MOMENTUM BLANDING APARTMENTS

Site Access Permit Study

City of Jacksonville, Duval County, FL

Falcone Group

One Town Center Road, Suite 600

Boca Raton, FL 33486

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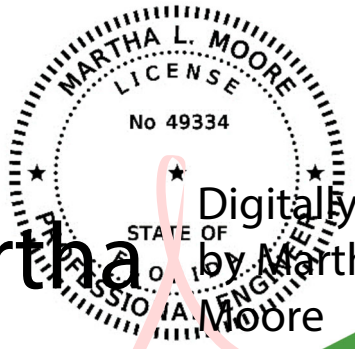
May 2022



Martha L Moore

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TABLE OF CONTENTS

1 INTRODUCTION 4

1.1 Proposed Development 4

1.2 Study Procedures 4

2 EXISTING CONDITIONS 6

2.1 Existing Conditions 6

2.2 Field Review 6

2.3 Existing Traffic Volumes 8

2.4 Existing Operational Analysis 8

3 PROPOSED DEVELOPMENT 12

3.1 Project Phasing 12

3.2 Site Access 12

3.3 Trip Generation 12

3.4 Trip Distribution and Assignment 12

4 FUTURE CONDITIONS 13

4.1 Traffic Projections 13

4.2 Access Management Review 13

4.3 Operational Analysis 13

5 SUMMARY AND CONCLUSIONS 19

FIGURES

Figure 1 – Location Map 5
Figure 2 – Existing Weekday AM Peak Hour Traffic Volumes 9
Figure 3 – Existing Weekday PM Peak Hour Traffic Volumes 10
Figure 4 – 2023 No Build Weekday PM Peak Hour Traffic Volumes 15
Figure 5 – 2023 No Build Weekday PM Peak Hour Traffic Volumes 16
Figure 6 – 2023 Build Weekday AM Peak Hour Traffic Volumes 17
Figure 7 – 2023 Build Weekday PM Peak Hour Traffic Volumes 18

TABLES

Table 1 – Summary of Existing Conditions 7
Table 2 –Operational Summary 11
Table 3 – Trip Generation 12

APPENDIX

Appendix A – Site Plan
Appendix B – S.R. 21 Straight Line Diagram
Apendix C – Site Photos
Appendix D – Traffic Count Data
Appendix E – Existing Conditions Operational Analysis
Appendix F – Trip Generation
Appendix G– FDOT District 2 LOS Summary Report
Appendix H – Future Conditions Operational Analysis

1 INTRODUCTION

This Traffic Operational Analysis has been prepared for the Florida Department of Transportation (FDOT) review in conjunction with the Driveway Permit Application for a proposed multifamily rental complex in Jacksonville, Duval County, FL. The site location is illustrated in Figure 1 and is located on State Road (S.R.) 21 (Blanding Boulevard) (Roadway ID 7217 0000), between Anderson Road and Wesconnett Boulevard on the west side of the road.

The site plan is included in Appendix A. The straight line diagram for S.R. 21 is included in Appendix B.

A pre-application meeting was held on November 4, 2021.

1.1 Proposed Development

The study is based on 240 apartment units. Construction is anticipated to begin in April 2022 with the first two residential buildings (60 units) ready for occupancy by April 2023. The entire project will be completed and operational by August 2023.

The proposed site driveway is aligned with an existing full median access point (M.P. 3.455).

1.2 Study Procedures

Standard engineering and planning procedures were used to determine the impacts of the proposed project. Reference data was obtained from the Institute of Transportation Engineers (ITE) and the Florida Department of Transportation (FDOT).

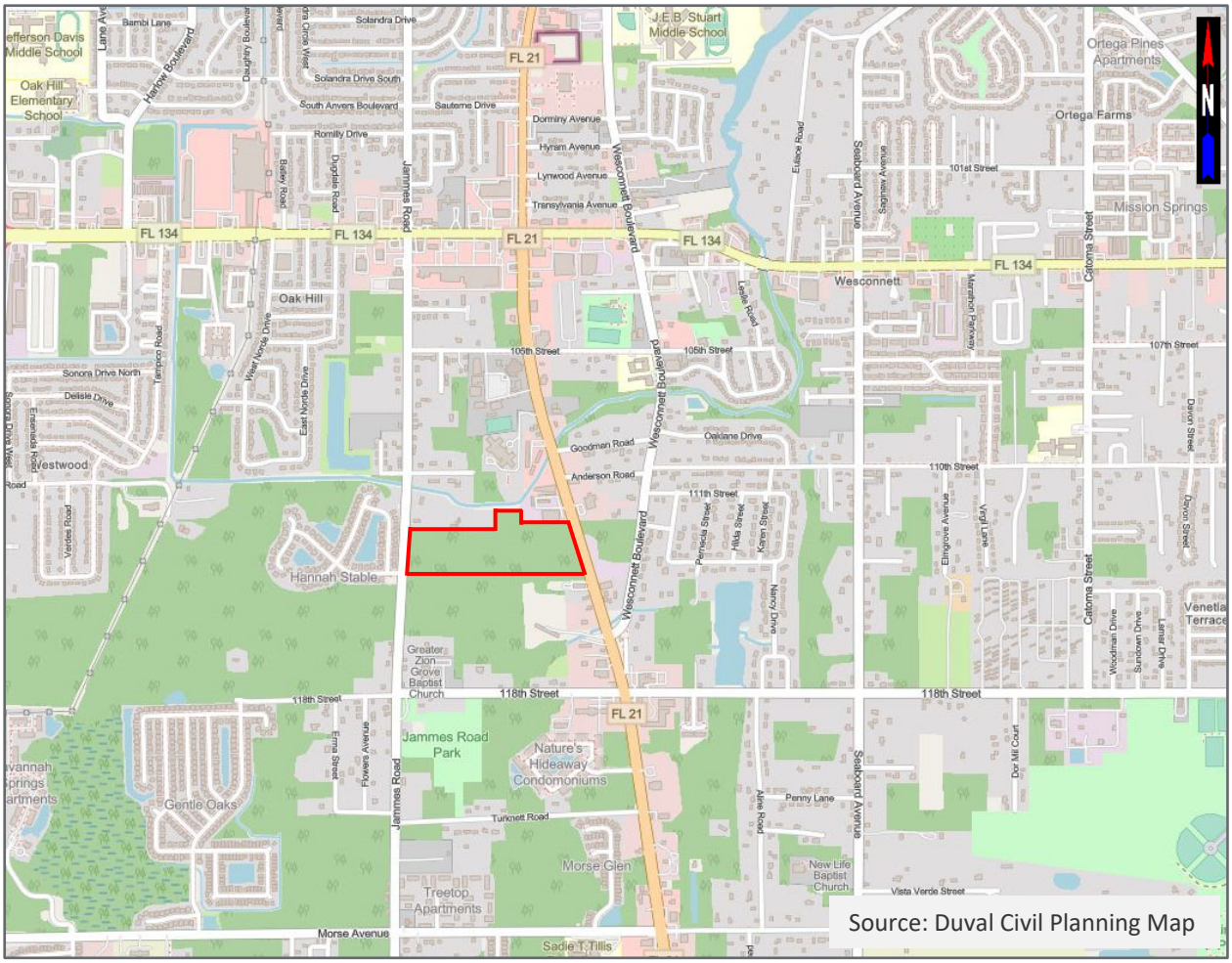


Figure 1 – Location Map

2 EXISTING CONDITIONS

2.1 Existing Conditions

Table 1 provides a description of the characteristics of S.R. 21 and the surrounding area. It is a four-lane divided urban principle arterial other (Access Class 05). The speed limit is 45 mph in the vicinity of the project access. The 2020 existing Annual Average Daily Traffic (AADT), from Florida Traffic Online, is 26,500 vehicles per day (vpd).

2.2 Field Review

Site visits were conducted by a registered professional engineer in December 2021 in both the AM and PM peak periods. Photos are provided in Appendix C. The following items were observed:

- During both the AM and PM peak hours, the segment was not congested. There appeared to be more than adequate capacity for the existing traffic volume.
- The directional split was as expected, with northbound being the heavier movement in the AM and southbound in the PM.
- The PM peak period had a greater traffic volume than the AM peak but during both there were significant gaps in the traffic stream which will allow for the introduction of unsignalized turning movements, such as those associated with this project.
- There was not a significant number of trucks and heavy vehicles observed during the peak periods. Because there are adjacent U-Haul and Goodwill facilities, it is likely that that there is heavy truck traffic at times.
- Neither the median opening adjacent to the project (M.P. 3.455) nor the downstream opening to the south (M.P. 3.333, at the VFW/D&D Auto) were used by any vehicle during the field assessment.
- The grass median contains trees, bushes and oversized signs that may cause sight distance issues for turning movements.
- There is a concrete utility pole located adjacent to the proposed driveway which may cause a sight distance issue for exiting vehicles looking north.

Table 1 – Summary of Existing Conditions

Characteristic	Description
Facility	S.R. 21 (Blanding Blvd)
Roadway ID	72170000
Area Location	Southwest Jacksonville, FL (Duval County)
Adjacent Land Uses	North: U-Haul Moving and Storage, Goodwill Thrift Store
	South: Veterans of Foreign Wars, D&D Auto & Fleet
S.R. 21 (Blanding Blvd)	Cross-Section: Four-lane divided urban section with turn lanes
	Posted Speed Limit: 45 mph
	Functional Class: Urban Principal Arterial Other
	AADT: 26,500 vpd
	Street Lighting: Both sides
	Sidewalks: Both sides
	Bike Lanes: None
	Terrain/Alignment: Flat/Straight
Adjacent Signalized Intersections	North – 105th Street
	South – Wesconnett Blvd

2.3 Existing Traffic Volumes

Traffic counts were conducted on S.R. 21 at the project median access and at the downstream full median access (M.P. 3.333). The counts span the 12-hour period from 7 AM to 7 PM and were adjusted for the seasonal factor. The count sheets and FDOT peak seasonal factor report are included in Appendix D.

The AM and PM peak hour count volumes are depicted in Figure 2 and Figure 3. The AM peak hour is from 7:15 AM to 8:15 AM and the PM peak hour is from 4:15 PM to 5:15 PM.

2.4 Existing Operational Analysis

The existing year 2021 operational analysis for the downstream median opening (M.P. 3.333) was performed using Synchro 11 software which uses the HCM 2010 methodologies and procedures in estimating delay and LOS at signalized and unsignalized intersections. The results are provided in Table 2 with the Synchro output worksheets provided in Appendix E. The project median access (M.P. 3.455) was not analyzed as there are no eastbound or westbound conflicting movements.

The level of service (LOS) at the VFW/D&D Auto median opening is based on the average delay per vehicle for the various movements within the intersection. S.R. 21 operates at LOS A with a minimum of LOS C for left turn movements in both the AM and PM peak hours. The east and west approaches have minimal turning movements and operate at LOS C or better in both peak hours.

