	29.0	0.2	29
Marlin Ave	3	6.4	26.1	0.3	35
	16	7.1	28.1	0.3	33
	36	10.0	68.7	0.7	39
U-turn N of Solana R	4	9.2	20.2	0.1	25
Solana Rd	5	10.8	17.0	0.1	17
Library Blvd	6	6.2	16.8	0.1	27
	25	11.9	111.3	1.3	42
Total		85.3	353.8	3.4	34

Arterial Level of Service: WB U-turn N of Solana Rd

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR A1A	4	39.3	42.1	0.0	2
Total		39.3	42.1	0.0	2

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:20	4:20	4:20	4:20	4:20	4:20
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	7251	7263	7181	7174	7237	7217
Vehs Exited	7022	7120	6935	6913	7077	7013
Starting Vehs	752	764	747	683	742	735
Ending Vehs	981	907	993	944	902	942
Denied Entry Before	2	1	1	0	2	0
Denied Entry After	89	28	85	25	0	45
Travel Distance (mi)	22115	22108	21903	21477	22051	21931
Travel Time (hr)	941.8	899.1	949.4	841.4	892.9	904.9
Total Delay (hr)	323.0	280.1	336.3	238.5	272.2	290.0
Total Stops	14946	13616	15641	12353	13669	14049
Fuel Used (gal)	723.6	718.0	721.9	687.5	713.4	712.9

Interval #0 Information Seeding

Start Time	4:20
End Time	4:30
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:30
End Time	5:30
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	7251	7263	7181	7174	7237	7217
Vehs Exited	7022	7120	6935	6913	7077	7013
Starting Vehs	752	764	747	683	742	735
Ending Vehs	981	907	993	944	902	942
Denied Entry Before	2	1	1	0	2	0
Denied Entry After	89	28	85	25	0	45
Travel Distance (mi)	22115	22108	21903	21477	22051	21931
Travel Time (hr)	941.8	899.1	949.4	841.4	892.9	904.9
Total Delay (hr)	323.0	280.1	336.3	238.5	272.2	290.0
Total Stops	14946	13616	15641	12353	13669	14049
Fuel Used (gal)	723.6	718.0	721.9	687.5	713.4	712.9

1: SR A1A & Marsh Landing Pkwy Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.3
Denied Del/Veh (s)	0.2	0.4	0.0	0.0	0.0	0.3	1.8	0.3
Total Delay (hr)	1.4	1.6	0.1	3.7	1.3	8.1	0.3	16.4
Total Del/Veh (s)	59.6	17.5	82.1	64.4	5.3	14.9	4.4	16.0
Stop Delay (hr)	1.4	1.5	0.1	3.4	0.5	4.9	0.0	11.8
Stop Del/Veh (s)	56.8	16.7	79.5	60.4	1.9	9.1	0.4	11.5
Total Stops	75	296	3	188	134	714	14	1424
Stop/Veh	0.87	0.89	1.00	0.92	0.15	0.37	0.06	0.38
Travel Dist (mi)	5.2	20.3	0.3	16.9	74.7	259.9	27.4	404.7
Travel Time (hr)	1.7	2.6	0.1	4.3	3.0	15.7	1.3	28.6
Avg Speed (mph)	3	8	3	4	25	17	24	14
Fuel Used (gal)	0.5	1.0	0.0	1.5	4.7	9.1	0.8	17.6
Fuel Eff. (mpg)	9.9	20.0	10.7	11.6	16.0	28.4	35.8	23.0
HC Emissions (g)	2	5	0	6	72	65	6	157
CO Emissions (g)	85	231	5	393	4383	2590	328	8015
NOx Emissions (g)	8	23	0	23	223	228	20	525
Vehicles Entered	85	332	3	204	901	1916	224	3665
Vehicles Exited	83	330	3	203	900	1917	224	3660
Hourly Exit Rate	83	330	3	203	900	1917	224	3660
Input Volume	87	349	3	230	952	1923	227	3771
% of Volume	95	95	100	88	95	100	99	97
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0
Density (ft/veh)								182

2: SR A1A & Ponte Vedra Lakes Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.1	0.2	0.8	18.3	0.0	0.0	19.4
Denied Del/Veh (s)	1.7	5.1	22.2	28.8	0.0	0.0	14.0
Total Delay (hr)	7.4	5.2	2.9	32.2	3.6	0.1	51.4
Total Del/Veh (s)	144.6	114.4	80.1	51.0	6.0	3.1	36.9
Stop Delay (hr)	7.0	5.0	2.1	13.4	1.2	0.0	28.7
Stop Del/Veh (s)	137.5	108.5	56.6	21.3	2.1	0.6	20.6
Total Stops	244	220	184	1657	184	17	2506
Stop/Veh	1.33	1.33	1.39	0.73	0.09	0.13	0.50
Travel Dist (mi)	28.8	26.0	32.2	560.6	482.2	30.0	1159.8
Travel Time (hr)	8.6	6.6	4.6	63.2	14.7	1.0	98.8
Avg Speed (mph)	3	4	8	12	33	31	15
Fuel Used (gal)	2.6	2.1	1.7	25.8	16.7	0.9	49.7
Fuel Eff. (mpg)	11.0	12.5	19.5	21.7	28.9	34.2	23.3
HC Emissions (g)	6	8	4	118	216	8	360
CO Emissions (g)	285	279	223	4407	9543	466	15203
NOx Emissions (g)	24	25	21	461	823	32	1387
Vehicles Entered	174	158	130	2253	2123	130	4968
Vehicles Exited	170	153	127	2220	2124	130	4924
Hourly Exit Rate	170	153	127	2220	2124	130	4924
Input Volume	168	161	134	2334	2142	133	5072
% of Volume	101	95	95	95	99	98	97
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	1	0	2	39	0	0	42
Density (ft/veh)							133

3: SR A1A & Marlin Ave Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.2
Denied Del/Veh (s)	0.3	3.7	0.0	0.2	0.1	0.2	0.2
Total Delay (hr)	2.3	0.2	0.4	10.2	5.0	0.2	18.2
Total Del/Veh (s)	66.8	25.1	37.8	16.6	8.3	6.4	14.0
Stop Delay (hr)	2.2	0.2	0.3	3.2	1.3	0.1	7.2
Stop Del/Veh (s)	63.5	22.8	28.3	5.2	2.2	1.9	5.5
Total Stops	112	27	38	604	230	20	1031
Stop/Veh	0.91	1.12	0.97	0.27	0.11	0.19	0.22
Travel Dist (mi)	21.6	4.2	9.5	545.6	543.7	26.6	1151.1
Travel Time (hr)	3.2	0.4	0.7	22.5	17.5	0.9	45.2
Avg Speed (mph)	7	12	14	24	31	28	26
Fuel Used (gal)	1.2	0.2	0.3	14.2	18.0	0.8	34.6
Fuel Eff. (mpg)	18.1	23.4	30.0	38.5	30.3	32.4	33.2
HC Emissions (g)	5	0	1	94	183	8	292
CO Emissions (g)	175	25	71	2933	8045	406	11654
NOx Emissions (g)	18	3	7	424	779	32	1262
Vehicles Entered	119	23	38	2187	2149	105	4621
Vehicles Exited	120	23	38	2175	2147	105	4608
Hourly Exit Rate	120	23	38	2175	2147	105	4608
Input Volume	123	23	37	2215	2175	108	4681
% of Volume	98	100	103	98	99	97	98
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							220

4: SR A1A & U-turn N of Solana Rd Performance by movement

Movement	WBL	WBT	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.6	0.0	0.0	2.7	6.9	11.2
Total Del/Veh (s)	52.6	0.1	0.0	4.6	11.4	8.9
Stop Delay (hr)	1.6	0.0	0.0	0.2	1.8	3.6
Stop Del/Veh (s)	52.0	0.0	0.0	0.3	3.0	2.8
Total Stops	65	0	0	64	496	625
Stop/Veh	0.59	0.00	0.00	0.03	0.23	0.14
Travel Dist (mi)	1.4	0.0	2.1	174.9	295.9	474.3
Travel Time (hr)	1.7	0.0	0.1	7.4	13.5	22.7
Avg Speed (mph)	1	31	15	24	22	21
Fuel Used (gal)	0.4	0.0	0.1	9.3	10.0	19.8
Fuel Eff. (mpg)	3.2	11.9	39.4	18.8	29.7	24.0
HC Emissions (g)	0	0	0	81	84	165
CO Emissions (g)	29	6	13	3817	3441	7306
NOx Emissions (g)	2	1	1	387	349	740
Vehicles Entered	108	1	135	2081	2172	4497
Vehicles Exited	108	1	136	2082	2179	4506
Hourly Exit Rate	108	1	136	2082	2179	4506
Input Volume	116	1	137	2100	2198	4552
% of Volume	93	100	99	99	99	99
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Density (ft/veh)						109

5: SR A1A & Solana Rd Performance by movement

Movement	EBL2	EBT	EBR	WBL	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	0.5	0.5	0.5	0.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	10.1	1.5	1.2	0.9	0.4	10.6	0.2	0.1	2.5	4.0	0.4	31.9
Total Del/Veh (s)	66.0	77.4	55.0	64.5	7.1	23.9	12.2	5.9	92.3	9.3	2.3	23.4
Stop Delay (hr)	7.0	1.1	0.8	0.9	0.4	6.4	0.1	0.1	2.4	1.6	0.0	20.9
Stop Del/Veh (s)	46.1	57.1	38.1	62.2	6.5	14.4	11.0	4.7	88.3	3.8	0.0	15.3
Total Stops	419	57	63	46	182	612	19	16	103	333	0	1850
Stop/Veh	0.76	0.79	0.81	0.88	0.92	0.38	0.39	0.37	1.04	0.21	0.00	0.38
Travel Dist (mi)	888.3	115.8	128.3	12.3	47.1	193.8	6.0	5.3	7.4	121.0	47.4	1572.7
Travel Time (hr)	36.1	4.9	5.0	1.4	2.6	15.0	0.4	0.3	2.8	6.7	2.5	77.6
Avg Speed (mph)	25	24	26	9	19	13	16	21	3	18	19	20
Fuel Used (gal)	25.9	3.4	3.7	0.6	1.5	7.5	0.3	0.2	0.8	5.3	1.3	50.5
Fuel Eff. (mpg)	34.3	33.9	35.1	21.8	32.3	25.7	22.0	23.7	9.3	22.6	36.0	31.2
HC Emissions (g)	164	23	38	4	8	42	3	2	2	47	9	342
CO Emissions (g)	2913	427	667	90	234	1611	203	175	95	2202	435	9052
NOx Emissions (g)	559	76	120	10	29	183	8	7	8	199	38	1237
Vehicles Entered	517	68	75	51	194	1578	48	43	98	1536	615	4823
Vehicles Exited	514	66	73	50	195	1569	49	43	96	1538	614	4807
Hourly Exit Rate	514	66	73	50	195	1569	49	43	96	1538	614	4807
Input Volume	501	69	72	58	200	1600	53	39	105	1533	638	4868
% of Volume	103	96	101	86	98	98	92	110	91	100	96	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												431