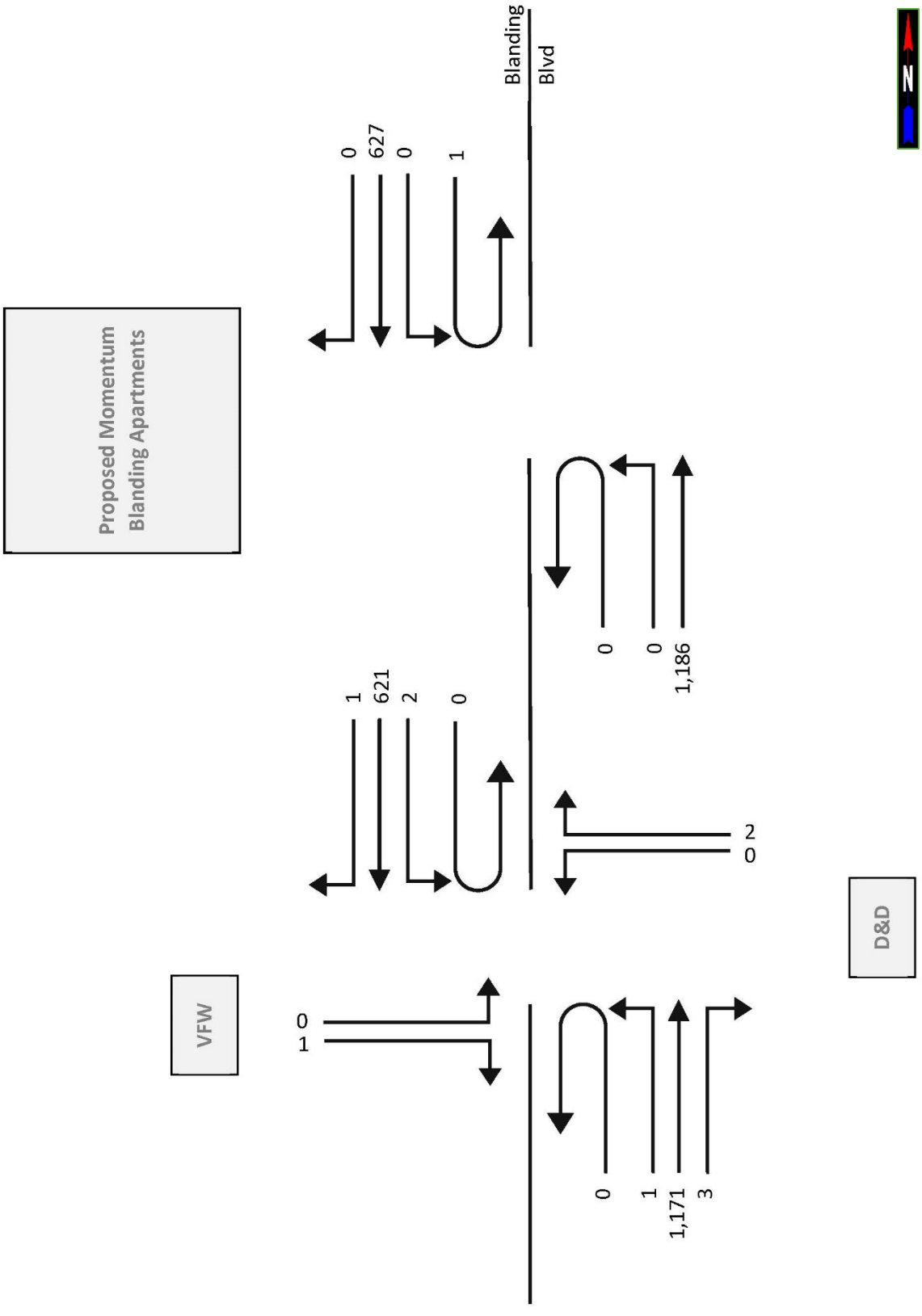


Figure 2 – Existing Weekday AM Peak Hour Traffic Volumes

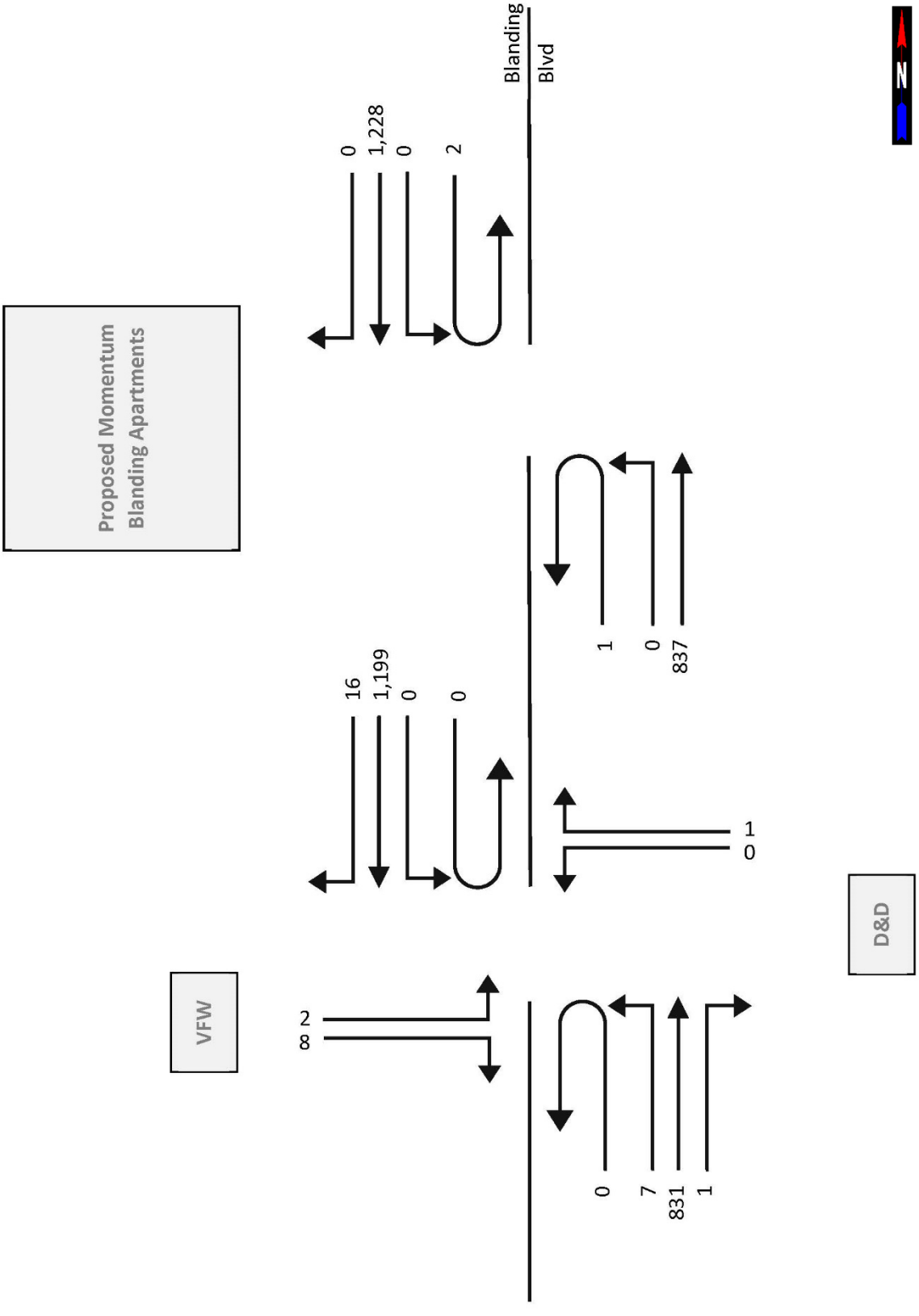


Figure 3 – Existing Weekday PM Peak Hour Traffic Volumes

Table 2 – Operational Summary

Location	Existing		2023 No Build		2023 Build	
	LOS	Delay	LOS	Delay	LOS	Delay
AM Peak Hour						
S.R. 21 at M.P. 3.455 – Momentum						
Eastbound					B	12.4
Northbound					B	11.6[1]
Southbound					A	0
S.R. 21 at M.P. 3.333 – VFW/D&D						
Eastbound	B	11.3	B	11.4	B	11.6
Westbound	B	14.7	B	14.9	C	15.1
Northbound	B	11.3[1]	B	11.4	B	11.6[1]
Southbound	C	17.2[1]	C	17.7	B	13.9[1]
PM Peak Hour						
S.R. 21 at M.P. 3.455 – Momentum						
Eastbound					C	17.0
Northbound					C	20.2[1]
Southbound					A	0
S.R. 21 at M.P. 3.333 – VFW/D&D						
Eastbound	C	19.7	C	20.5	C	21.7
Westbound	B	12.2	B	12.4	B	12.6
Northbound	C	17.3[1]	C	17.9[1]	C	18.3[1]
Southbound	A	0.0	A	0	B	10.5[1]

[1] *Left turn movement*

3 PROPOSED DEVELOPMENT

3.1 Project Phasing

The proposed housing will be constructed in one phase, commencing in 2022 with completion in 2023.

3.2 Site Access

As indicated in the site plan, the project will have one project driveway providing access to S.R. 21. The driveway is aligned with an existing full median access point (M.P. 3.455).

3.3 Trip Generation

Estimates of project traffic were based on the ITE Trip Generation (11th Edition). The future trip generation was calculated using the regression equation for ITE Land Use Code (LUC) 220 (Multifamily Housing (Low-Rise)). Table 3 summarizes the anticipated daily, AM and PM peak hour trip generation for the project. The proposed development is anticipated to generate a total of 1,618 daily, 97 AM peak hour trips and 124 PM peak hour trips. The trip generation calculation sheets are provided in Appendix F.

Table 3 – Trip Generation

LUC	Description	Time Period	No. Units	Gross Trips	Enter	Exit
220	Multifamily Housing (Low-Rise)	AM[1]	240	97	23	74
		PM[1]		124	78	46
		Daily		1,618	809	809

[1] *Peak hour of adjacent street traffic*

3.4 Trip Distribution and Assignment

The existing distribution on S.R. 21 was used to determine the directional distribution to assign traffic from the Momentum Blanding Apartments project. The counts indicate that 65% of AM peak hour trips are northbound and the remaining 35% are southbound. In the PM peak hour, 41% of trips are northbound and the remaining 59% are southbound.

Project trip distribution is depicted in Figure 6 and Figure 7 in Section 4.

4 FUTURE CONDITIONS

4.1 Traffic Projections

The District 2 LOS Summary Report, included as Appendix G, was used to determine the average annual historical growth rate for S.R. 21. Based on the projected traffic volumes for S.R. 21, a compound annual growth rate (CAGR) of 1.43% was calculated (rounded to 1.5%).

This annual growth rate was applied directly to the existing peak hour turning movement volumes to develop a forecast of AM and PM peak hour traffic for the buildout year (2023). The future intersection background traffic volumes are depicted in Figure 4 (AM) and Figure 5 (PM). The Build traffic volumes include the addition of project trips and are depicted in Figure 6 (AM) and Figure 7 (PM).

4.2 Access Management Review

S.R. 21 is Access Class 05 and has a posted speed limit of 45 mph. F.A.C. 14-97 connection spacing standards require a minimum of 1,320 feet between full median openings and 660 feet between directional median openings. The existing full access point at the proposed project driveway (M.P. 3.455) does not meet these standards.

As per the pre-application meeting with FDOT, the eastbound project access will be right in/right out. Eastbound to northbound exiting vehicles will be required to make a right turn and then U-turn at a full median access. The closest downstream full median opening is at M.P. 3.333. The following changes to the S.R. 21 access are proposed:

- Directionalize the median access to allow northbound left turns only
- Add a northbound left turn lane at the project median access (M.P. 3.455)
- Add a southbound left turn lane at the downstream median access (M.P. 3.333)

The vehicle queue at both new left turn lanes is anticipated to be minimal (less than one vehicle). A two-car queue distance (50 feet) is provided in the new median turn lanes.

4.3 Operational Analysis

A Build Year 2023 operational analysis for both the project (M.P. 3.455) and downstream (M.P. 3.333) median openings was performed using Synchro for the following scenarios. The results are provided in Table 2 with the worksheets provided in Appendix H.

- Year 2023 No Build
- Year 2023 Build with the addition of a northbound left turn lane at the project access and a southbound left turn lane at the downstream access.

Under projected (2023) No Build peak hour volumes, through movements on S.R. 21 continue to operate at LOS A. The downstream median opening (M.P. 3.333) is projected to operate similar to 2021 conditions.

With the addition of project trips (2023 Build) and the geometric changes described in Section 4.2, S.R. 21 is anticipated to operate at LOS A with a minimum of LOS C for left turn movements at both median openings in the AM and PM peak hours.

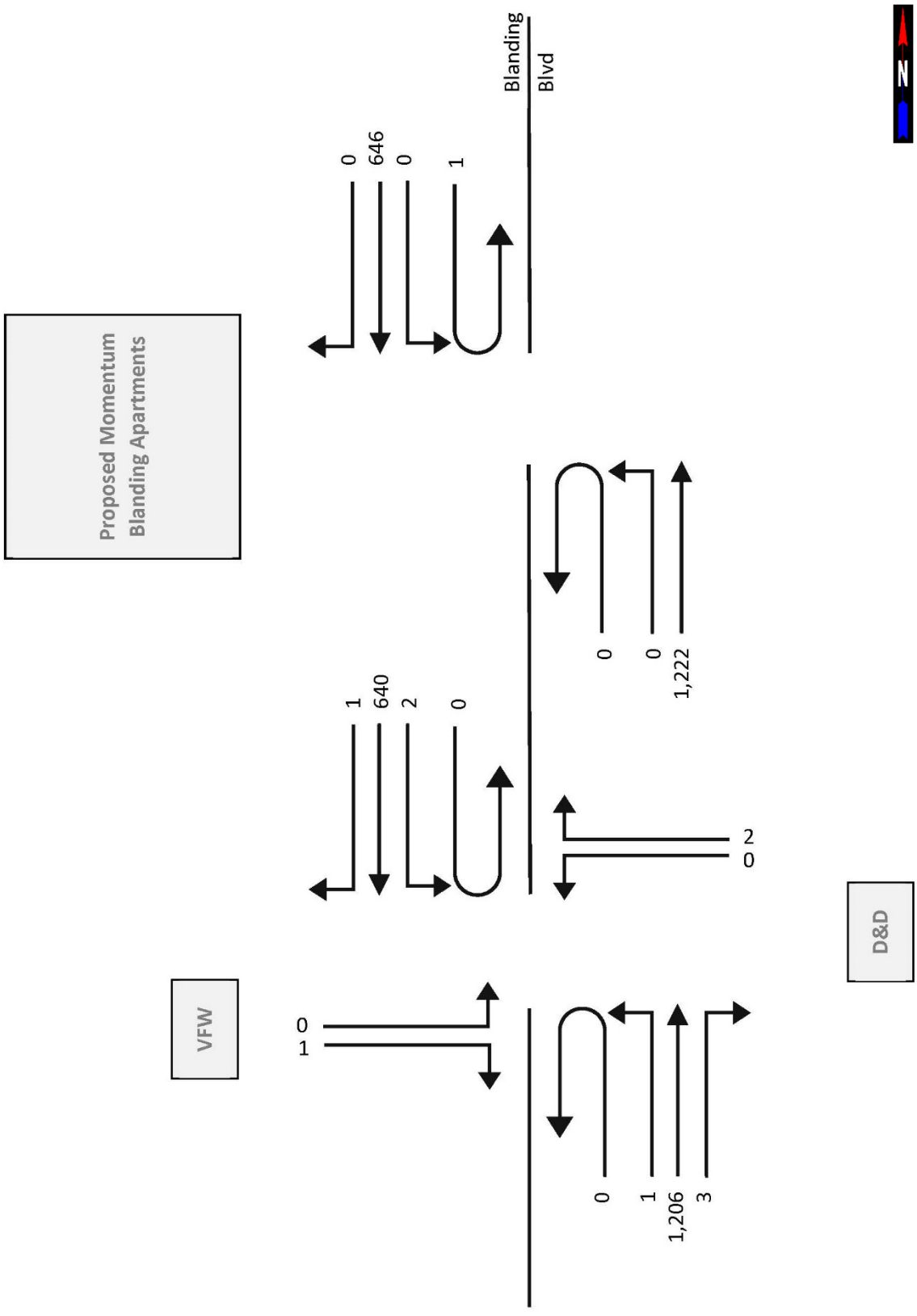


Figure 4 – 2023 No Build Weekday AM Peak Hour Traffic Volumes

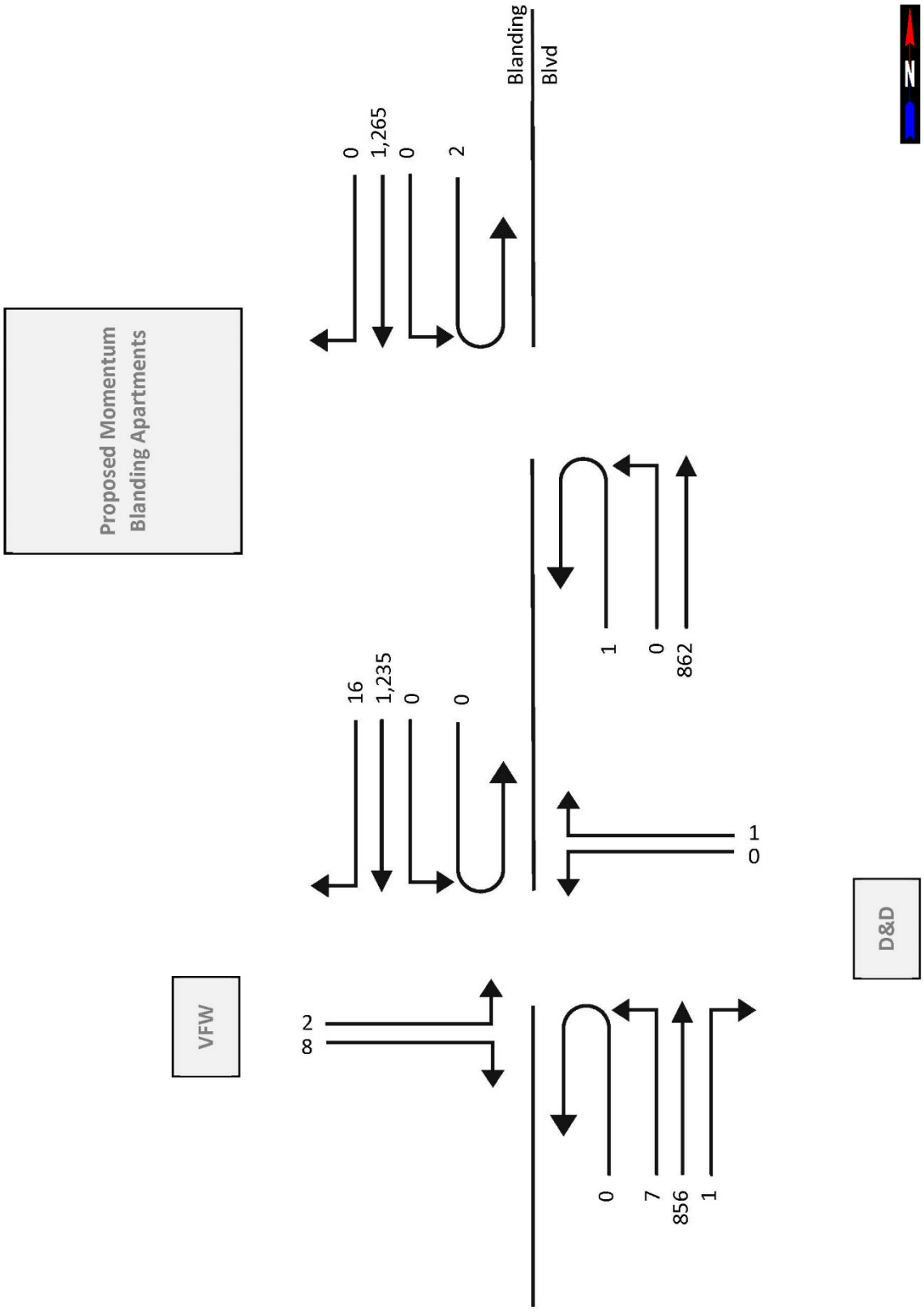


Figure 5 – 2023 No Build Weekday PM Peak Hour Traffic Volumes

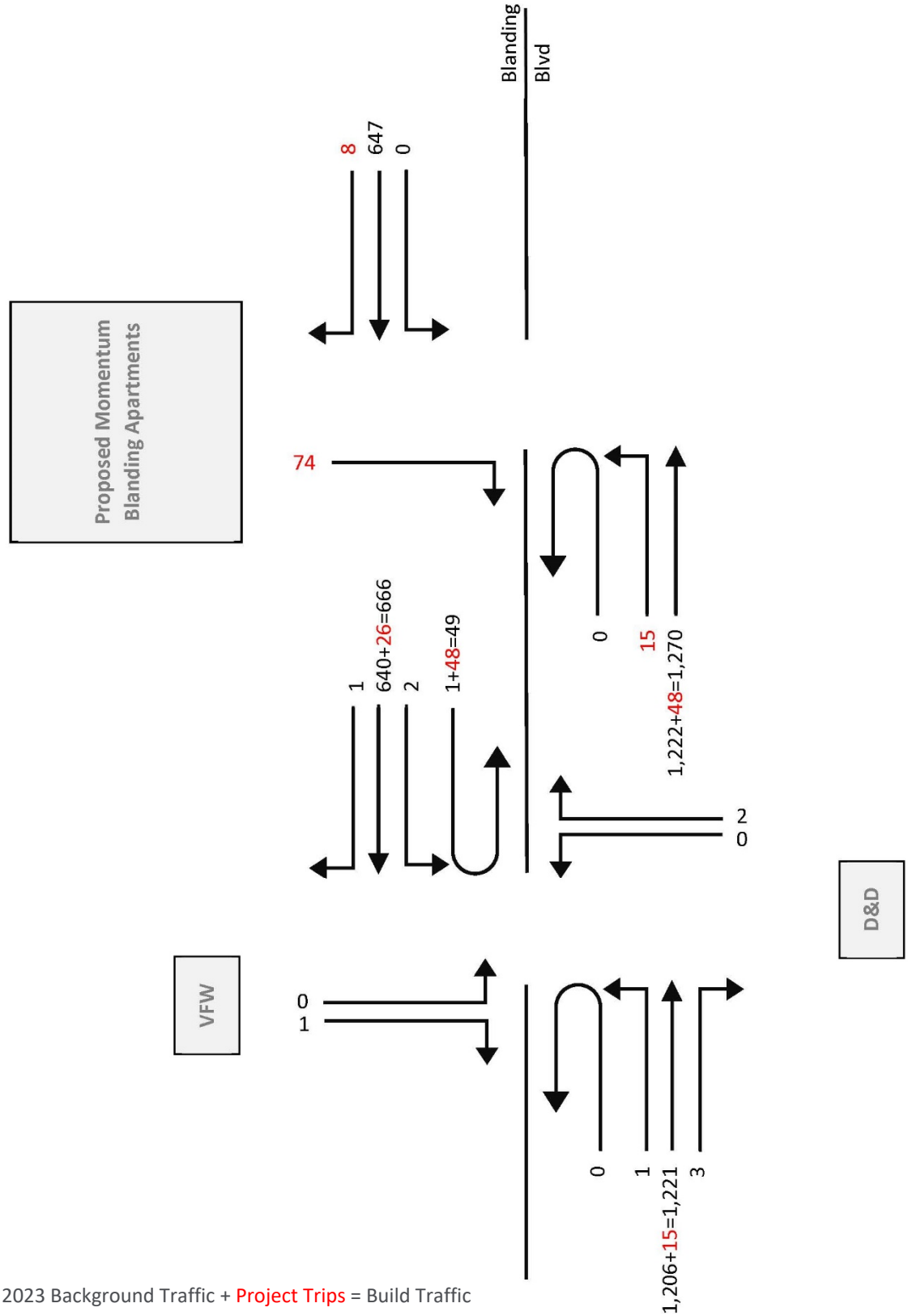


Figure 6 – 2023 Build Weekday AM Peak Hour Traffic Volumes

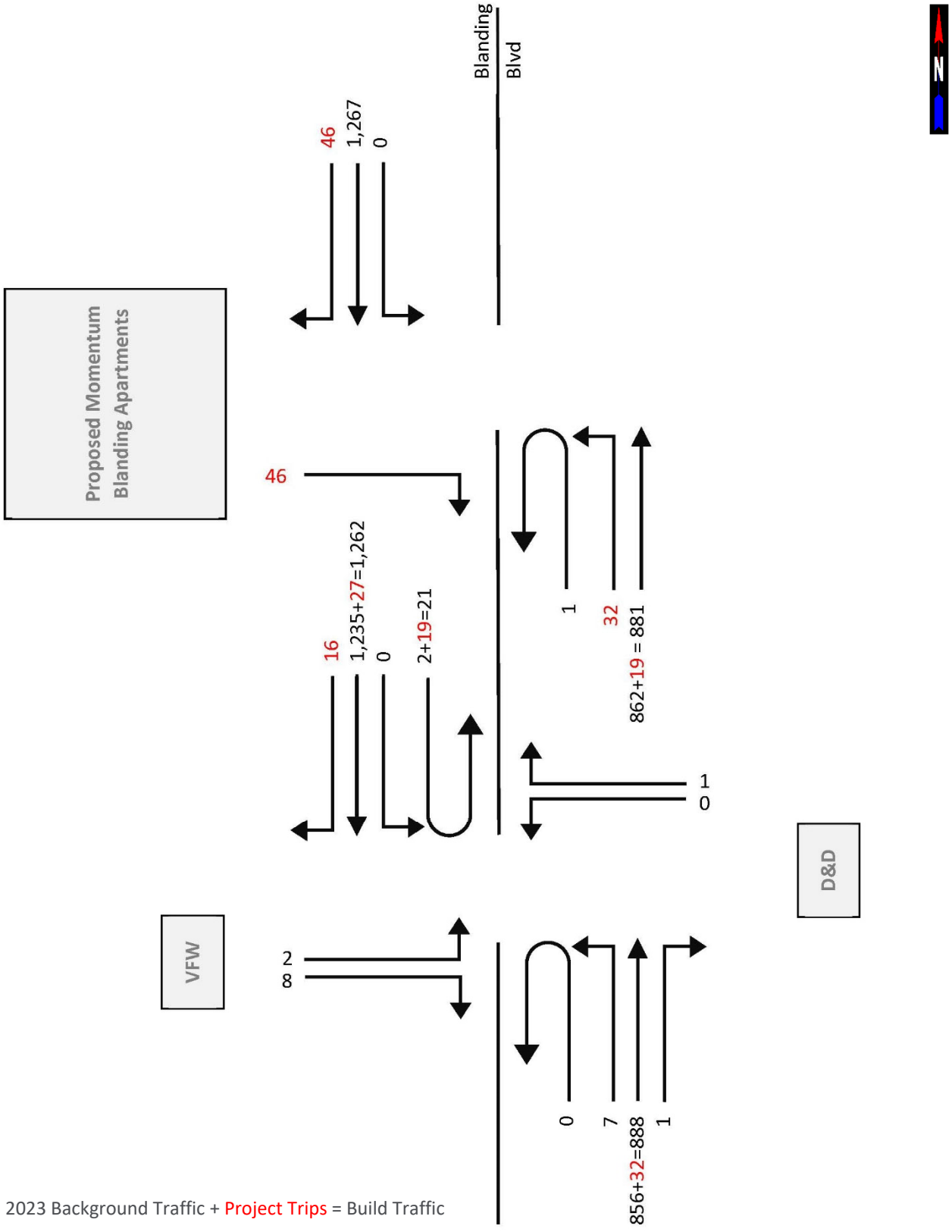


Figure 7 – 2023 Build Weekday PM Peak Hour Traffic Volumes

5 SUMMARY AND CONCLUSIONS

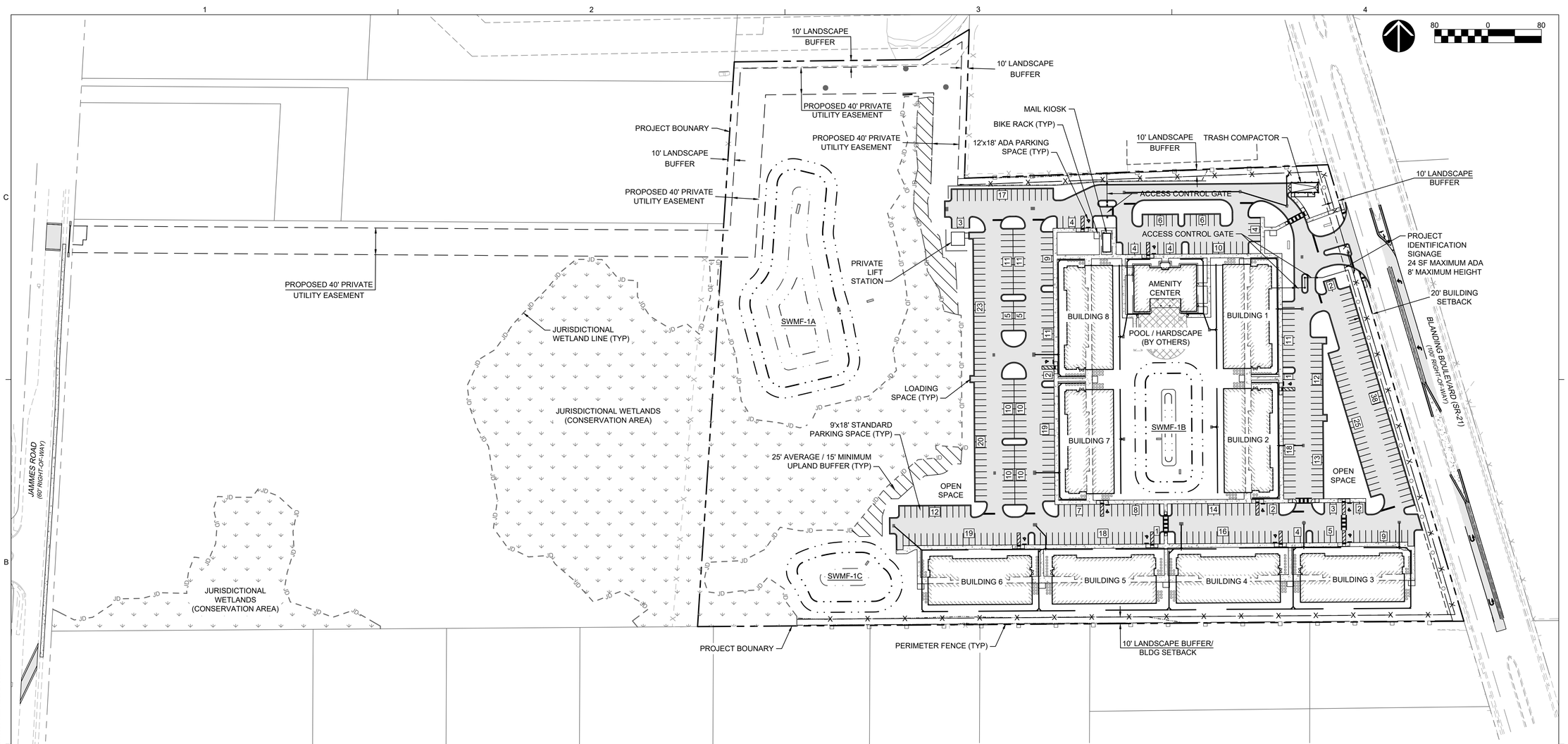
A 240-unit apartment complex is proposed for the west side of S.R. 21, between Anderson Road and Wesconnett Boulevard. Access to the development will be provided by the existing median opening at M.P. 3.455, which will be modified to directionalize the opening to allow northbound left turning movements only. Vehicles will enter the project driveway via the new northbound left turn lane or by making a southbound right turn from S.R. 21. All vehicles will exit via an eastbound to southbound right turn; those desiring to go north will make a U-turn at the downstream median opening (M.P. 3.333).