6: SR A1A & Library Blvd Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.8	1.3	0.1	1.1	8.2	0.0	2.3	0.0	13.8
Total Del/Veh (s)	70.3	28.8	37.0	40.3	16.8	21.7	5.2	2.9	13.3
Stop Delay (hr)	0.7	1.3	0.0	0.7	0.9	0.0	0.6	0.0	4.3
Stop Del/Veh (s)	67.4	28.0	24.7	25.8	1.9	20.8	1.3	0.3	4.1
Total Stops	36	148	5	85	245	5	95	4	623
Stop/Veh	0.92	0.91	1.00	0.90	0.14	0.83	0.06	0.07	0.17
Travel Dist (mi)	4.9	20.1	5.7	115.9	2137.9	0.7	202.2	7.3	2494.6
Travel Time (hr)	0.9	2.1	0.2	3.7	56.1	0.1	7.0	0.3	70.5
Avg Speed (mph)	5	10	31	31	38	12	29	25	35
Fuel Used (gal)	0.3	0.9	0.2	3.1	52.4	0.0	9.4	0.2	66.5
Fuel Eff. (mpg)	14.9	22.0	36.3	37.1	40.8	25.5	21.6	29.5	37.5
HC Emissions (g)	1	6	1	20	412	0	97	4	540
CO Emissions (g)	59	248	29	690	10102	7	4787	130	16052
NOx Emissions (g)	4	20	5	113	2193	1	435	13	2783
Vehicles Entered	39	160	4	92	1710	5	1597	59	3666
Vehicles Exited	39	161	5	89	1691	6	1594	59	3644
Hourly Exit Rate	39	161	5	89	1691	6	1594	59	3644
Input Volume	39	157	5	90	1712	3	1602	58	3666
% of Volume	100	103	100	99	99	200	100	102	99
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0
Density (ft/veh)									345

7: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	EBL	EBR	WBL	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.4	0.2	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	8.3	3.2	0.3	0.4	0.0	0.9	2.4	0.0	0.0	1.0	5.3	0.6
Total Del/Veh (s)	95.1	73.8	40.1	24.4	31.7	34.7	5.7	1.7	43.2	45.8	15.2	6.5
Stop Delay (hr)	4.1	1.0	0.3	0.4	0.0	0.8	1.1	0.0	0.0	0.9	2.9	0.2
Stop Del/Veh (s)	47.0	24.2	39.6	25.0	29.6	31.4	2.6	1.2	40.6	41.1	8.2	2.0
Total Stops	244	132	21	43	2	82	99	13	3	74	411	112
Stop/Veh	0.78	0.85	0.78	0.83	1.00	0.91	0.07	0.27	1.00	0.97	0.33	0.34
Travel Dist (mi)	582.3	293.7	3.0	5.7	0.1	7.8	131.4	4.2	0.3	8.9	146.8	38.2
Travel Time (hr)	47.6	22.9	0.5	0.8	0.0	1.1	5.4	0.2	0.0	1.2	8.6	1.9
Avg Speed (mph)	12	13	6	8	6	7	25	21	6	7	17	20
Fuel Used (gal)	22.7	11.1	0.2	0.3	0.0	0.4	6.4	0.2	0.0	0.4	5.2	1.0
Fuel Eff. (mpg)	25.6	26.4	17.1	19.2	15.6	19.2	20.5	24.1	19.9	21.1	28.1	37.1
HC Emissions (g)	75	45	0	1	0	2	64	2	0	2	40	9
CO Emissions (g)	2943	1565	13	41	2	84	3278	128	3	87	1855	330
NOx Emissions (g)	321	175	1	4	0	7	282	6	0	7	160	33
Vehicles Entered	270	133	27	51	2	90	1509	48	3	76	1257	328
Vehicles Exited	258	132	26	51	2	89	1505	48	3	75	1254	329
Hourly Exit Rate	258	132	26	51	2	89	1505	48	3	75	1254	329
Input Volume	279	122	25	55	2	87	1485	49	2	75	1275	321
% of Volume	92	108	104	93	100	102	101	98	150	100	98	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

7: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	22.4
Total Del/Veh (s)	20.8
Stop Delay (hr)	11.7
Stop Del/Veh (s)	10.9
Total Stops	1236
Stop/Veh	0.32
Travel Dist (mi)	1222.4
Travel Time (hr)	90.3
Avg Speed (mph)	14
Fuel Used (gal)	48.0
Fuel Eff. (mpg)	25.5
HC Emissions (g)	240
CO Emissions (g)	10327
NOx Emissions (g)	996
Vehicles Entered	3794
Vehicles Exited	3772
Hourly Exit Rate	3772
Input Volume	3777
% of Volume	100
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	313

8: SR A1A & U-Turn S of Sawgrass Village Dr Performance by movement

Movement	NBT	SBU	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	2.0	0.1	4.3	6.5
Total Del/Veh (s)	4.5	43.9	11.0	7.6
Stop Delay (hr)	1.1	0.1	2.0	3.2
Stop Del/Veh (s)	2.4	43.7	5.0	3.8
Total Stops	141	9	307	457
Stop/Veh	0.09	0.75	0.22	0.15
Travel Dist (mi)	51.7	1.1	134.1	186.9
Travel Time (hr)	3.2	0.2	7.5	10.9
Avg Speed (mph)	16	5	18	17
Fuel Used (gal)	2.4	0.1	6.0	8.5
Fuel Eff. (mpg)	21.6	11.7	22.4	22.1
HC Emissions (g)	17	1	52	70
CO Emissions (g)	621	39	2296	2957
NOx Emissions (g)	84	2	229	315
Vehicles Entered	1635	12	1402	3049
Vehicles Exited	1636	12	1402	3050
Hourly Exit Rate	1636	12	1402	3050
Input Volume	1611	12	1412	3035
% of Volume	102	100	99	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				161

9: SR A1A & U-Turn N of TPC Blvd Performance by movement

Movement	NBU	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	4.2	1.6	6.1
Total Del/Veh (s)	32.9	9.3	4.2	7.1
Stop Delay (hr)	0.2	1.7	0.7	2.6
Stop Del/Veh (s)	32.8	3.8	1.8	3.1
Total Stops	14	294	150	458
Stop/Veh	0.64	0.18	0.11	0.15
Travel Dist (mi)	2.1	168.7	44.5	215.2
Travel Time (hr)	0.3	8.3	2.6	11.2
Avg Speed (mph)	7	20	17	19
Fuel Used (gal)	0.2	6.8	2.1	9.0
Fuel Eff. (mpg)	12.5	24.8	21.6	23.8
HC Emissions (g)	1	52	16	69
CO Emissions (g)	73	2195	588	2856
NOx Emissions (g)	4	249	73	326
Vehicles Entered	22	1631	1402	3055
Vehicles Exited	21	1635	1408	3064
Hourly Exit Rate	21	1635	1408	3064
Input Volume	23	1611	1412	3046
% of Volume	91	101	100	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				166

10: SR A1A & Tournament Players Club Blvd/Country Club Blvd Performance by movement

Movement	EBL	EBR	WBL	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.2	0.7	0.0	0.0	0.0	0.0	1.1
Denied Del/Veh (s)	0.2	0.2	0.3	4.0	1.3	3.7	1.7	3.9	0.0	0.0	0.0	1.1
Total Delay (hr)	1.8	2.0	0.2	0.5	0.0	3.0	5.3	0.0	0.5	2.6	0.1	16.0
Total Del/Veh (s)	51.9	26.2	51.0	22.6	40.9	47.0	13.0	3.9	27.4	7.2	3.3	15.7
Stop Delay (hr)	1.7	1.9	0.2	0.5	0.0	2.6	2.5	0.0	0.4	1.3	0.1	11.1
Stop Del/Veh (s)	49.1	24.4	49.7	22.8	37.3	40.2	6.0	0.9	23.8	3.7	2.7	10.9
Total Stops	102	232	13	70	2	209	421	9	54	90	24	1226
Stop/Veh	0.84	0.83	0.93	0.85	1.00	0.90	0.29	0.22	0.87	0.07	0.33	0.33
Travel Dist (mi)	22.8	51.7	2.4	14.3	0.6	58.3	368.5	10.0	5.7	120.3	6.8	661.2
Travel Time (hr)	2.7	4.3	0.3	1.2	0.0	4.9	14.3	0.4	0.7	5.3	0.3	34.4
Avg Speed (mph)	8	12	8	12	14	13	27	31	9	23	20	20
Fuel Used (gal)	1.1	1.9	0.1	0.5	0.0	2.0	10.1	0.2	0.3	6.1	0.3	22.8
Fuel Eff. (mpg)	20.6	26.8	21.6	26.5	29.8	28.7	36.5	42.1	21.9	19.6	22.6	29.1
HC Emissions (g)	6	8	0	1	0	10	81	1	2	59	4	173
CO Emissions (g)	183	284	9	58	4	405	3052	59	68	2946	239	7309
NOx Emissions (g)	21	32	1	6	0	45	370	7	8	270	12	772
Vehicles Entered	121	275	14	82	2	231	1450	41	62	1297	71	3646
Vehicles Exited	118	271	14	81	2	229	1454	41	62	1292	72	3636
Hourly Exit Rate	118	271	14	81	2	229	1454	41	62	1292	72	3636
Input Volume	118	288	16	80	4	234	1436	46	56	1305	75	3658
% of Volume	100	94	88	101	50	98	101	89	111	99	96	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	1	2	0	0	0	0	3
Density (ft/veh)												388

11: SR A1A & Ponte Vedra Pointe Drwy Performance by movement

Movement	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.1	1.9	0.0	2.1
Total Del/Veh (s)	7.7	9.5	8.4	0.4	4.2	4.1	3.1
Stop Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.2
Stop Del/Veh (s)	8.0	9.4	7.5	0.1	0.0	0.0	0.2
Total Stops	5	24	4	0	3	0	36
Stop/Veh	1.00	0.62	0.57	0.00	0.00	0.00	0.01
Travel Dist (mi)	0.3	4.6	0.8	97.8	749.0	3.3	855.7
Travel Time (hr)	0.0	0.3	0.0	2.6	18.7	0.1	21.7
Avg Speed (mph)	11	17	19	38	40	38	40
Fuel Used (gal)	0.0	0.2	0.0	4.1	19.6	0.1	24.0
Fuel Eff. (mpg)	32.7	28.3	31.3	23.9	38.2	39.4	35.6
HC Emissions (g)	0	1	0	51	177	0	230
CO Emissions (g)	1	78	10	2757	5839	24	8710
NOx Emissions (g)	0	5	1	201	893	3	1102
Vehicles Entered	4	38	7	820	1557	6	2432
Vehicles Exited	5	38	7	821	1545	6	2422
Hourly Exit Rate	5	38	7	821	1545	6	2422
Input Volume	5	43	5	833	1607	5	2498
% of Volume	100	88	140	99	96	120	97
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							510

12: SR A1A & Fairfield Blvd/Sawgrass Dr Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.1	0.1	0.0	0.5	0.8	0.0	1.8
Total Del/Veh (s)	6.0	4.7	20.0	0.4	0.1	10.1	3.2	0.5	3.1
Stop Delay (hr)	0.1	0.2	0.1	0.0	0.0	0.3	0.0	0.0	0.7
Stop Del/Veh (s)	5.5	4.3	18.7	0.0	0.0	6.2	0.0	0.0	1.2
Total Stops	55	202	14	0	1	108	5	0	385
Stop/Veh	1.00	1.00	0.74	0.00	0.03	0.67	0.01	0.00	0.18
Travel Dist (mi)	5.5	14.5	0.9	31.2	1.6	18.7	107.3	7.1	186.7
Travel Time (hr)	0.3	0.9	0.1	0.8	0.1	1.1	3.3	0.2	6.8
Avg Speed (mph)	17	16	6	40	21	18	33	30	27
Fuel Used (gal)	0.2	0.3	0.0	1.1	0.0	0.6	3.6	0.2	6.0
Fuel Eff. (mpg)	34.9	45.4	23.9	27.2	69.6	31.3	30.0	36.3	30.9
HC Emissions (g)	1	1	0	14	0	4	39	3	64
CO Emissions (g)	39	32	3	744	5	200	2058	144	3224
NOx Emissions (g)	4	4	0	58	0	18	149	10	243
Vehicles Entered	54	202	18	661	34	160	919	61	2109
Vehicles Exited	55	202	19	662	34	162	921	60	2115
Hourly Exit Rate	55	202	19	662	34	162	921	60	2115
Input Volume	55	202	18	678	36	172	946	64	2171
% of Volume	100	100	106	98	94	94	97	94	97
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0
Density (ft/veh)									606

13: SR A1A & U-Turn S of Fairfield Blvd Performance by movement

Movement	NBT	SBU	SBT	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.5	0.0	0.0	0.2
Total Delay (hr)	0.2	0.0	0.3	0.5
Total Del/Veh (s)	1.2	3.6	1.1	1.2
Stop Delay (hr)	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	3.1	0.0	0.1
Total Stops	0	18	0	18
Stop/Veh	0.00	0.53	0.00	0.01
Travel Dist (mi)	30.8	1.8	51.0	83.6
Travel Time (hr)	1.0	0.1	1.4	2.6
Avg Speed (mph)	34	16	36	34
Fuel Used (gal)	2.3	0.0	2.6	5.0
Fuel Eff. (mpg)	13.4	38.1	19.4	16.8
HC Emissions (g)	34	0	30	65
CO Emissions (g)	2442	13	1694	4148
NOx Emissions (g)	102	1	131	234
Vehicles Entered	680	34	941	1655
Vehicles Exited	680	34	942	1656
Hourly Exit Rate	680	34	942	1656
Input Volume	694	38	962	1694
% of Volume	98	89	98	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				306

35: SR A1A & SR 202 On-Ramp Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.6	0.6	0.0	1.2
Denied Del/Veh (s)	1.9	1.7	0.0	0.9
Total Delay (hr)	11.8	15.0	1.2	27.9
Total Del/Veh (s)	37.8	39.7	1.9	21.2
Stop Delay (hr)	1.7	2.1	0.1	3.9
Stop Del/Veh (s)	5.4	5.6	0.1	2.9
Total Stops	688	1006	0	1694
Stop/Veh	0.61	0.74	0.00	0.36
Travel Dist (mi)	257.3	310.9	198.1	766.3
Travel Time (hr)	18.3	22.8	7.3	48.3
Avg Speed (mph)	15	14	27	16
Fuel Used (gal)	11.0	13.1	10.1	34.2
Fuel Eff. (mpg)	23.3	23.8	19.6	22.4
HC Emissions (g)	83	95	115	294
CO Emissions (g)	2890	2873	4468	10232
NOx Emissions (g)	324	363	470	1157
Vehicles Entered	1112	1347	2274	4733
Vehicles Exited	1097	1327	2273	4697
Hourly Exit Rate	1097	1327	2273	4697
Input Volume	1173	1408	2299	4880
% of Volume	94	94	99	96
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				82

36: SR A1A Performance by movement

Movement	NBU	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	1.6	6.2	7.9
Total Del/Veh (s)	28.2	3.2	12.3	7.8
Stop Delay (hr)	0.1	0.4	0.0	0.6
Stop Del/Veh (s)	26.7	0.9	0.1	0.6
Total Stops	10	73	15	98
Stop/Veh	0.91	0.04	0.01	0.03
Travel Dist (mi)	1.3	225.0	2209.4	2435.7
Travel Time (hr)	0.1	7.1	56.0	63.2
Avg Speed (mph)	10	32	39	39
Fuel Used (gal)	0.1	9.1	56.1	65.4
Fuel Eff. (mpg)	21.4	24.6	39.4	37.3
HC Emissions (g)	0	101	491	592
CO Emissions (g)	21	5025	13442	18487
NOx Emissions (g)	1	422	2507	2930
Vehicles Entered	11	1808	1759	3578
Vehicles Exited	11	1807	1760	3578
Hourly Exit Rate	11	1807	1760	3578
Input Volume	14	1808	1764	3586
% of Volume	79	100	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				237

Total Network Performance

Denied Delay (hr)	22.8
Denied Del/Veh (s)	11.3
Total Delay (hr)	267.2
Total Del/Veh (s)	120.9
Stop Delay (hr)	111.5
Stop Del/Veh (s)	50.5
Total Stops	14049
Stop/Veh	1.77
Travel Dist (mi)	21931.0
Travel Time (hr)	904.9
Avg Speed (mph)	25
Fuel Used (gal)	712.9
Fuel Eff. (mpg)	30.8
HC Emissions (g)	5725
CO Emissions (g)	208578
NOx Emissions (g)	25394
Vehicles Entered	7217
Vehicles Exited	7013
Hourly Exit Rate	7013
Input Volume	78241
% of Volume	9
Denied Entry Before	0
Denied Entry After	45
Density (ft/veh)	227

Arterial Level of Service: NB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	6	16.8	115.0	1.3	40
Solana Rd	5	23.8	33.6	0.1	13
U-turn N of Solana R	4	4.7	11.4	0.1	25
	34	2.9	13.9	0.1	36
	16	7.7	67.4	0.7	40
Total		55.9	241.4	2.4	36

Arterial Level of Service: SB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	34	11.6	70.9	0.7	38
U-turn N of Solana R	4	11.4	22.3	0.1	22
Solana Rd	5	9.3	15.6	0.1	19
Library Blvd	6	5.1	15.4	0.1	29
	36	12.7	110.9	1.3	42
Total		50.1	235.2	2.4	37

Arterial Level of Service: WB U-turn N of Solana Rd

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR A1A	4	52.6	55.8	0.0	1
Total		52.6	55.8	0.0	1

Design Year 2050 Build Alternative
SimTraffic Reports

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:50	7:50	7:50	7:50	7:50	7:50
End Time	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	7229	7212	7256	7244	7116	7211
Vehs Exited	7079	7062	7107	7129	6994	7075
Starting Vehs	646	642	688	730	601	661
Ending Vehs	796	792	837	845	723	794
Denied Entry Before	0	1	0	5	3	0
Denied Entry After	2	2	6	4	0	0
Travel Distance (mi)	19124	19309	19237	19100	18870	19128
Travel Time (hr)	730.7	771.9	808.1	766.7	682.5	752.0
Total Delay (hr)	263.0	299.4	337.9	298.6	221.1	284.0
Total Stops	13912	14414	17197	15523	11851	14577
Fuel Used (gal)	616.5	631.8	638.2	627.9	602.7	623.4

Interval #0 Information Seeding

Start Time	7:50
End Time	8:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	8:00
End Time	9:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	7229	7212	7256	7244	7116	7211
Vehs Exited	7079	7062	7107	7129	6994	7075
Starting Vehs	646	642	688	730	601	661
Ending Vehs	796	792	837	845	723	794
Denied Entry Before	0	1	0	5	3	0
Denied Entry After	2	2	6	4	0	0
Travel Distance (mi)	19124	19309	19237	19100	18870	19128
Travel Time (hr)	730.7	771.9	808.1	766.7	682.5	752.0
Total Delay (hr)	263.0	299.4	337.9	298.6	221.1	284.0
Total Stops	13912	14414	17197	15523	11851	14577
Fuel Used (gal)	616.5	631.8	638.2	627.9	602.7	623.4

1: SR A1A & Marsh Landing Pkwy Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	0.2	0.3	0.0	0.0	0.0	0.2	1.6	0.2
Total Delay (hr)	0.8	1.0	0.0	3.5	1.0	7.9	0.2	14.4
Total Del/Veh (s)	65.6	16.4	106.3	71.1	4.1	12.8	3.9	14.0
Stop Delay (hr)	0.8	1.0	0.0	3.3	0.2	4.4	0.0	9.7
Stop Del/Veh (s)	63.2	15.6	105.3	67.4	1.0	7.1	0.3	9.5
Total Stops	39	208	1	157	84	694	8	1191
Stop/Veh	0.89	0.91	1.00	0.89	0.10	0.31	0.05	0.32
Travel Dist (mi)	2.6	13.8	0.1	14.5	73.0	299.2	19.5	422.7
Travel Time (hr)	0.9	1.7	0.0	4.0	2.6	16.7	0.9	26.8
Avg Speed (mph)	3	8	2	4	28	18	24	16
Fuel Used (gal)	0.3	0.7	0.0	1.3	4.5	10.1	0.5	17.4
Fuel Eff. (mpg)	9.5	20.4	7.2	10.8	16.1	29.8	36.3	24.3
HC Emissions (g)	1	6	0	8	75	94	5	190
CO Emissions (g)	39	189	2	412	4398	2974	229	8245
NOx Emissions (g)	3	20	0	25	230	307	16	601
Vehicles Entered	42	225	1	174	871	2210	159	3682
Vehicles Exited	43	226	1	177	869	2193	159	3668
Hourly Exit Rate	43	226	1	177	869	2193	159	3668
Input Volume	47	232	1	170	915	2230	158	3753
% of Volume	91	97	100	104	95	98	101	98
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0
Density (ft/veh)								192