The proposed development is anticipated to generate a total of 1,618 daily, 97 AM peak hour trips and 124 PM peak hour trips.

With the addition of 240 apartments on S.R. 21, through movements on the mainline will continue to operate acceptably with a minimum of LOS B. Left turn movements at the project median access (M.P. 3.455) and the downstream access (M.P. 3.333) will operate at LOS C or higher in the AM and PM peak hours.

APPENDIX A

Site Plan



SITE DATA TABLE

ADDRESS	0 BLANDING BOULEVARD JACKSONVILLE, FL 32244	
RE	097848-0200	
CURRENT USE	5500 TIMBER SI 80-89	
ZONING	PUD 2007-0225-E	
FUTURE LAND USE	CGC, LDR	
FEMA FLOOD ZONE	'X', 'X' (SHADED) AND 'AE' (EL 18) FIRM PANEL 12031C0526J DATED NOVEMBER 2, 2018	
PHASES	1	
NUMBER OF BUILDINGS	11 (240 RESIDENTIAL UNITS)	
	MAXIMUM	PROPOSED
BUILDING AREA	-	93,444 SF
BUILDING HEIGHT	45'-0"	45'-0"
BUILDING LOT COVERAGE	50%	13%
IMPERVIOUS SURFACE RATIO (ISR)	-	26%
PARCEL DATA		
PARCEL AREA	17.36 Ac	
PROJECT AREA	17.36 Ac	100%
OPEN SPACE/RECREATION	1.25 Ac	7.20%
POND AREA	1.82 Ac	10.46%
IMPERVIOUS AREA	6.65 Ac	38.31%
PERVIOUS AREA	8.89 Ac	51.23%

SITE DATA TABLE

SETBACKS

	BUILDING SETBACK	LANDSCAPE BUFFER
FRONT	20'	10'
SIDE	10'	10'
REAR	20'	10'

PARKING

REQUIREMENT(S)	ONE BR: 96 @ 1.75 = 168 TWO BR: 120 @ 2.00 = 240 THREE BR: 24 @ 2.25 = 54	
	REQUIRED	PROVIDED
STANDARD SPACES	462	454
ADA ACCESSIBLE SPACES	0	11
TOTAL	462	465
BICYCLE PARKING	51	51

NOTE: PROJECT WILL PROVIDE A MINIMUM OF 150 FT^2 OF RECREATION SPACE PER RESIDENTAIL UNIT.