2: SR A1A & Ponte Vedra Lakes Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.4	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	9.4	9.0	4.1	34.8	13.0	0.1	70.3
Total Del/Veh (s)	154.7	141.4	96.0	55.7	19.3	8.5	47.6
Stop Delay (hr)	8.8	8.3	2.9	14.3	6.5	0.0	40.8
Stop Del/Veh (s)	144.1	131.4	67.3	22.9	9.6	2.2	27.6
Total Stops	284	289	208	1553	651	11	2996
Stop/Veh	1.30	1.27	1.36	0.69	0.27	0.29	0.56
Travel Dist (mi)	136.6	142.3	38.1	558.4	554.6	9.0	1438.9
Travel Time (hr)	15.0	14.8	5.1	47.5	25.9	0.4	108.7
Avg Speed (mph)	9	10	7	12	21	26	13
Fuel Used (gal)	6.2	6.1	2.0	23.5	18.4	0.3	56.5
Fuel Eff. (mpg)	22.2	23.3	19.3	23.7	30.1	34.8	25.5
HC Emissions (g)	43	31	12	169	217	2	475
CO Emissions (g)	977	810	404	5171	8443	125	15930
NOx Emissions (g)	125	101	43	619	759	9	1656
Vehicles Entered	210	219	150	2231	2389	38	5237
Vehicles Exited	201	209	147	2207	2414	38	5216
Hourly Exit Rate	201	209	147	2207	2414	38	5216
Input Volume	211	217	152	2275	2421	42	5318
% of Volume	95	96	97	97	100	90	98
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							146

3: SR A1A & Marlin Ave Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	3.8	0.0	0.0	0.1	0.0	0.0	0.1
Total Delay (hr)	2.9	0.4	0.0	0.3	12.0	6.7	0.1	22.6
Total Del/Veh (s)	68.2	34.4	58.3	47.8	19.2	9.7	8.5	16.2
Stop Delay (hr)	2.7	0.4	0.0	0.3	3.5	0.7	0.0	7.6
Stop Del/Veh (s)	64.5	31.8	50.2	37.8	5.5	1.0	1.4	5.5
Total Stops	138	49	3	24	665	148	9	1036
Stop/Veh	0.90	1.07	1.00	0.92	0.30	0.06	0.15	0.21
Travel Dist (mi)	27.5	8.3	0.7	6.5	563.8	605.4	15.2	1227.3
Travel Time (hr)	4.1	0.8	0.1	0.5	24.7	20.6	0.6	51.4
Avg Speed (mph)	7	10	10	13	23	29	27	24
Fuel Used (gal)	1.5	0.4	0.0	0.2	13.8	24.0	0.5	40.5
Fuel Eff. (mpg)	18.0	22.1	24.3	30.0	41.0	25.2	27.7	30.3
HC Emissions (g)	5	3	0	3	124	312	5	451
CO Emissions (g)	188	81	6	67	3084	12355	249	16031
NOx Emissions (g)	19	10	0	8	447	1221	21	1725
Vehicles Entered	152	46	3	26	2226	2448	59	4960
Vehicles Exited	148	45	2	25	2232	2465	60	4977
Hourly Exit Rate	148	45	2	25	2232	2465	60	4977
Input Volume	158	38	3	26	2269	2470	62	5026
% of Volume	94	118	67	96	98	100	97	99
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0
Density (ft/veh)								193

4: SR A1A & U-turn N of Solana Rd Performance by movement

Movement	WBL	WBT	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.7	0.0	0.0	3.7	10.0	15.4
Total Del/Veh (s)	40.0	0.0	0.1	6.5	15.6	11.7
Stop Delay (hr)	1.6	0.0	0.0	0.7	2.8	5.1
Stop Del/Veh (s)	39.2	0.0	0.0	1.1	4.4	3.9
Total Stops	77	0	0	132	685	894
Stop/Veh	0.52	0.00	0.00	0.06	0.30	0.19
Travel Dist (mi)	2.0	0.0	3.4	168.8	316.3	490.6
Travel Time (hr)	1.8	0.0	0.2	8.3	17.1	27.4
Avg Speed (mph)	1	33	15	20	18	18
Fuel Used (gal)	0.5	0.0	0.1	10.4	10.4	21.4
Fuel Eff. (mpg)	4.1	17.2	40.8	16.2	30.3	22.9
HC Emissions (g)	0	0	0	120	101	222
CO Emissions (g)	30	9	19	4946	3254	8258
NOx Emissions (g)	2	1	2	508	362	875
Vehicles Entered	148	2	217	2036	2297	4700
Vehicles Exited	149	2	217	2037	2297	4702
Hourly Exit Rate	149	2	217	2037	2297	4702
Input Volume	155	1	210	2079	2313	4758
% of Volume	96	200	103	98	99	99
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Density (ft/veh)						92

5: SR A1A & Solana Rd Performance by movement

Movement	EBL2	EBT	EBR	WBL	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR	All
Denied Delay (hr)	0.1	0.1	0.1	0.0	0.2	0.5	0.0	0.0	0.0	0.0	0.0	1.0
Denied Del/Veh (s)	0.9	2.8	2.9	0.8	3.0	1.1	1.6	0.0	0.0	0.0	0.0	0.7
Total Delay (hr)	6.2	1.7	1.0	1.2	0.8	23.5	0.7	0.6	3.6	6.6	0.6	46.4
Total Del/Veh (s)	39.6	55.2	39.2	52.7	10.3	54.9	27.8	16.9	78.8	15.2	3.3	31.9
Stop Delay (hr)	5.2	1.4	0.9	1.2	0.8	16.5	0.6	0.5	3.3	3.2	0.0	33.5
Stop Del/Veh (s)	33.5	47.8	35.5	50.1	9.6	38.5	24.5	13.7	72.8	7.2	0.0	23.0
Total Stops	434	94	74	74	257	1197	56	73	186	566	0	3011
Stop/Veh	0.77	0.87	0.84	0.88	0.90	0.78	0.64	0.57	1.14	0.36	0.00	0.57
Travel Dist (mi)	139.4	26.8	21.7	17.5	59.2	184.9	10.4	15.4	12.3	121.2	45.9	654.7
Travel Time (hr)	10.7	2.5	1.7	2.0	3.6	28.1	1.1	1.1	4.0	9.4	2.6	66.8
Avg Speed (mph)	13	11	13	9	17	7	10	14	3	13	18	10
Fuel Used (gal)	4.9	1.1	0.8	0.8	1.9	10.3	0.6	0.7	1.2	5.8	1.5	29.6
Fuel Eff. (mpg)	28.4	25.1	27.5	22.3	31.0	17.9	18.4	20.8	10.0	20.7	31.5	22.1
HC Emissions (g)	36	9	7	3	13	73	4	10	8	56	11	229
CO Emissions (g)	1009	279	225	94	343	1879	298	518	214	2046	504	7409
NOx Emissions (g)	112	27	21	10	43	225	14	30	22	207	47	757
Vehicles Entered	557	107	87	82	280	1509	87	126	162	1556	621	5174
Vehicles Exited	548	106	85	81	280	1503	85	126	161	1568	621	5164
Hourly Exit Rate	548	106	85	81	280	1503	85	126	161	1568	621	5164
Input Volume	555	108	78	93	275	1541	90	122	154	1572	638	5226
% of Volume	99	98	109	87	102	98	94	103	105	100	97	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												147

6: SR A1A & Library Blvd Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.1	0.2	0.6	0.6	0.3	0.0	0.1	0.5	0.2
Total Delay (hr)	0.3	0.6	0.1	1.3	17.3	0.1	3.0	0.1	22.7
Total Del/Veh (s)	58.3	23.3	49.7	50.0	35.7	23.1	6.5	4.1	22.1
Stop Delay (hr)	0.3	0.6	0.1	0.9	7.5	0.0	0.7	0.0	10.0
Stop Del/Veh (s)	56.1	22.4	36.1	31.9	15.5	19.9	1.4	0.6	9.7
Total Stops	15	84	7	109	755	8	129	10	1117
Stop/Veh	0.88	0.92	1.00	1.12	0.43	0.89	0.08	0.17	0.30
Travel Dist (mi)	2.0	11.3	8.0	112.3	2036.8	1.2	212.4	7.3	2391.3
Travel Time (hr)	0.4	1.1	0.3	4.0	63.2	0.1	8.1	0.3	77.4
Avg Speed (mph)	6	11	28	28	32	12	26	23	31
Fuel Used (gal)	0.1	0.5	0.2	3.0	50.8	0.1	11.5	0.3	66.5
Fuel Eff. (mpg)	17.3	23.4	37.1	37.0	40.1	18.8	18.5	25.2	36.0
HC Emissions (g)	2	6	1	40	626	0	166	6	848
CO Emissions (g)	38	175	42	1000	13195	21	6930	174	21573
NOx Emissions (g)	4	17	7	161	2631	2	639	19	3479
Vehicles Entered	16	90	7	93	1684	9	1685	58	3642
Vehicles Exited	16	88	7	94	1682	9	1684	58	3638
Hourly Exit Rate	16	88	7	94	1682	9	1684	58	3638
Input Volume	18	92	7	98	1708	9	1688	63	3683
% of Volume	89	96	100	96	98	100	100	92	99
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0
Density (ft/veh)									315

7: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	EBL	EBR	WBL	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	3.9	0.2	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.0	0.2	0.7	0.5	0.0	0.5	1.2	0.0	0.0	0.3	3.5	0.4
Total Del/Veh (s)	67.8	16.5	61.0	19.9	22.4	25.0	3.2	0.8	11.6	24.6	8.9	4.6
Stop Delay (hr)	1.9	0.2	0.7	0.5	0.0	0.4	0.5	0.0	0.0	0.2	1.4	0.1
Stop Del/Veh (s)	67.2	16.6	60.4	20.6	22.4	22.9	1.3	0.5	11.1	20.8	3.6	1.0
Total Stops	94	30	35	82	1	58	74	3	1	36	289	61
Stop/Veh	0.90	0.91	0.83	0.89	1.00	0.84	0.05	0.14	0.50	0.88	0.20	0.20
Travel Dist (mi)	4.8	1.5	4.4	10.0	0.1	6.0	119.9	1.9	0.2	4.8	165.7	35.4
Travel Time (hr)	2.3	0.3	1.0	1.3	0.0	0.7	3.9	0.1	0.0	0.4	7.3	1.6
Avg Speed (mph)	2	6	4	8	6	9	31	24	15	11	23	22
Fuel Used (gal)	0.7	0.1	0.3	0.5	0.0	0.2	4.7	0.1	0.0	0.2	6.1	1.0
Fuel Eff. (mpg)	7.3	15.2	13.5	19.7	21.9	24.7	25.4	31.4	33.5	26.2	27.1	36.6
HC Emissions (g)	2	1	1	4	0	1	66	1	0	1	68	12
CO Emissions (g)	70	22	41	94	0	52	2664	40	2	56	2900	402
NOx Emissions (g)	7	3	4	11	0	4	256	2	0	4	260	41
Vehicles Entered	100	33	39	90	1	69	1369	22	2	41	1428	307
Vehicles Exited	102	32	41	92	1	68	1362	22	2	41	1428	306
Hourly Exit Rate	102	32	41	92	1	68	1362	22	2	41	1428	306
Input Volume	98	31	38	94	1	71	1383	18	2	45	1447	314
% of Volume	104	103	108	98	100	96	98	122	100	91	99	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

7: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	9.3
Total Del/Veh (s)	9.5
Stop Delay (hr)	6.0
Stop Del/Veh (s)	6.2
Total Stops	764
Stop/Veh	0.22
Travel Dist (mi)	354.7
Travel Time (hr)	18.9
Avg Speed (mph)	19
Fuel Used (gal)	13.9
Fuel Eff. (mpg)	25.5
HC Emissions (g)	157
CO Emissions (g)	6344
NOx Emissions (g)	592
Vehicles Entered	3501
Vehicles Exited	3497
Hourly Exit Rate	3497
Input Volume	3542
% of Volume	99
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	311

8: SR A1A & U-Turn S of Sawgrass Village Dr Performance by movement

Movement	NBT	SBU	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.8	0.0	2.3	3.1
Total Del/Veh (s)	1.9	47.4	5.6	3.8
Stop Delay (hr)	0.3	0.0	0.9	1.2
Stop Del/Veh (s)	0.8	47.5	2.1	1.5
Total Stops	64	2	138	204
Stop/Veh	0.04	0.67	0.09	0.07
Travel Dist (mi)	47.5	0.3	144.9	192.7
Travel Time (hr)	1.8	0.1	5.7	7.6
Avg Speed (mph)	26	5	26	25
Fuel Used (gal)	1.8	0.0	5.8	7.6
Fuel Eff. (mpg)	26.4	10.4	25.0	25.3
HC Emissions (g)	21	0	73	95
CO Emissions (g)	675	10	2693	3378
NOx Emissions (g)	89	1	295	384
Vehicles Entered	1459	3	1499	2961
Vehicles Exited	1456	3	1494	2953
Hourly Exit Rate	1456	3	1494	2953
Input Volume	1471	2	1516	2989
% of Volume	99	150	99	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				236

9: SR A1A & U-Turn N of TPC Blvd Performance by movement

Movement	NBU	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	2.1	1.3	3.7
Total Del/Veh (s)	53.5	5.2	3.2	4.5
Stop Delay (hr)	0.3	0.8	0.8	1.9
Stop Del/Veh (s)	53.5	2.0	1.9	2.3
Total Stops	15	158	94	267
Stop/Veh	0.83	0.11	0.06	0.09
Travel Dist (mi)	1.7	147.9	48.5	198.0
Travel Time (hr)	0.4	5.6	2.4	8.4
Avg Speed (mph)	5	26	20	24
Fuel Used (gal)	0.2	6.1	2.0	8.2
Fuel Eff. (mpg)	10.7	24.3	24.5	24.1
HC Emissions (g)	1	74	21	96
CO Emissions (g)	62	2885	767	3714
NOx Emissions (g)	4	306	88	398
Vehicles Entered	18	1463	1493	2974
Vehicles Exited	18	1460	1491	2969
Hourly Exit Rate	18	1460	1491	2969
Input Volume	18	1472	1515	3005
% of Volume	100	99	98	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				220

10: SR A1A & Tournament Players Club Blvd/Country Club Blvd Performance by movement

Movement	EBL	EBR	WBL	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.4
Denied Del/Veh (s)	0.1	0.2	0.3	4.0		1.7	0.6	1.9	0.0	0.0	0.0	0.5
Total Delay (hr)	1.1	2.1	0.4	0.3	0.0	2.2	3.2	0.0	0.5	1.6	0.0	11.6
Total Del/Veh (s)	62.5	30.5	58.6	15.6		41.3	8.4	2.9	31.0	4.4	1.6	11.9
Stop Delay (hr)	1.1	2.1	0.4	0.3	0.0	1.9	1.2	0.0	0.5	0.8	0.0	8.3
Stop Del/Veh (s)	60.1	30.0	56.9	15.7		35.7	3.3	0.5	28.3	2.0	1.1	8.5
Total Stops	55	219	19	72	0	171	263	7	55	75	15	951
Stop/Veh	0.83	0.88	0.83	0.91		0.88	0.19	0.16	0.90	0.06	0.14	0.27
Travel Dist (mi)	11.8	46.3	3.7	13.6	0.1	56.1	387.3	12.5	5.5	122.4	9.7	669.1
Travel Time (hr)	1.6	4.1	0.5	1.0	0.0	3.8	12.1	0.4	0.7	4.4	0.4	29.2
Avg Speed (mph)	7	11	7	14	22	15	33	34	8	28	23	23
Fuel Used (gal)	0.6	1.8	0.2	0.5	0.0	1.7	10.1	0.3	0.3	5.1	0.3	21.0
Fuel Eff. (mpg)	18.4	25.7	19.3	28.1	36.1	32.5	38.2	43.6	21.8	23.8	31.2	31.9
HC Emissions (g)	1	10	1	6	0	14	120	4	1	66	5	229
CO Emissions (g)	73	306	34	123	1	405	3560	105	56	2776	234	7672
NOx Emissions (g)	7	34	4	17	0	55	503	16	5	267	13	919
Vehicles Entered	62	247	22	79	0	194	1337	45	61	1344	105	3496
Vehicles Exited	64	243	22	79	0	190	1337	44	59	1337	105	3480
Hourly Exit Rate	64	243	22	79	0	190	1337	44	59	1337	105	3480
Input Volume	65	252	25	77	1	193	1347	46	59	1372	102	3539
% of Volume	98	96	88	103	0	98	99	96	100	97	103	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												434

11: SR A1A & Ponte Vedra Pointe Drwy Performance by movement

Movement	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.2	1.3	0.0	1.6
Total Del/Veh (s)	6.8	5.6	6.5	0.5	3.0	2.9	2.0
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	7.0	5.4	5.0	0.1	0.0	0.1	0.1
Total Stops	9	16	5	0	0	1	31
Stop/Veh	1.00	0.57	0.56	0.00	0.00	0.10	0.01
Travel Dist (mi)	0.6	3.4	1.1	146.5	725.7	5.7	882.9
Travel Time (hr)	0.0	0.2	0.1	3.8	17.6	0.1	21.8
Avg Speed (mph)	13	21	21	39	41	39	40
Fuel Used (gal)	0.0	0.1	0.0	5.7	19.0	0.1	25.0
Fuel Eff. (mpg)	35.5	32.6	31.5	25.7	38.2	40.3	35.4
HC Emissions (g)	0	1	0	83	230	1	316
CO Emissions (g)	2	58	17	3797	6458	31	10362
NOx Emissions (g)	0	4	1	317	1042	5	1369
Vehicles Entered	9	28	9	1222	1583	10	2861
Vehicles Exited	9	28	9	1223	1591	10	2870
Hourly Exit Rate	9	28	9	1223	1591	10	2870
Input Volume	10	32	10	1237	1640	10	2939
% of Volume	90	88	90	99	97	100	98
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							521

12: SR A1A & Fairfield Blvd/Sawgrass Dr Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.5	0.1	0.1	0.0	0.9	0.4	0.0	2.1
Total Del/Veh (s)	5.1	8.1	11.8	0.5	0.1	21.5	2.0	0.3	3.3
Stop Delay (hr)	0.1	0.5	0.1	0.0	0.0	0.8	0.0	0.0	1.4
Stop Del/Veh (s)	4.5	7.8	10.3	0.0	0.0	18.5	0.0	0.0	2.2
Total Stops	79	210	14	0	1	137	1	0	442
Stop/Veh	1.00	1.00	0.64	0.00	0.02	0.88	0.00	0.00	0.19
Travel Dist (mi)	7.9	15.1	1.0	49.5	2.5	17.8	82.0	8.1	183.9
Travel Time (hr)	0.4	1.2	0.1	1.3	0.1	1.5	2.3	0.3	7.1
Avg Speed (mph)	18	13	9	39	20	12	36	31	26
Fuel Used (gal)	0.2	0.4	0.0	1.9	0.0	0.6	2.5	0.2	5.8
Fuel Eff. (mpg)	35.3	40.3	31.9	26.4	69.1	29.6	32.9	43.8	31.6
HC Emissions (g)	3	2	0	25	0	5	34	2	71
CO Emissions (g)	69	51	3	1246	10	183	1561	92	3215
NOx Emissions (g)	8	6	0	99	1	17	120	6	256
Vehicles Entered	79	210	22	1048	54	153	702	69	2337
Vehicles Exited	79	209	22	1049	54	154	704	69	2340
Hourly Exit Rate	79	209	22	1049	54	154	704	69	2340
Input Volume	83	206	24	1072	51	167	718	70	2391
% of Volume	95	101	92	98	106	92	98	99	98
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0
Density (ft/veh)									578

13: SR A1A & U-Turn S of Fairfield Blvd Performance by movement

Movement	NBT	SBU	SBT	All
Denied Delay (hr)	0.3	0.0	0.0	0.3
Denied Del/Veh (s)	1.1	0.0	0.0	0.6
Total Delay (hr)	0.4	0.2	0.1	0.8
Total Del/Veh (s)	1.5	10.3	0.6	1.5
Stop Delay (hr)	0.0	0.2	0.0	0.2
Stop Del/Veh (s)	0.0	10.1	0.0	0.4
Total Stops	0	52	0	52
Stop/Veh	0.00	0.78	0.00	0.03
Travel Dist (mi)	47.9	3.6	38.8	90.3
Travel Time (hr)	1.9	0.4	1.0	3.2
Avg Speed (mph)	31	10	39	31
Fuel Used (gal)	3.1	0.1	1.9	5.1
Fuel Eff. (mpg)	15.5	31.2	21.0	17.8
HC Emissions (g)	44	1	28	73
CO Emissions (g)	2771	33	1428	4232
NOx Emissions (g)	139	2	104	245
Vehicles Entered	1058	67	716	1841
Vehicles Exited	1058	66	718	1842
Hourly Exit Rate	1058	66	718	1842
Input Volume	1073	74	726	1873
% of Volume	99	89	99	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				261

25: SR A1A Performance by movement

Movement	NBU	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.6	6.7	7.4
Total Del/Veh (s)	25.5	1.5	13.1	7.8
Stop Delay (hr)	0.0	0.1	0.0	0.2
Stop Del/Veh (s)	25.3	0.2	0.1	0.2
Total Stops	4	12	20	36
Stop/Veh	1.00	0.01	0.01	0.01
Travel Dist (mi)	0.5	190.7	2274.5	2465.6
Travel Time (hr)	0.0	5.2	58.0	63.3
Avg Speed (mph)	11	36	39	39
Fuel Used (gal)	0.0	7.0	57.8	64.9
Fuel Eff. (mpg)	21.3	27.1	39.3	38.0
HC Emissions (g)	0	98	829	927
CO Emissions (g)	11	3989	18756	22755
NOx Emissions (g)	1	385	3417	3803
Vehicles Entered	4	1554	1813	3371
Vehicles Exited	4	1550	1792	3346
Hourly Exit Rate	4	1550	1792	3346
Input Volume	5	1573	1820	3398
% of Volume	80	99	98	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				236