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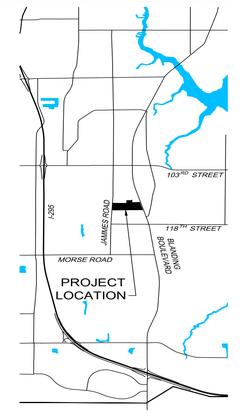
MOMENTUM BLANDING APARTMENTS



DATE : 2022-02-11
PROJECT NO. : 119041.02
DESIGNED BY : NEB
DRAWN BY : KMDW
SCALE : 1" = 80'

No.	Date	Revision

THIS DRAWING NOT RELEASED FOR CONSTRUCTION UNLESS SO NOTED ABOVE

SHEET TITLE

OVERALL SITE PLAN

C-1.01
SHEET

NEAL E. BROCKMEIER, PE
FL Lic. No. 54561
DATE:

P:\119\119041.02 Blanding Blvd Apts\Production\Drawings\Exhibits\119041.02 FDOT C-1.01.dwg [C-1.01] 5/11/2022 9:17:57 AM Neal Brockmeier

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2020-05-18 prsr_plan-AnsiD-lblk

APPENDIX B

S.R. 21 Straight Line Diagram

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	10/15/2019	10/21/2019				
BY	PECS	METRIC				

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 21	DUVAL	02	72170000	1 OF 2

0.0 1.0 2.0 3.0

SECTION BEGINS: CLAY CO LINE

INSIDE CITY, AND URBAN
* JACKSONVILLE
* JACKSONVILLE
*|<=BLANDING BLVD
*|<SR 21

CLAY CO LINE 0.000 | CREEK | ARGYLE FOREST BLVD 0.181 | CIR E 0.301 | 72001023 EB OFF 0.435 | FROM I-295 EB 0.453 | DIAMOND INTERCHANGE | 295 | 72001024 WB ON 0.574 | TO I-295 WB 0.525 | GRAY BLVD 0.693 | SHOPPING ENT 0.794 | SHOPPING PLAZA ENT 0.900 | RD 1.021 | APT ENT 1.388 | DR 1.478 | DU CLAY RD 1.639 | APT ENT 1.714 | RD 2.058 | AVE 2.556 | TURNETT RD 2.817 | MAGGIES LN 2.908

MCGIRTS | YOUNGERMAN 0.301 | 72001021 EB ON 0.394 | TO I-295 EB 0.453 | FROM I-295 WB 0.525 | 72001122 WB OFF 0.564 | LAKE 0.693 | HICKS RD 0.900 | COLLINS 1.021 | LONGCHAMP 1.478 | TOWNSEND 2.058 | WOODS OF ORTEGA 2.177 | OVELLA RD 2.427 | MORSE 2.556

ROADWAY FEATURES

0.181: 151.0' - 96.0' | 8 - 12.0' RDWY | 29.0 CB&VEG MED | 2 - 2.0' C&G INSHLD1 | 2 - 4.0' PVD SHLD1 | 2 - 9.0' LWN SHLD2

0.435: 151.0' - 96.0' | 8 - 12.0' RDWY | 29.0 CB&VEG MED | 2 - 2.0' C&G INSHLD1 | 2 - 4.0' PVD SHLD1 | 2 - 9.0' LWN SHLD2

0.564: 152.0' - 60.0'L+36.0'R | 5 - 12.0'L + 3 - 12.0'R RDWY | 34.0 CB&VEG MED | 2 - 2.0' C&G INSHLD1 | 2 - 5.0' PVD SHLD1 | 2 - 6.0' LWN SHLD2

0.794: 131.0' - 33.0'L+36.0'R | 3 - 11.0'L + 3 - 12.0'R RDWY | 40.0 VEG MED | 2 - 2.0' PVD INSHLD1 | 2 - 5.0' PVD SHLD1 | 2 - 6.0' LWN SHLD2

2.556: 63.0' - 44.0' | 4 - 11.0' RDWY | 15.0 CB&VEG MED | 2 - 2.0' C&G INSHLD1 | 2 - 2.0' C&G SHLD1

LANE WIDTHS ARE AVERAGED

0.000: 143.0' - 48.0'L+36.0'R | 4 - 12.0'L + 3 - 12.0'R RDWY | 29.0 CB&VEG MED | 2 - 2.0' C&G INSHLD1 | 2 - 6.0' PVD SHLD1 | 2 - 9.0' LWN SHLD2

0.301: 163.0' - 60.0'L+48.0'R | 5 - 12.0'L + 4 - 12.0'R RDWY | 29.0 CB&VEG MED | 2 - 2.0' C&G INSHLD1 | 2 - 4.0' PVD SHLD1 | 2 - 9.0' LWN SHLD2

0.522: 135.0' - 60.0'L+24.0'R | 5 - 12.0'L + 2 - 12.0'R RDWY | 29.0 CB&VEG MED | 2 - 2.0' C&G INSHLD1 | 2 - 5.0' PVD SHLD1 | 2 - 6.0' LWN SHLD2

0.693: 152.0' - 60.0'L+36.0'R | 5 - 12.0'L + 3 - 12.0'R RDWY | 34.0 CB&VEG MED | 2 - 2.0' C&G INSHLD1 | 2 - 5.0' PVD SHLD1 | 2 - 6.0' LWN SHLD2

1.021: 110.0' - 48.0' | 4 - 12.0' RDWY | 40.0 VEG MED | 2 - 2.0' PVD INSHLD1 | 2 - 5.0' PVD SHLD1 | 2 - 6.0' LWN SHLD2

2.427: 87.0' - 48.0' | 4 - 12.0' RDWY | 17.0 CB&VEG MED | 2 - 2.0' C&G INSHLD1 | 2 - 5.0' PVD SHLD1 | 2 - 6.0' LWN SHLD2

ROADWAY COMPOSITION

0.000: 28/FC-5

0.000: 28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

B=N00°02'42"W

PC=1.091
PI=1.190
PT=1.286
Δ=20°36'00.00"
D=2°00'

Δ=17°29'58.00"
D=2°00'
PC=1.503
PI=1.568
PT=1.668

Δ=11°31'29.00"
D=1°00'
PC=2.006
PI=2.115
PT=2.225

Δ=0°53'32.00"
PI=2.547

B=N08°04'14"W

Δ=8°32'30.00"
D=1°00'
PC=2.988
PI=3.069
PT=3.150

STRUCTURE DESCRIPTION

0.012: 1 - 10'X 5'X 194' CBC
0.080: 1 - 18" X 166' CC
0.075: #0456 195.4' BR
#0457 142.6' BR
0.085
0.112
0.112
0.228: 1 - 18" X 86' CC

0.460: #0753 58.1' UP
0.471
0.472: #0248 68.6' UP
0.485
0.489: #0320 63.4' UP
0.501
0.502: #0754 31.7' UP
0.508
0.566: 1 - 15" X 80' CC

0.870: 1 - 18" X 90' CC

0.985: 1 - 36" X 88' CC - LT
1 - 36" X 102' CC - RT

1.092: 1 - 60" X 112' CC - LT
1 - 60" X 112' CC - RT

1.229: 1 - 18" X 82' CC

1.355: 2 - 8" X 4" X 164' CBC
1.380: 1 - 18" X 82' CC

1.500: 1 - 16" X 82' CC

1.650: 1 - 30" X 184' CC
1.705: 1 - 18" X 90' CC

1.951: 1 - 16" X 72' CC
1.981: 1 - 8" X 6" X 72' CBC

1.982: 1 - 8" X 6" X 156' CBC

2.300: 1 - 30" X 148' CC

2.500: 1 - 48" X 140' CC

DISTRICT USE

SIS

FUN CLASS: URBAN PRIN ART OTHER

SPEED LIMIT 0.000: 45MPH

AC MAN CLS 0.000: ACCESS CLASS05

3.0 4.0 5.0 6.0

INSIDE CITY, AND URBAN
* JACKSONVILLE
* JACKSONVILLE
*|<=BLANDING BLVD
*|<SR 21

3.000 | ST 3.084 | CREEK | ST 3.863 | 103RD ST 4.121 | SHOPPING ENT 4.247 | SAUTERNE DR 4.403 | CLARET DR 4.468 | RANDIA DR 4.525 | FENDER DR 4.909 | 5.083 HARLOW BLVD | BARTHOLF AVE 5.162 | CEDAR HILLS BLVD 5.449 | WILSON 5.717 | SHOPPING ENT 5.770 | HYDE PARK RD 5.825 | 0172 | 5.894 RIVER

118TH 3.084 | OLD WESCONNETT BLVD 3.126 | WESCONNETT BLVD 3.216 | ANDERSON RD 3.576 | GOODMAN RD 3.637 | TRIB FISHING | 105TH 3.863 | SR-134 / 4.121 | TRANSYLVANIA AVE 4.185 | LYNNWOOD AVE 4.247 | HYRAM AVE 4.311 | DORMINY AVE 4.372 | 5.042 TO WESCONNETT BLVD | NAZWORTH RD 5.319 | AUTUMN LN 5.403 | CONFEDERATE PT RD 5.449 | CEDAR FOREST DR 5.544 | 5.717 BLVD | CEDAR PARK LN 5.788 | CEDAR

Project Location

Downstream access

Project median access

ROADWAY FEATURES

LANE WIDTHS ARE AVERAGED

3.000: 63.0' - 44.0' | 4 - 11.0' RDWY | 15.0 CB&VEG MED | 2 - 2.0' C&G INSHLD1 | 2 - 2.0' C&G SHLD1

4.121: 66.0' - 48.0' | 4 - 12.0' RDWY | 14.0 PAVED TURN LANE (TWLTL/TURN) MED | 2 - 2.0' C&G SHLD1

5.825: 104.0' - 72.0' | 6 - 12.0' RDWY | 20.0 CB&VEG MED | 2 - 2.0' C&G INSHLD1 | 2 - 4.0' PVD SHLD1 | 2 - 2.0' C&G SHLD2

5.717: 104.0' - 72.0' | 6 - 12.0' RDWY | 20.0 TFSP MED | 2 - 4.0' PVD SHLD1 | 2 - 2.0' C&G SHLD2

ROADWAY COMPOSITION

3.000: 28/FC-5

3.000: 28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

PC=3.687
PI=3.849
PT=4.009
Δ=16°59'00.00"
D=1°00'

PC=4.396
PI=4.612
PT=4.823
Δ=22°33'22.00"
D=1°00'

PC=5.708
PI=5.778
PT=5.848
Δ=22°02'00.00"
D=3°00'

B=N22°57'03"E

B=N44°58'40"E

STRUCTURE DESCRIPTION

3.240: 1 - 8' X 4' X 116' CBC

3.640: #0133 52.8' CB
3.650

4.907: 1 - 12' X 6' X 112' CBC
4.920: 1 - 48" X 80' CC

5.202: 1 - 48" X 240' CC

5.894: #0670 660' BR
#0326 660' BR
6.019

DISTRICT USE

SIS

FUN CLASS 3.000: URBAN PRIN ART OTHER

SPEED LIMIT 3.000: 45MPH 4.838: 40MPH

AC MAN CLS 3.000: ACCESS CLASS05 | 4.112: ACCESS CLASS05 | 4.112: ACCESS CLASS06

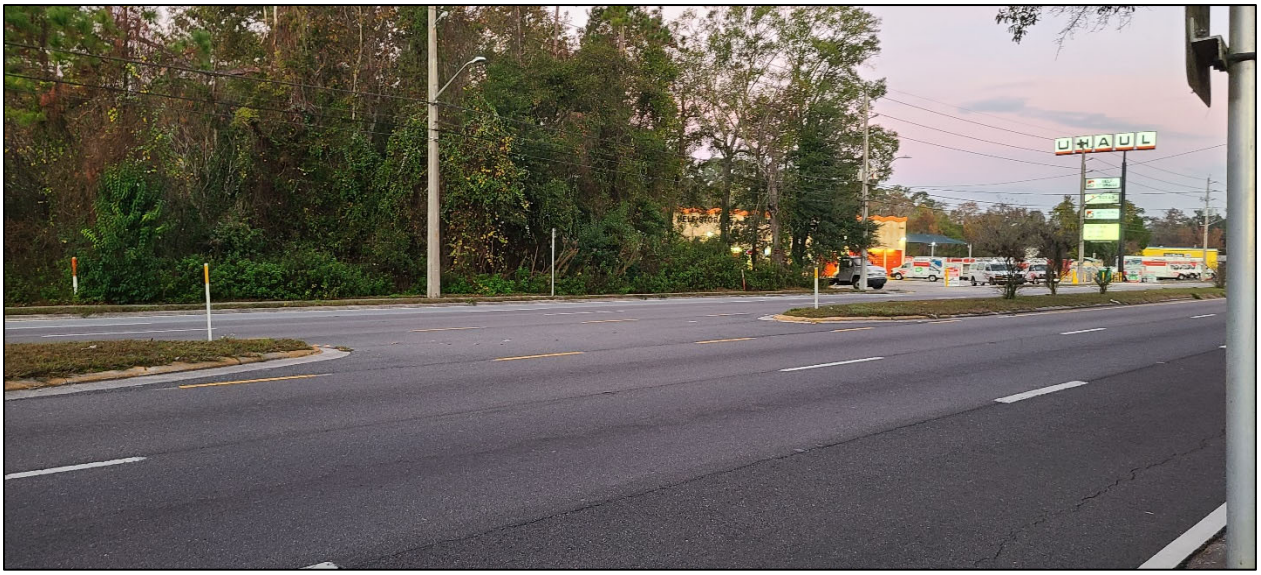
Version: 1.4.2.27 10/21/2019

APPENDIX C

Site Photos

Median Access on S.R. 21 (M.P. 3.455); looking south during the AM peak. Project site is on the right.

Median Access on S.R. 21 (M.P. 3.455); looking north during the AM peak. Project site is on the left.



Median Access on S.R. 21 (M.P. 3.455); looking northwest during the AM peak at the project site.

Looking south toward the downstream median access on S.R. 21 (M.P. 3.333) during the PM peak.

APPENDIX D

Traffic Count Data

Peggy Malone & Associates
(888) 247-8602

File Name : 1- Blanding Blvd & Median Cut 600 Ft from Anderson Rd
Site Code :
Start Date : 12/1/2021
Page No : 1

Groups Printed- Cars

	Blanding Blvd Southbound			Blanding Blvd Northbound			
Start Time	Thru	U-Turn	App. Total	Thru	U-Turn	App. Total	Int. Total
07:00 AM	94	0	94	214	0	214	308
07:15 AM	126	0	126	299	0	299	425
07:30 AM	156	0	156	313	0	313	469
07:45 AM	186	0	186	284	0	284	470
Total	562	0	562	1110	0	1110	1672
08:00 AM	147	1	148	298	0	298	446
08:15 AM	148	0	148	220	0	220	368
08:30 AM	160	0	160	212	0	212	372
08:45 AM	162	0	162	198	0	198	360
Total	617	1	618	928	0	928	1546
09:00 AM	182	0	182	220	0	220	402
09:15 AM	159	1	160	191	0	191	351
09:30 AM	174	0	174	155	0	155	329
09:45 AM	195	1	196	173	0	173	369
Total	710	2	712	739	0	739	1451
10:00 AM	174	0	174	162	0	162	336
10:15 AM	190	1	191	167	0	167	358
10:30 AM	203	0	203	178	2	180	383
10:45 AM	205	0	205	234	0	234	439
Total	772	1	773	741	2	743	1516
11:00 AM	204	2	206	209	0	209	415
11:15 AM	222	1	223	188	0	188	411
11:30 AM	209	1	210	191	1	192	402
11:45 AM	211	0	211	188	0	188	399
Total	846	4	850	776	1	777	1627
12:00 PM	200	0	200	209	1	210	410
12:15 PM	235	0	235	225	0	225	460
12:30 PM	226	1	227	253	0	253	480
12:45 PM	200	0	200	218	0	218	418
Total	861	1	862	905	1	906	1768
01:00 PM	213	0	213	237	1	238	451
01:15 PM	212	2	214	155	0	155	369
01:30 PM	227	2	229	182	0	182	411
01:45 PM	195	2	197	208	0	208	405
Total	847	6	853	782	1	783	1636
02:00 PM	244	0	244	200	0	200	444
02:15 PM	232	1	233	203	2	205	438
02:30 PM	212	0	212	221	1	222	434
02:45 PM	247	2	249	183	0	183	432
Total	935	3	938	807	3	810	1748
03:00 PM	275	0	275	185	1	186	461
03:15 PM	275	1	276	216	0	216	492
03:30 PM	245	1	246	227	0	227	473
03:45 PM	267	0	267	207	0	207	474
Total	1062	2	1064	835	1	836	1900
04:00 PM	284	1	285	210	0	210	495
04:15 PM	321	2	323	202	0	202	525
04:30 PM	305	0	305	222	0	222	527
04:45 PM	301	0	301	186	0	186	487
Total	1211	3	1214	820	0	820	2034
05:00 PM	300	0	300	225	1	226	526
05:15 PM	292	0	292	219	0	219	511
05:30 PM	308	0	308	198	1	199	507
05:45 PM	268	0	268	215	0	215	483
Total	1168	0	1168	857	2	859	2027
06:00 PM	252	0	252	195	0	195	447
06:15 PM	238	1	239	190	0	190	429
06:30 PM	202	1	203	171	0	171	374
06:45 PM	189	1	190	163	0	163	353
Total	881	3	884	719	0	719	1603

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File Name : 1- Blanding Blvd & Median Cut 600 Ft from Anderson Rd
Site Code :
Start Date : 12/1/2021
Page No : 2

Groups Printed- Cars

	Blanding Blvd Southbound			Blanding Blvd Northbound			
	Thru	U-Turn	App. Total	Thru	U-Turn	App. Total	Int. Total
Grand Total	10472	26	10498	10019	11	10030	20528
Apprch %	99.8	0.2		99.9	0.1		
Total %	51	0.1	51.1	48.8	0.1	48.9	

	Blanding Blvd Southbound		Blanding Blvd Northbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:15 AM					
07:15 AM	126	126	299	299	425
07:30 AM	156	156	**313**	**313**	469
07:45 AM	**186**	**186**	284	284	**470**
08:00 AM	147	147	298	298	445
Total Volume	615	615	1194	1194	1809
% App. Total	100		100		
PHF	.827	.827	.954	.954	.962
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 04:15 PM					
04:15 PM	**321**	**321**	202	202	523
04:30 PM	305	305	222	222	**527**
04:45 PM	301	301	186	186	487
05:00 PM	300	300	**225**	**225**	525
Total Volume	1227	1227	835	835	2062
% App. Total	100		100		
PHF	.956	.956	.928	.928	.978

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File Name : 1- Blanding Blvd & Median Cut 600 Ft from Anderson Rd
Site Code :
Start Date : 12/1/2021
Page No : 1

Groups Printed- Trucks

	Blanding Blvd Southbound			Blanding Blvd Northbound			
Start Time	Thru	U-Turn	App. Total	Thru	U-Turn	App. Total	Int. Total
07:00 AM	1	0	1	1	0	1	2
07:15 AM	7	0	7	4	0	4	11
07:30 AM	7	0	7	4	0	4	11
07:45 AM	5	0	5	5	0	5	10
Total	20	0	20	14	0	14	34
08:00 AM	6	0	6	3	0	3	9
08:15 AM	7	0	7	6	0	6	13
08:30 AM	4	0	4	6	0	6	10
08:45 AM	9	0	9	7	0	7	16
Total	26	0	26	22	0	22	48
09:00 AM	8	0	8	6	0	6	14
09:15 AM	9	0	9	5	0	5	14
09:30 AM	4	0	4	3	0	3	7
09:45 AM	8	0	8	6	0	6	14
Total	29	0	29	20	0	20	49
10:00 AM	7	0	7	6	0	6	13
10:15 AM	13	0	13	6	0	6	19
10:30 AM	3	0	3	10	0	10	13
10:45 AM	10	0	10	6	0	6	16
Total	33	0	33	28	0	28	61
11:00 AM	4	0	4	5	0	5	9
11:15 AM	8	0	8	7	0	7	15
11:30 AM	6	0	6	6	0	6	12
11:45 AM	7	0	7	9	0	9	16
Total	25	0	25	27	0	27	52
12:00 PM	4	0	4	4	0	4	8
12:15 PM	12	0	12	5	0	5	17
12:30 PM	9	0	9	7	0	7	16
12:45 PM	4	0	4	6	0	6	10
Total	29	0	29	22	0	22	51
01:00 PM	3	0	3	3	0	3	6
01:15 PM	5	0	5	7	0	7	12
01:30 PM	2	0	2	6	0	6	8
01:45 PM	4	0	4	7	0	7	11
Total	14	0	14	23	0	23	37
02:00 PM	10	0	10	6	0	6	16
02:15 PM	11	0	11	7	0	7	18
02:30 PM	4	0	4	3	0	3	7
02:45 PM	6	0	6	4	0	4	10
Total	31	0	31	20	0	20	51
03:00 PM	10	0	10	4	0	4	14
03:15 PM	5	0	5	5	0	5	10
03:30 PM	5	0	5	4	0	4	9
03:45 PM	8	0	8	5	0	5	13
Total	28	0	28	18	0	18	46
04:00 PM	2	0	2	8	0	8	10
04:15 PM	8	0	8	1	0	1	9
04:30 PM	3	0	3	8	0	8	11
04:45 PM	11	0	11	6	0	6	17
Total	24	0	24	23	0	23	47
05:00 PM	4	0	4	4	0	4	8
05:15 PM	5	0	5	2	0	2	7
05:30 PM	2	0	2	4	0	4	6
05:45 PM	5	0	5	1	0	1	6
Total	16	0	16	11	0	11	27
06:00 PM	0	0	0	4	0	4	4
06:15 PM	4	1	5	1	0	1	6
06:30 PM	0	0	0	4	0	4	4
06:45 PM	3	0	3	4	0	4	7
Total	7	1	8	13	0	13	21

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File Name : 1- Blanding Blvd & Median Cut 600 Ft from Anderson Rd
Site Code :
Start Date : 12/1/2021

Groups Printed- Trucks

	Blanding Blvd Southbound			Blanding Blvd Northbound			
	Thru	U-Turn	App. Total	Thru	U-Turn	App. Total	Int. Total
Grand Total	282	1	283	241	0	241	524
Apprch %	99.6	0.4		100	0		
Total %	53.8	0.2	54	46	0	46	

	Blanding Blvd Southbound		Blanding Blvd Northbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 10:00 AM					
10:00 AM	7	7	6	6	13
10:15 AM	**13**	**13**	6	6	**19**
10:30 AM	3	3	**10**	**10**	13
10:45 AM	10	10	6	6	16
Total Volume	33	33	28	28	61
% App. Total	100		100		
PHF	.635	.635	.700	.700	.803
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 01:30 PM					
01:30 PM	2	2	6	6	8
01:45 PM	4	4	**7**	**7**	11
02:00 PM	10	10	6	6	16
02:15 PM	**11**	**11**	7	7	**18**
Total Volume	27	27	26	26	53
% App. Total	100		100		
PHF	.614	.614	.929	.929	.736

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File Name : 1- Blanding Blvd & Median Cut 600 Ft from Anderson Rd
Site Code :
Start Date : 12/1/2021
Page No : 1

Groups Printed- Bicycles on Crosswalk

	Blanding Blvd Southbound			Blanding Blvd Northbound			
Start Time	Thru	U-Turn	App. Total	Thru	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