35: SR A1A & SR 202 On-Ramp Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	8.1	10.7	1.3	20.1
Total Del/Veh (s)	27.5	29.3	2.0	15.1
Stop Delay (hr)	0.6	0.9	0.1	1.6
Stop Del/Veh (s)	2.2	2.4	0.1	1.2
Total Stops	335	580	0	915
Stop/Veh	0.32	0.44	0.00	0.19
Travel Dist (mi)	247.1	304.3	200.5	751.8
Travel Time (hr)	13.8	17.7	7.4	38.9
Avg Speed (mph)	18	17	27	19
Fuel Used (gal)	10.1	12.2	9.6	31.9
Fuel Eff. (mpg)	24.5	24.9	20.9	23.6
HC Emissions (g)	97	115	118	330
CO Emissions (g)	3363	3606	4004	10973
NOx Emissions (g)	368	434	470	1272
Vehicles Entered	1051	1297	2421	4769
Vehicles Exited	1044	1284	2428	4756
Hourly Exit Rate	1044	1284	2428	4756
Input Volume	1085	1346	2464	4895
% of Volume	96	95	99	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				98

Total Network Performance

Denied Delay (hr)	2.7
Denied Del/Veh (s)	1.4
Total Delay (hr)	281.3
Total Del/Veh (s)	128.7
Stop Delay (hr)	129.4
Stop Del/Veh (s)	59.2
Total Stops	14577
Stop/Veh	1.85
Travel Dist (mi)	19128.2
Travel Time (hr)	752.0
Avg Speed (mph)	26
Fuel Used (gal)	623.4
Fuel Eff. (mpg)	30.7
HC Emissions (g)	7214
CO Emissions (g)	231706
NOx Emissions (g)	28773
Vehicles Entered	7211
Vehicles Exited	7075
Hourly Exit Rate	7075
Input Volume	80222
% of Volume	9
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	212

Arterial Level of Service: NB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	6	35.7	130.6	1.3	36
Solana Rd	5	54.9	65.7	0.1	7
U-turn N of Solana R	4	7.4	14.1	0.1	21
	36	3.3	14.7	0.1	35
	16	7.0	65.8	0.7	41
Marlin Ave	3	19.2	39.6	0.3	23
Ponte Vedra Lakes Bl	2	56.2	76.3	0.3	12
SR 202 On-Ramp	35	28.3	47.1	0.2	18
Marsh Landing Pkwy	1	4.1	10.8	0.1	30
Total		216.1	464.6	3.2	25

Arterial Level of Service: SB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Marsh Landing Pkwy	1	12.8	27.0	0.1	19
SR 202 On-Ramp	35	2.1	10.7	0.1	30
Ponte Vedra Lakes Bl	2	19.3	38.5	0.2	22
Marlin Ave	3	10.0	29.7	0.3	31
	16	12.3	32.8	0.3	28
	36	13.8	72.4	0.7	37
U-turn N of Solana R	4	15.6	26.6	0.1	19
Solana Rd	5	15.1	21.4	0.1	14
Library Blvd	6	6.4	16.9	0.1	27
	25	13.2	112.0	1.3	42
Total		120.5	388.0	3.4	31

Arterial Level of Service: WB U-turn N of Solana Rd

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR A1A	4	40.0	42.7	0.0	2
Total		40.0	42.7	0.0	2

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:20	4:20	4:20	4:20	4:20	4:20
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	7866	7875	7986	7823	7876	7883
Vehs Exited	7664	7619	7715	7509	7694	7638
Starting Vehs	707	718	767	656	721	714
Ending Vehs	909	974	1038	970	903	951
Denied Entry Before	4	3	4	5	9	3
Denied Entry After	124	159	135	159	116	137
Travel Distance (mi)	20184	20354	20533	20016	20421	20302
Travel Time (hr)	906.4	976.9	994.4	892.6	891.7	932.4
Total Delay (hr)	414.7	481.7	495.6	405.7	395.8	438.7
Total Stops	18948	19152	21910	18298	18336	19330
Fuel Used (gal)	685.5	705.4	711.4	677.4	688.0	693.5

Interval #0 Information Seeding

Start Time	4:20
End Time	4:30
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:30
End Time	5:30
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	7866	7875	7986	7823	7876	7883
Vehs Exited	7664	7619	7715	7509	7694	7638
Starting Vehs	707	718	767	656	721	714
Ending Vehs	909	974	1038	970	903	951
Denied Entry Before	4	3	4	5	9	3
Denied Entry After	124	159	135	159	116	137
Travel Distance (mi)	20184	20354	20533	20016	20421	20302
Travel Time (hr)	906.4	976.9	994.4	892.6	891.7	932.4
Total Delay (hr)	414.7	481.7	495.6	405.7	395.8	438.7
Total Stops	18948	19152	21910	18298	18336	19330
Fuel Used (gal)	685.5	705.4	711.4	677.4	688.0	693.5

1: SR A1A & Marsh Landing Pkwy Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.2	0.1	0.4
Denied Del/Veh (s)	0.2	0.5	0.0	0.0	0.0	0.3	1.8	0.3
Total Delay (hr)	1.5	2.8	0.0	4.0	1.8	12.0	0.4	22.6
Total Del/Veh (s)	58.3	26.5	57.4	64.6	6.8	19.8	6.3	20.0
Stop Delay (hr)	1.4	2.8	0.0	3.7	0.8	7.4	0.1	16.3
Stop Del/Veh (s)	55.7	25.8	54.7	60.3	2.9	12.3	1.2	14.4
Total Stops	77	327	3	206	167	943	36	1759
Stop/Veh	0.84	0.85	1.00	0.92	0.18	0.43	0.14	0.43
Travel Dist (mi)	5.5	23.4	0.2	18.5	77.3	291.9	31.0	447.9
Travel Time (hr)	1.7	4.0	0.1	4.6	3.5	20.6	1.6	36.2
Avg Speed (mph)	3	6	4	4	22	14	21	13
Fuel Used (gal)	0.6	1.4	0.0	1.6	4.9	11.0	0.9	20.4
Fuel Eff. (mpg)	10.0	16.7	11.2	11.5	15.7	26.6	34.7	22.0
HC Emissions (g)	2	5	0	9	69	57	9	151
CO Emissions (g)	97	251	5	462	4364	2514	382	8076
NOx Emissions (g)	8	24	0	30	217	224	27	532
Vehicles Entered	89	381	3	221	932	2154	254	4034
Vehicles Exited	88	381	3	221	932	2153	254	4032
Hourly Exit Rate	88	381	3	221	932	2153	254	4032
Input Volume	96	386	3	254	1052	2125	251	4167
% of Volume	92	99	100	87	89	101	101	97
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0
Density (ft/veh)								144

2: SR A1A & Ponte Vedra Lakes Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.1	0.3	2.9	51.0	0.0	0.0	54.3
Denied Del/Veh (s)	2.9	5.5	69.0	75.4	0.0	0.0	35.7
Total Delay (hr)	10.0	7.8	4.8	51.8	4.8	0.2	79.3
Total Del/Veh (s)	184.7	162.3	117.2	79.7	7.2	3.9	53.0
Stop Delay (hr)	9.5	7.4	3.1	22.4	1.7	0.0	44.2
Stop Del/Veh (s)	176.1	154.8	76.3	34.5	2.6	0.6	29.6
Total Stops	279	260	256	2474	250	19	3538
Stop/Veh	1.43	1.50	1.75	1.06	0.10	0.13	0.66
Travel Dist (mi)	30.3	27.7	35.7	581.1	541.3	34.2	1250.3
Travel Time (hr)	11.4	9.3	8.6	116.0	17.3	1.2	163.7
Avg Speed (mph)	3	3	6	9	31	30	11
Fuel Used (gal)	3.3	2.7	2.8	39.9	18.4	1.0	68.1
Fuel Eff. (mpg)	9.2	10.1	12.9	14.6	29.3	35.1	18.4
HC Emissions (g)	5	5	4	127	198	8	348
CO Emissions (g)	305	281	270	4687	9277	459	15278
NOx Emissions (g)	23	22	24	464	807	34	1376
Vehicles Entered	185	169	143	2317	2379	148	5341
Vehicles Exited	178	160	138	2268	2380	148	5272
Hourly Exit Rate	178	160	138	2268	2380	148	5272
Input Volume	185	177	148	2579	2368	146	5603
% of Volume	96	90	93	88	101	101	94
Denied Entry Before	0	0	0	1	0	0	1
Denied Entry After	0	0	7	119	0	0	126
Density (ft/veh)							97

3: SR A1A & Marlin Ave Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	2.2	0.1	0.0	2.4
Denied Del/Veh (s)	0.2	3.8	7.7	3.3	0.2	0.3	1.7
Total Delay (hr)	2.7	0.2	0.9	35.6	5.6	0.2	45.1
Total Del/Veh (s)	66.9	26.0	75.2	53.9	8.3	7.6	31.6
Stop Delay (hr)	2.5	0.1	0.6	16.2	1.1	0.1	20.6
Stop Del/Veh (s)	63.5	23.9	51.8	24.5	1.6	2.0	14.4
Total Stops	132	24	52	1502	184	22	1916
Stop/Veh	0.92	1.09	1.27	0.63	0.08	0.20	0.37
Travel Dist (mi)	25.3	3.8	10.3	606.5	610.9	27.8	1284.6
Travel Time (hr)	3.7	0.4	1.2	51.4	19.7	1.0	77.4
Avg Speed (mph)	7	12	9	12	31	27	17
Fuel Used (gal)	1.4	0.2	0.4	21.2	20.4	0.9	44.4
Fuel Eff. (mpg)	18.0	23.6	22.9	28.7	30.0	31.8	28.9
HC Emissions (g)	6	0	1	75	174	8	265
CO Emissions (g)	210	22	70	2731	8431	398	11861
NOx Emissions (g)	23	2	6	315	794	33	1172
Vehicles Entered	140	22	40	2356	2415	111	5084
Vehicles Exited	138	21	39	2297	2412	111	5018
Hourly Exit Rate	138	21	39	2297	2412	111	5018
Input Volume	136	25	41	2448	2403	119	5172
% of Volume	101	84	95	94	100	93	97
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	7	0	0	7
Density (ft/veh)							134