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File Name : 1- Blanding Blvd & Median Cut 600 Ft from Anderson Rd
Site Code :
Start Date : 12/1/2021

Groups Printed- Bicycles on Crosswalk

	Blanding Blvd Southbound			Blanding Blvd Northbound			
	Thru	U-Turn	App. Total	Thru	U-Turn	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0
Apprch %	0	0		0	0		
Total %							

	Blanding Blvd Southbound		Blanding Blvd Northbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:00 AM					
07:00 AM	0	0	0	0	0
07:15 AM	0	0	0	0	0
07:30 AM	0	0	0	0	0
07:45 AM	0	0	0	0	0
Total Volume	0	0	0	0	0
% App. Total	0		0		
PHF	.000	.000	.000	.000	.000
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 12:00 PM					
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
Total Volume	0	0	0	0	0
% App. Total	0		0		
PHF	.000	.000	.000	.000	.000

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File Name : 1- Blanding Blvd & Median Cut 600 Ft from Anderson Rd
Site Code :
Start Date : 12/1/2021
Page No : 1

Groups Printed- Pedestrians

	Blanding Blvd Southbound			Blanding Blvd Northbound			
Start Time	Thru	U-Turn	App. Total	Thru	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

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File Name : 1- Blanding Blvd & Median Cut 600 Ft from Anderson Rd
Site Code :
Start Date : 12/1/2021

Groups Printed- Pedestrians

	Blanding Blvd Southbound			Blanding Blvd Northbound			
	Thru	U-Turn	App. Total	Thru	U-Turn	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0
Apprch %	0	0		0	0		
Total %							

	Blanding Blvd Southbound		Blanding Blvd Northbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:00 AM					
07:00 AM	0	0	0	0	0
07:15 AM	0	0	0	0	0
07:30 AM	0	0	0	0	0
07:45 AM	0	0	0	0	0
Total Volume	0	0	0	0	0
% App. Total	0		0		
PHF	.000	.000	.000	.000	.000
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 12:00 PM					
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
Total Volume	0	0	0	0	0
% App. Total	0		0		
PHF	.000	.000	.000	.000	.000

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File Name : 1- Blanding Blvd & Median Cut 600 Ft from Anderson Rd
Site Code :
Start Date : 12/1/2021
Page No : 1

Groups Printed- Combined

	Blanding Blvd Southbound			Blanding Blvd Northbound			
Start Time	Thru	U-Turn	App. Total	Thru	U-Turn	App. Total	Int. Total
07:00 AM	95	0	95	215	0	215	310
07:15 AM	133	0	133	303	0	303	436
07:30 AM	163	0	163	317	0	317	480
07:45 AM	191	0	191	289	0	289	480
Total	582	0	582	1124	0	1124	1706
08:00 AM	153	1	154	301	0	301	455
08:15 AM	155	0	155	226	0	226	381
08:30 AM	164	0	164	218	0	218	382
08:45 AM	171	0	171	205	0	205	376
Total	643	1	644	950	0	950	1594
09:00 AM	190	0	190	226	0	226	416
09:15 AM	168	1	169	196	0	196	365
09:30 AM	178	0	178	158	0	158	336
09:45 AM	203	1	204	179	0	179	383
Total	739	2	741	759	0	759	1500
10:00 AM	181	0	181	168	0	168	349
10:15 AM	203	1	204	173	0	173	377
10:30 AM	206	0	206	188	2	190	396
10:45 AM	215	0	215	240	0	240	455
Total	805	1	806	769	2	771	1577
11:00 AM	208	2	210	214	0	214	424
11:15 AM	230	1	231	195	0	195	426
11:30 AM	215	1	216	197	1	198	414
11:45 AM	218	0	218	197	0	197	415
Total	871	4	875	803	1	804	1679
12:00 PM	204	0	204	213	1	214	418
12:15 PM	247	0	247	230	0	230	477
12:30 PM	235	1	236	260	0	260	496
12:45 PM	204	0	204	224	0	224	428
Total	890	1	891	927	1	928	1819
01:00 PM	216	0	216	240	1	241	457
01:15 PM	217	2	219	162	0	162	381
01:30 PM	229	2	231	188	0	188	419
01:45 PM	199	2	201	215	0	215	416
Total	861	6	867	805	1	806	1673
02:00 PM	254	0	254	206	0	206	460
02:15 PM	243	1	244	210	2	212	456
02:30 PM	216	0	216	224	1	225	441
02:45 PM	253	2	255	187	0	187	442
Total	966	3	969	827	3	830	1799
03:00 PM	285	0	285	189	1	190	475
03:15 PM	280	1	281	221	0	221	502
03:30 PM	250	1	251	231	0	231	482
03:45 PM	275	0	275	212	0	212	487
Total	1090	2	1092	853	1	854	1946
04:00 PM	286	1	287	218	0	218	505
04:15 PM	329	2	331	203	0	203	534
04:30 PM	308	0	308	230	0	230	538
04:45 PM	312	0	312	192	0	192	504
Total	1235	3	1238	843	0	843	2081
05:00 PM	304	0	304	229	1	230	534
05:15 PM	297	0	297	221	0	221	518
05:30 PM	310	0	310	202	1	203	513
05:45 PM	273	0	273	216	0	216	489
Total	1184	0	1184	868	2	870	2054
06:00 PM	252	0	252	199	0	199	451
06:15 PM	242	2	244	191	0	191	435
06:30 PM	202	1	203	175	0	175	378
06:45 PM	192	1	193	167	0	167	360
Total	888	4	892	732	0	732	1624

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File Name : 1- Blanding Blvd & Median Cut 600 Ft from Anderson Rd
Site Code :
Start Date : 12/1/2021

Groups Printed- Combined

	Blanding Blvd Southbound			Blanding Blvd Northbound			
	Thru	U-Turn	App. Total	Thru	U-Turn	App. Total	Int. Total
Grand Total	10754	27	10781	10260	11	10271	21052
Apprch %	99.7	0.3		99.9	0.1		
Total %	51.1	0.1	51.2	48.7	0.1	48.8	

	Blanding Blvd Southbound		Blanding Blvd Northbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:15 AM					
07:15 AM	133	133	303	303	436
07:30 AM	163	163	**317**	**317**	**480**
07:45 AM	**191**	**191**	289	289	480
08:00 AM	153	153	301	301	454
Total Volume	640	640	1210	1210	1850
% App. Total	100		100		
PHF	.838	.838	.954	.954	.964
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 04:15 PM					
04:15 PM	**329**	**329**	203	203	532
04:30 PM	308	308	**230**	**230**	**538**
04:45 PM	312	312	192	192	504
05:00 PM	304	304	229	229	533
Total Volume	1253	1253	854	854	2107
% App. Total	100		100		
PHF	.952	.952	.928	.928	.979

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File Name : 2- Blanding Blvd & Median Cut at VFW
Site Code :
Start Date : 12/1/2021
Page No : 1