4: SR A1A & U-turn N of Solana Rd Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.7	0.0	3.6	10.0	15.3
Total Del/Veh (s)	50.6	0.1	5.7	14.7	11.0
Stop Delay (hr)	1.7	0.0	0.3	2.7	4.6
Stop Del/Veh (s)	49.7	0.0	0.4	3.9	3.3
Total Stops	69	0	85	660	814
Stop/Veh	0.56	0.00	0.04	0.27	0.16
Travel Dist (mi)	1.7	2.5	188.7	332.1	525.0
Travel Time (hr)	1.8	0.2	8.6	17.5	28.1
Avg Speed (mph)	1	15	22	19	19
Fuel Used (gal)	0.5	0.1	10.7	11.6	22.9
Fuel Eff. (mpg)	3.6	40.9	17.6	28.5	22.9
HC Emissions (g)	1	0	89	71	160
CO Emissions (g)	33	16	4131	3166	7346
NOx Emissions (g)	2	2	434	328	766
Vehicles Entered	122	154	2267	2430	4973
Vehicles Exited	122	154	2268	2426	4970
Hourly Exit Rate	122	154	2268	2426	4970
Input Volume	128	151	2322	2428	5029
% of Volume	95	102	98	100	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					89

5: SR A1A & Solana Rd Performance by movement

Movement	EBL2	EBT	EBR	WBL	WBR2	NBT	NBR	NBR2	SBL	SBT	SBR	All
Denied Delay (hr)	0.1	0.1	0.1	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.5
Denied Del/Veh (s)	0.8	2.8	2.8	0.6	3.0	0.1	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay (hr)	8.0	1.3	1.0	1.1	0.5	17.1	0.2	0.1	2.5	4.9	0.7	37.5
Total Del/Veh (s)	51.5	61.6	47.5	65.9	7.8	35.1	15.8	7.6	79.5	10.3	3.6	25.1
Stop Delay (hr)	6.9	1.2	0.9	1.1	0.4	10.0	0.2	0.1	2.3	1.8	0.0	25.0
Stop Del/Veh (s)	44.5	54.4	44.0	63.1	6.9	20.6	13.9	5.6	74.6	3.7	0.0	16.7
Total Stops	467	64	66	53	201	956	23	17	115	408	0	2370
Stop/Veh	0.83	0.82	0.86	0.88	0.90	0.55	0.41	0.35	1.02	0.24	0.00	0.44
Travel Dist (mi)	138.7	19.4	18.9	14.4	53.2	212.6	6.9	5.8	8.5	133.1	51.2	662.8
Travel Time (hr)	12.5	2.0	1.7	1.7	3.0	22.0	0.5	0.3	2.8	7.9	2.9	57.1
Avg Speed (mph)	11	10	12	8	19	10	14	19	3	17	18	12
Fuel Used (gal)	5.4	0.8	0.7	0.7	1.7	9.4	0.4	0.3	0.8	6.0	1.5	27.7
Fuel Eff. (mpg)	25.8	23.5	25.3	21.5	31.8	22.7	19.4	20.9	10.1	22.0	34.0	23.9
HC Emissions (g)	25	3	9	1	10	38	3	3	1	42	9	145
CO Emissions (g)	895	169	258	61	285	1392	257	214	92	2151	449	6221
NOx Emissions (g)	89	12	24	6	36	166	10	9	8	191	42	593
Vehicles Entered	554	77	76	60	220	1728	56	48	110	1702	693	5324
Vehicles Exited	554	78	77	60	220	1711	56	48	112	1700	693	5309
Hourly Exit Rate	554	78	77	60	220	1711	56	48	112	1700	693	5309
Input Volume	554	77	80	64	221	1768	58	43	116	1692	705	5378
% of Volume	100	101	96	94	100	97	97	112	97	100	98	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												176

6: SR A1A & Library Blvd Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.0	1.7	0.1	1.4	11.6	0.0	3.4	0.1	19.3
Total Del/Veh (s)	73.1	36.0	43.4	46.6	21.8	22.8	6.9	3.7	17.0
Stop Delay (hr)	0.9	1.6	0.0	0.9	1.7	0.0	1.1	0.0	6.3
Stop Del/Veh (s)	70.0	34.3	29.9	30.6	3.1	20.3	2.2	0.7	5.6
Total Stops	44	157	5	103	448	5	162	10	934
Stop/Veh	0.94	0.91	0.83	0.95	0.23	0.83	0.09	0.17	0.23
Travel Dist (mi)	5.8	21.5	7.8	132.9	2339.7	0.7	225.6	7.4	2741.4
Travel Time (hr)	1.2	2.6	0.3	4.5	64.2	0.1	8.7	0.3	81.8
Avg Speed (mph)	5	8	31	29	36	12	26	24	34
Fuel Used (gal)	0.4	1.1	0.2	3.7	57.8	0.0	10.8	0.3	74.2
Fuel Eff. (mpg)	14.0	19.8	37.3	36.3	40.5	23.9	20.9	29.2	36.9
HC Emissions (g)	1	8	1	20	435	0	97	2	565
CO Emissions (g)	77	323	43	828	11085	5	4862	102	17326
NOx Emissions (g)	5	25	7	120	2309	1	462	10	2938
Vehicles Entered	46	171	6	103	1835	6	1772	58	3997
Vehicles Exited	47	171	6	103	1851	6	1776	59	4019
Hourly Exit Rate	47	171	6	103	1851	6	1776	59	4019
Input Volume	43	174	6	100	1891	3	1769	64	4050
% of Volume	109	98	100	103	98	200	100	92	99
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0
Density (ft/veh)									297

7: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	EBL	EBR	WBL	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Denied Delay (hr)	0.8	0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	9.4	11.2	0.2	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	4.9	0.9	0.4	0.5	0.0	0.8	4.1	0.0	0.0	1.8	8.4	1.0
Total Del/Veh (s)	57.1	23.9	47.7	28.2	11.8	30.3	9.3	2.2	70.8	73.5	21.4	10.4
Stop Delay (hr)	4.8	0.9	0.4	0.5	0.0	0.7	2.1	0.0	0.0	1.7	5.0	0.4
Stop Del/Veh (s)	56.2	24.0	47.4	28.8	9.5	25.8	4.7	1.5	66.1	67.2	12.7	4.4
Total Stops	207	104	22	50	2	80	127	19	2	101	592	180
Stop/Veh	0.67	0.75	0.79	0.83	1.00	0.86	0.08	0.33	1.00	1.13	0.42	0.51
Travel Dist (mi)	14.5	6.5	3.1	6.6	0.1	8.0	139.0	4.9	0.2	10.2	163.7	40.6
Travel Time (hr)	6.7	1.8	0.6	1.0	0.0	1.1	7.3	0.2	0.0	2.1	12.2	2.4
Avg Speed (mph)	2	5	5	7	12	8	19	20	5	5	13	17
Fuel Used (gal)	1.9	0.6	0.2	0.4	0.0	0.4	7.5	0.2	0.0	0.7	6.7	1.3
Fuel Eff. (mpg)	7.5	11.3	15.8	18.6	25.4	18.8	18.4	21.7	14.4	15.4	24.4	32.1
HC Emissions (g)	4	2	0	1	0	2	63	4	0	2	44	8
CO Emissions (g)	172	74	14	40	1	81	3245	198	2	97	2021	326
NOx Emissions (g)	15	9	1	4	0	8	299	10	0	7	183	33
Vehicles Entered	304	137	28	59	2	92	1601	55	2	87	1400	349
Vehicles Exited	302	136	27	60	2	91	1596	56	2	88	1408	351
Hourly Exit Rate	302	136	27	60	2	91	1596	56	2	88	1408	351
Input Volume	308	135	27	62	2	96	1641	55	2	82	1409	355
% of Volume	98	101	100	97	100	95	97	102	100	107	100	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

7: SR A1A & Sawgrass Village Dr/L'Atrium Cir Performance by movement

Movement	All
Denied Delay (hr)	1.3
Denied Del/Veh (s)	1.1
Total Delay (hr)	22.9
Total Del/Veh (s)	19.9
Stop Delay (hr)	16.5
Stop Del/Veh (s)	14.3
Total Stops	1486
Stop/Veh	0.36
Travel Dist (mi)	397.6
Travel Time (hr)	35.4
Avg Speed (mph)	12
Fuel Used (gal)	19.9
Fuel Eff. (mpg)	20.0
HC Emissions (g)	129
CO Emissions (g)	6270
NOx Emissions (g)	571
Vehicles Entered	4116
Vehicles Exited	4119
Hourly Exit Rate	4119
Input Volume	4174
% of Volume	99
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	171

8: SR A1A & U-Turn S of Sawgrass Village Dr Performance by movement

Movement	NBT	SBU	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	3.8	0.2	4.6	8.6
Total Del/Veh (s)	7.9	39.4	10.6	9.3
Stop Delay (hr)	2.4	0.2	2.1	4.6
Stop Del/Veh (s)	4.9	39.2	4.8	5.0
Total Stops	189	9	221	419
Stop/Veh	0.11	0.60	0.14	0.13
Travel Dist (mi)	54.8	1.3	148.8	204.9
Travel Time (hr)	5.1	0.2	8.2	13.5
Avg Speed (mph)	11	6	18	15
Fuel Used (gal)	2.9	0.1	6.9	9.9
Fuel Eff. (mpg)	18.9	12.1	21.7	20.8
HC Emissions (g)	15	1	54	69
CO Emissions (g)	528	46	2306	2881
NOx Emissions (g)	73	3	252	328
Vehicles Entered	1736	15	1558	3309
Vehicles Exited	1736	14	1555	3305
Hourly Exit Rate	1736	14	1555	3305
Input Volume	1780	14	1559	3353
% of Volume	98	100	100	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				131

9: SR A1A & U-Turn N of TPC Blvd Performance by movement

Movement	NBU	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	7.6	1.7	9.6
Total Del/Veh (s)	38.5	15.6	3.9	10.3
Stop Delay (hr)	0.3	3.6	0.8	4.7
Stop Del/Veh (s)	38.1	7.3	1.9	5.0
Total Stops	14	393	101	508
Stop/Veh	0.54	0.22	0.06	0.15
Travel Dist (mi)	2.5	179.6	49.2	231.3
Travel Time (hr)	0.4	11.9	2.8	15.1
Avg Speed (mph)	6	15	18	15
Fuel Used (gal)	0.2	7.5	2.3	10.0
Fuel Eff. (mpg)	12.8	24.1	21.0	23.1
HC Emissions (g)	1	45	20	66
CO Emissions (g)	85	1858	763	2707
NOx Emissions (g)	5	211	90	305
Vehicles Entered	26	1744	1554	3324
Vehicles Exited	26	1736	1553	3315
Hourly Exit Rate	26	1736	1553	3315
Input Volume	25	1780	1558	3363
% of Volume	104	98	100	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				124

10: SR A1A & Tournament Players Club Blvd/Country Club Blvd Performance by movement

Movement	EBL	EBR	WBL	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.2	0.5	0.0	0.0	0.0	0.0	0.8
Denied Del/Veh (s)	0.2	0.3	0.4	3.9	2.5	2.1	1.1	1.9	0.0	0.0	0.0	0.7
Total Delay (hr)	2.3	3.4	0.3	0.8	0.1	6.2	12.5	0.2	1.1	2.9	0.1	29.7
Total Del/Veh (s)	61.2	38.2	61.3	30.7	75.7	83.9	28.5	14.9	63.5	7.1	2.8	26.4
Stop Delay (hr)	2.1	3.3	0.2	0.8	0.1	5.1	6.2	0.1	1.0	1.6	0.0	20.6
Stop Del/Veh (s)	58.2	37.1	59.8	30.9	64.8	69.3	14.1	5.6	60.2	3.9	2.2	18.3
Total Stops	114	262	13	78	8	325	813	25	57	97	21	1813
Stop/Veh	0.86	0.82	0.87	0.85	1.33	1.23	0.51	0.51	0.92	0.07	0.26	0.45
Travel Dist (mi)	24.6	59.0	2.6	15.7	3.4	175.5	1051.3	32.8	5.5	133.4	7.6	1511.6
Travel Time (hr)	3.3	5.9	0.4	1.6	0.2	10.5	36.6	1.0	1.3	5.8	0.4	67.1
Avg Speed (mph)	7	10	7	11	16	17	29	33	4	23	20	23
Fuel Used (gal)	1.3	2.4	0.1	0.6	0.1	5.4	27.2	0.8	0.4	6.5	0.3	45.2
Fuel Eff. (mpg)	19.3	24.2	19.7	24.4	32.6	32.6	38.7	39.2	14.0	20.5	23.0	33.4
HC Emissions (g)	5	11	0	3	0	30	179	17	1	65	4	316
CO Emissions (g)	179	364	12	87	15	978	5588	395	58	3024	271	10972
NOx Emissions (g)	18	39	1	10	2	157	994	61	5	290	13	1591
Vehicles Entered	130	313	15	91	6	260	1549	48	60	1439	80	3991
Vehicles Exited	130	311	15	90	6	252	1550	48	59	1435	80	3976
Hourly Exit Rate	130	311	15	90	6	252	1550	48	59	1435	80	3976
Input Volume	130	318	17	88	5	259	1587	50	62	1439	82	4037
% of Volume	100	98	88	102	120	97	98	96	95	100	98	98
Denied Entry Before	0	0	0	0	0	0	1	0	0	0	0	1
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												375

11: SR A1A & Ponte Vedra Pointe Drwy Performance by movement

Movement	EBR	NBU	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.2	0.0	0.1	3.3	0.0	3.7
Total Del/Veh (s)	15.2	12.1	16.3	0.5	6.7	6.5	4.8
Stop Delay (hr)	0.0	0.2	0.0	0.0	0.1	0.0	0.3
Stop Del/Veh (s)	15.1	11.8	14.7	0.1	0.1	0.4	0.4
Total Stops	9	35	7	0	12	1	64
Stop/Veh	1.00	0.76	0.70	0.00	0.01	0.08	0.02
Travel Dist (mi)	0.6	5.5	1.2	107.8	1372.2	10.4	1497.7
Travel Time (hr)	0.1	0.4	0.1	2.9	34.6	0.3	38.3
Avg Speed (mph)	9	15	14	38	40	38	39
Fuel Used (gal)	0.0	0.2	0.0	4.5	39.2	0.3	44.2
Fuel Eff. (mpg)	26.1	26.1	26.3	24.0	35.0	38.2	33.9
HC Emissions (g)	0	1	0	49	380	1	433
CO Emissions (g)	2	99	15	2942	13820	59	16938
NOx Emissions (g)	0	6	1	204	1836	9	2057
Vehicles Entered	9	46	10	904	1756	11	2736
Vehicles Exited	9	45	10	905	1744	11	2724
Hourly Exit Rate	9	45	10	905	1744	11	2724
Input Volume	10	48	10	920	1769	10	2767
% of Volume	90	94	100	98	99	110	98
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							434

12: SR A1A & Fairfield Blvd/Sawgrass Dr Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.3	0.1	0.1	0.0	0.6	1.0	0.0	2.3
Total Del/Veh (s)	9.4	5.6	19.9	0.5	0.1	11.8	3.4	0.7	3.5
Stop Delay (hr)	0.1	0.3	0.1	0.0	0.0	0.4	0.0	0.0	1.0
Stop Del/Veh (s)	8.9	5.2	18.5	0.0	0.0	7.7	0.0	0.0	1.5
Total Stops	59	213	14	0	1	137	6	0	430
Stop/Veh	1.00	0.99	0.74	0.00	0.03	0.71	0.01	0.00	0.18
Travel Dist (mi)	5.9	15.3	0.9	35.2	1.6	22.4	121.1	8.7	210.9
Travel Time (hr)	0.4	1.0	0.1	0.9	0.1	1.3	3.8	0.3	8.0
Avg Speed (mph)	15	15	6	40	21	17	32	30	27
Fuel Used (gal)	0.2	0.3	0.0	1.3	0.0	0.8	4.3	0.2	7.2
Fuel Eff. (mpg)	31.0	43.8	24.4	26.2	66.7	29.6	28.1	35.6	29.1
HC Emissions (g)	2	1	0	15	0	5	47	3	74
CO Emissions (g)	58	33	3	879	5	248	2545	166	3937
NOx Emissions (g)	6	4	0	61	0	23	179	11	284
Vehicles Entered	58	213	19	745	33	191	1026	73	2358
Vehicles Exited	58	213	19	745	33	190	1032	74	2364
Hourly Exit Rate	58	213	19	745	33	190	1032	74	2364
Input Volume	60	223	20	754	39	190	1048	70	2404
% of Volume	97	96	95	99	85	100	98	106	98
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0
Density (ft/veh)									519

13: SR A1A & U-Turn S of Fairfield Blvd Performance by movement

Movement	NBT	SBU	SBT	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.6	0.0	0.0	0.2
Total Delay (hr)	0.3	0.1	0.4	0.7
Total Del/Veh (s)	1.3	4.3	1.2	1.3
Stop Delay (hr)	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	3.8	0.0	0.1
Total Stops	0	27	1	28
Stop/Veh	0.00	0.60	0.00	0.02
Travel Dist (mi)	34.1	2.4	56.7	93.2
Travel Time (hr)	1.1	0.2	1.6	2.9
Avg Speed (mph)	33	15	35	33
Fuel Used (gal)	2.5	0.1	3.0	5.6
Fuel Eff. (mpg)	13.7	36.4	18.6	16.6
HC Emissions (g)	34	0	37	71
CO Emissions (g)	2529	19	1946	4495
NOx Emissions (g)	104	1	157	262
Vehicles Entered	754	45	1047	1846
Vehicles Exited	753	45	1047	1845
Hourly Exit Rate	753	45	1047	1845
Input Volume	772	41	1067	1880
% of Volume	98	110	98	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				266

35: SR A1A & SR 202 On-Ramp Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.9	1.5	0.0	2.4
Denied Del/Veh (s)	2.8	3.9	0.0	1.7
Total Delay (hr)	14.7	18.2	1.6	34.5
Total Del/Veh (s)	45.2	47.4	2.3	24.3
Stop Delay (hr)	2.3	2.7	0.1	5.0
Stop Del/Veh (s)	6.9	7.1	0.1	3.5
Total Stops	896	1271	0	2167
Stop/Veh	0.77	0.92	0.00	0.42
Travel Dist (mi)	267.4	314.7	222.8	804.9
Travel Time (hr)	21.7	26.9	8.5	57.1
Avg Speed (mph)	13	12	26	15
Fuel Used (gal)	12.0	14.2	11.8	38.0
Fuel Eff. (mpg)	22.3	22.2	18.9	21.2
HC Emissions (g)	80	105	112	297
CO Emissions (g)	2641	2827	4736	10204
NOx Emissions (g)	304	369	503	1175
Vehicles Entered	1158	1367	2557	5082
Vehicles Exited	1144	1348	2556	5048
Hourly Exit Rate	1144	1348	2556	5048
Input Volume	1296	1556	2539	5391
% of Volume	88	87	101	94
Denied Entry Before	0	1	0	1
Denied Entry After	2	2	0	4
Density (ft/veh)				71

36: SR A1A Performance by movement

Movement	NBU	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	2.5	8.0	10.7
Total Del/Veh (s)	40.2	4.6	14.4	9.7
Stop Delay (hr)	0.1	0.7	0.1	1.0
Stop Del/Veh (s)	37.5	1.4	0.1	0.9
Total Stops	14	111	37	162
Stop/Veh	1.00	0.06	0.02	0.04
Travel Dist (mi)	1.7	242.3	2444.9	2688.8
Travel Time (hr)	0.2	8.5	63.2	71.8
Avg Speed (mph)	8	29	39	37
Fuel Used (gal)	0.1	10.6	62.7	73.4
Fuel Eff. (mpg)	18.4	22.8	39.0	36.6
HC Emissions (g)	0	105	488	593
CO Emissions (g)	32	5642	14287	19961
NOx Emissions (g)	2	452	2581	3035
Vehicles Entered	14	1946	1954	3914
Vehicles Exited	14	1943	1947	3904
Hourly Exit Rate	14	1943	1947	3904
Input Volume	16	1997	1949	3962
% of Volume	88	97	100	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				208

Total Network Performance

Denied Delay (hr)	62.2
Denied Del/Veh (s)	27.9
Total Delay (hr)	376.5
Total Del/Veh (s)	157.8
Stop Delay (hr)	174.4
Stop Del/Veh (s)	73.1
Total Stops	19330
Stop/Veh	2.25
Travel Dist (mi)	20301.6
Travel Time (hr)	932.4
Avg Speed (mph)	23
Fuel Used (gal)	693.5
Fuel Eff. (mpg)	29.3
HC Emissions (g)	5224
CO Emissions (g)	205646
NOx Emissions (g)	24170
Vehicles Entered	7883
Vehicles Exited	7638
Hourly Exit Rate	7638
Input Volume	83775
% of Volume	9
Denied Entry Before	3
Denied Entry After	137
Density (ft/veh)	187

Arterial Level of Service: NB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	6	21.8	120.8	1.3	38
Solana Rd	5	34.9	44.9	0.1	10
U-turn N of Solana R	4	6.0	12.7	0.1	23
	34	3.4	14.5	0.1	34
	16	15.1	73.6	0.7	36
Total		81.2	266.5	2.4	32

Arterial Level of Service: SB SR A1A

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	34	14.3	72.5	0.7	36
U-turn N of Solana R	4	14.7	25.7	0.1	19
Solana Rd	5	10.2	16.5	0.1	18
Library Blvd	6	6.9	17.2	0.1	26
	36	14.8	112.9	1.3	41
Total		60.9	244.8	2.4	35

Arterial Level of Service: WB U-turn N of Solana Rd

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR A1A	4	50.6	53.4	0.0	1
Total		50.6	53.4	0.0	1