Groups Printed- Cars

	Blanding Blvd Southbound						D & D Driveway Westbound						Blanding Blvd Northbound						VFW Driveway (South) Northeastbound						VFW Driveway (North) Eastbound						
Start Time	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	95	0	0	95	0	0	0	0	0	0	0	223	1	0	0	224	1	0	0	0	0	1	0	0	0	0	0	0	320
07:15 AM	0	0	124	0	0	124	0	0	0	0	0	0	1	299	0	0	0	300	0	0	0	0	0	0	0	0	0	0	0	0	424
07:30 AM	0	0	155	2	0	157	1	0	0	0	0	1	2	296	0	0	1	299	1	0	0	0	0	1	0	0	0	0	0	0	458
07:45 AM	0	0	186	0	0	186	1	0	0	0	0	1	0	292	0	0	0	292	0	0	0	0	0	0	0	0	0	0	0	0	479
Total	0	0	560	2	0	562	2	0	0	0	0	2	3	1110	1	0	1	1115	2	0	0	0	0	2	0	0	0	0	0	0	1681
08:00 AM	1	0	147	0	0	148	0	0	0	0	0	0	0	294	1	0	0	295	0	0	0	0	0	0	0	0	0	0	0	0	443
08:15 AM	0	0	148	0	0	148	0	0	0	0	1	1	0	227	0	0	1	228	0	0	0	0	0	0	0	0	0	0	0	0	377
08:30 AM	0	0	161	0	0	161	2	0	0	0	0	2	1	206	0	0	2	209	0	0	0	0	0	0	0	0	0	0	0	0	372
08:45 AM	0	0	164	0	1	165	4	0	0	0	0	4	4	192	1	0	1	198	0	0	0	0	0	0	0	0	0	0	0	0	367
Total	1	0	620	0	1	622	6	0	0	0	1	7	5	919	2	0	4	930	0	0	0	0	0	0	0	0	0	0	0	0	1559
09:00 AM	1	0	180	0	0	181	0	0	0	0	0	0	1	219	0	0	0	220	0	0	0	0	0	0	0	0	0	0	0	0	401
09:15 AM	0	0	158	0	0	158	1	0	0	1	0	2	1	195	0	0	0	196	0	0	0	0	0	0	0	0	0	0	0	0	356
09:30 AM	1	0	161	0	0	162	0	0	0	0	0	0	2	152	1	0	0	155	1	0	0	0	0	1	0	0	0	0	0	0	318
09:45 AM	1	0	202	0	0	203	1	0	0	0	0	1	1	167	1	0	0	169	0	0	0	0	0	0	0	0	0	0	0	0	373
Total	3	0	701	0	0	704	2	0	0	1	0	3	5	733	2	0	0	740	1	0	0	0	0	1	0	0	0	0	0	0	1448
10:00 AM	0	0	167	2	1	170	1	0	0	0	0	1	0	156	1	0	1	158	0	0	0	0	0	0	0	0	0	0	0	0	329
10:15 AM	1	0	183	1	0	185	1	0	0	1	0	2	2	162	0	0	0	164	1	0	0	0	0	1	0	0	0	0	0	0	352
10:30 AM	2	0	196	0	2	200	1	0	0	1	1	3	2	169	1	0	1	173	3	0	0	0	0	3	0	0	0	0	0	0	379
10:45 AM	1	0	195	0	2	198	4	0	0	0	0	4	2	220	0	0	1	223	0	0	0	0	0	0	0	0	0	0	0	0	425
Total	4	0	741	3	5	753	7	0	0	2	1	10	6	707	2	0	3	718	4	0	0	0	0	4	0	0	0	0	0	0	1485
11:00 AM	2	0	204	0	0	206	1	0	0	0	0	1	3	206	1	0	0	210	0	0	0	0	0	0	0	0	0	0	0	0	417
11:15 AM	2	0	216	0	1	219	3	0	0	0	0	3	2	186	0	0	1	189	2	0	0	0	0	2	0	0	0	0	0	0	413
11:30 AM	2	0	205	1	1	209	4	0	0	0	0	4	5	190	2	0	0	197	0	0	0	0	0	0	0	0	0	0	0	0	410
11:45 AM	1	0	205	1	2	209	3	0	0	1	0	4	0	183	2	0	0	185	0	0	0	0	0	0	0	0	0	0	0	0	398
Total	7	0	830	2	4	843	11	0	0	1	0	12	10	765	5	0	1	781	2	0	0	0	0	2	0	0	0	0	0	0	1638
12:00 PM	1	0	203	0	1	205	0	0	0	2	0	2	2	209	1	0	0	212	1	0	0	0	0	1	0	0	0	0	0	0	420
12:15 PM	4	0	233	0	0	237	0	0	0	0	0	0	1	225	1	0	1	228	3	0	1	0	0	4	0	0	0	0	0	0	469
12:30 PM	2	0	224	0	0	226	0	1	0	0	0	1	0	259	0	0	0	259	0	0	1	0	0	1	0	0	0	0	0	0	487
12:45 PM	1	0	196	0	1	198	2	0	0	0	0	2	2	208	1	0	1	212	1	0	0	0	0	1	0	0	0	0	0	0	413
Total	8	0	856	0	2	866	2	1	0	2	0	5	5	901	3	0	2	911	5	0	2	0	0	7	0	0	0	0	0	0	1789
01:00 PM	2	0	211	0	0	213	2	0	0	0	0	2	0	230	2	0	1	233	3	0	0	0	0	3	0	0	0	0	0	0	451
01:15 PM	1	0	211	0	0	212	1	0	0	0	0	1	1	157	2	0	2	162	2	0	0	0	0	2	0	0	0	0	0	0	377
01:30 PM	4	0	227	0	1	232	2	0	0	1	0	3	3	167	3	0	1	174	3	0	0	0	0	3	0	0	0	0	0	0	412
01:45 PM	1	0	187	0	2	190	1	0	0	2	0	3	2	204	0	0	0	206	1	0	0	0	0	1	0	0	0	0	0	0	400
Total	8	0	836	0	3	847	6	0	0	3	0	9	6	758	7	0	4	775	9	0	0	0	0	9	0	0	0	0	0	0	1640
02:00 PM	2	0	244	0	0	246	2	0	0	1	0	3	2	191	0	0	0	193	2	0	0	0	0	2	0	0	0	0	0	0	444
02:15 PM	1	0	232	0	0	233	1	0	0	0	0	1	1	201	3	0	0	205	5	0	1	0	0	6	0	0	0	0	0	0	445
02:30 PM	2	0	212	0	1	215	1	0	0	1	0	2	1	215	1	0	0	217	3	0	2	0	0	5	0	0	0	0	0	0	439
02:45 PM	1	0	245	1	0	247	1	0	0	1	0	2	1	176	0	0	0	177	3	0	0	0	0	3	0	0	0	0	0	0	429
Total	6	0	933	1	1	941	5	0	0	3	0	8	5	783	4	0	0	792	13	0	3	0	0	16	0	0	0	0	0	0	1757
03:00 PM	1	0	274	0	0	275	1	0	0	1	0	2	0	182	1	0	1	184	4	0	0	0	0	4	0	0	0	0	0	0	465
03:15 PM	3	0	284	0	1	288	0	0	0	0	0	0	0	210	1	0	0	211	2	0	0	0	0	2	0	0	0	0	0	0	501
03:30 PM	1	0	248	0	0	249	0	0	0	0	0	0	1	226	2	0	0	229	3	0	0	0	0	3	0	0	0	0	0	0	481
03:45 PM	3	0	269	0	0	272	1	0	0	0	0	1	1	206	1	0	0	208	2	0	0	0	0	2	0	0	0	0	0	0	483
Total	8	0	1075	0	1	1084	2	0	0	1	0	3	2	824	5	0	1	832	11	0	0	0	0	11	0	0	0	0	0	0	1930
04:00 PM	2	0	277	0	0	279	4	0	0	0	0	4	0	206	4	0	2	212	1	0	0	0	0	1	0	0	0	0	0	0	496
04:15 PM	3	0	319	0	1	323	0	0	0	0	0	0	0	200	2	0	0	202	4	0	1	0	0	5	0	0	0	0	0	0	530
04:30 PM	4	0	290	0	0	294	0	0	0	0	0	0	0	221	1	0	0	222	1	0	0	0	0	1	0	0	0	0	0	0	517
04:45 PM	6	0	299	0	0	305	0	0	0	0	0	0	0	179	3	0	0	182	0	0	0	0	0	0	0	0	0	0	0	0	487
Total	15	0	1185	0	1	1201	4	0	0	0	0	4	0	806	10	0	2	818	6	0	1	0	0	7	0	0	0	0	0	0	2030
05:00 PM	3	0	292	0	0	295	1	0	0	0	0	1	1	229	1	0	1	232	3	0	1	0	0	4	0	0	0	0	0	0	532
05:15 PM	4	0	295	0	0	299	0	0	0	0	0	0	0	208	4	0	0	212	0	0	0	0	0	0	0	0	0	0	0	0	511
05:30 PM	4	0	304	0	0	308	0	0	0	0	0	0	0	193	2	0	0	195	1	0	3	0	0	4	0	0	0	0	0	0	507
05:45 PM	3	0	261	0	0	264	0	0	0	0	0	0	0	218	0	0	0	218	1	0	0	0	0	1	0	0	0	0	0	0	483
Total	14	0	1152	0	0	1166	1	0	0	0	0	1	1	848	7	0	1	857	5	0	4	0	0	9	0	0	0	0	0	0	2033
06:00 PM	0	0	255	0	0	255	0	0	0	0	0	0	0	196	2	0	0	198	4	0	0	0	0	4	0	0	0	0	0	0	457

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File Name : 2- Blanding Blvd & Median Cut at VFW
Site Code :
Start Date : 12/1/2021
Page No : 2

Groups Printed- Cars

	Blanding Blvd Southbound						D & D Driveway Westbound						Blanding Blvd Northbound						VFW Driveway (South) Northeastbound						VFW Driveway (North) Eastbound						
Start Time	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Int. Total
06:15 PM	0	0	245	0	1	246	0	0	0	0	0	0	0	197	0	0	0	197	0	0	0	0	0	0	0	0	0	0	0	0	443
06:30 PM	3	0	197	0	1	201	0	0	0	0	0	0	0	161	1	0	0	162	1	0	0	0	0	1	0	0	0	0	0	0	364
06:45 PM	0	0	191	0	1	192	0	0	0	0	0	0	0	161	1	0	0	162	2	0	0	0	0	2	0	0	0	0	0	0	356
Total	3	0	888	0	3	894	0	0	0	0	0	0	0	715	4	0	0	719	7	0	0	0	0	7	0	0	0	0	0	0	1620
Grand Total	77	0	10377	8	21	10483	48	1	0	13	2	64	48	9869	52	0	19	9988	65	0	10	0	0	75	0	0	0	0	0	0	20610
Apprch %	0.7	0	99	0.1	0.2		75	1.6	0	20.3	3.1		0.5	98.8	0.5	0	0.2		86.7	0	13.3	0	0		0	0	0	0	0		
Total %	0.4	0	50.3	0	0.1	50.9	0.2	0	0	0.1	0	0.3	0.2	47.9	0.3	0	0.1	48.5	0.3	0	0	0	0	0.4	0	0	0	0	0	0	

	Blanding Blvd Southbound					D & D Driveway Westbound					Blanding Blvd Northbound					VFW Driveway (South) Northeastbound					VFW Driveway (North) Eastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:15 AM																										
07:15 AM	0	0	124	0	124	0	0	0	0	0	1	**299**	0	0	**300**	0	0	0	0	0	0	0	0	0	0	424
07:30 AM	0	0	155	**2**	157	**1**	0	0	0	**1**	**2**	296	0	0	298	**1**	0	0	0	**1**	0	0	0	0	0	457
07:45 AM	0	0	**186**	0	**186**	1	0	0	0	1	0	292	0	0	292	0	0	0	0	0	0	0	0	0	0	**479**
08:00 AM	**1**	0	147	0	148	0	0	0	0	0	0	294	**1**	0	295	0	0	0	0	0	0	0	0	0	0	443
Total Volume	1	0	612	2	615	2	0	0	0	2	3	1181	1	0	1185	1	0	0	0	1	0	0	0	0	0	1803
% App. Total	0.2	0	99.5	0.3		100	0	0	0		0.3	99.7	0.1	0		100	0	0	0		0	0	0	0		
PHF	.250	.000	.823	.250	.827	.500	.000	.000	.000	.500	.375	.987	.250	.000	.988	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.941
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	3	0	**319**	0	**322**	0	0	0	0	0	0	200	2	0	202	**4**	0	**1**	0	**5**	0	0	0	0	0	529
04:30 PM	4	0	290	0	294	0	0	0	0	0	0	221	1	0	222	1	0	0	0	1	0	0	0	0	0	517
04:45 PM	**6**	0	299	0	305	0	0	0	0	0	0	179	**3**	0	182	0	0	0	0	0	0	0	0	0	0	487
05:00 PM	3	0	292	0	295	**1**	0	0	0	**1**	**1**	**229**	1	0	**231**	3	0	1	0	4	0	0	0	0	0	**531**
Total Volume	16	0	1200	0	1216	1	0	0	0	1	1	829	7	0	837	8	0	2	0	10	0	0	0	0	0	2064
% App. Total	1.3	0	98.7	0		100	0	0	0		0.1	99	0.8	0		80	0	20	0		0	0	0	0		
PHF	.667	.000	.940	.000	.944	.250	.000	.000	.000	.250	.250	.905	.583	.000	.906	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.972

Peggy Malone & Associates
(888) 247-8602

File Name : 2- Blanding Blvd & Median Cut at VFW
Site Code :
Start Date : 12/1/2021
Page No : 1

Groups Printed- Trucks

	Blanding Blvd Southbound						D & D Driveway Westbound						Blanding Blvd Northbound						VFW Driveway (South) Northeastbound						VFW Driveway (North) Eastbound						
Start Time	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	10
07:30 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	11
07:45 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	19	0	0	19	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	30
08:00 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8
08:15 AM	0	0	8	0	0	8	0	0	0	0	0	0	0	6	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	15
08:30 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	6	0	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0	11
08:45 AM	0	1	7	0	0	8	0	0	0	0	0	0	1	7	0	0	0	8	1	0	0	0	0	1	0	0	0	0	0	0	17
Total	0	1	23	0	0	24	0	0	0	0	0	0	1	23	1	0	0	25	2	0	0	0	0	2	0	0	0	0	0	0	51
09:00 AM	0	0	9	0	0	9	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	16
09:15 AM	0	0	8	0	0	8	1	0	0	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	13
09:30 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	7
09:45 AM	0	0	9	0	0	9	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	15
Total	0	0	29	0	0	29	1	0	0	0	0	1	0	21	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	51
10:00 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	13
10:15 AM	0	0	13	0	0	13	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	21
10:30 AM	0	0	4	0	0	4	0	0	0	1	0	1	1	7	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	13
10:45 AM	0	0	12	0	0	12	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	0	0	36	0	0	36	0	0	0	1	0	1	1	27	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	65
11:00 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	9
11:15 AM	0	0	8	0	0	8	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	15
11:30 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	13
11:45 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	0	0	26	0	0	26	0	0	0	0	0	0	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	54
12:00 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8
12:15 PM	0	0	10	0	0	10	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	14
12:30 PM	0	0	9	0	0	9	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	15
12:45 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	0	0	28	0	0	28	0	0	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	50
01:00 PM	0	0	4	0	0	4	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	9
01:15 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	11
01:30 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	10
01:45 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	0	0	16	0	0	16	0	0	0	0	0	0	1	23	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	40
02:00 PM	0	0	9	0	0	9	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	17
02:15 PM	0	0	11	0	0	11	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	17
02:30 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8
02:45 PM	0	0	6	0	0	6	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	0	30	0	0	30	0	0	0	0	0	0	0	21	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	51
03:00 PM	0	0	9	0	0	9	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	14
03:15 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	10
03:30 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	9
03:45 PM	0	0	7	0	0	7	0	0	0	0	0	0	0	4	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	12
Total	0	0	26	0	0	26	0	0	0	0	0	0	0	17	1	0	0	18	1	0	0	0	0	1	0	0	0	0	0	0	45
04:00 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	12
04:15 PM	0	0	8	0	0	8	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
04:30 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	11
04:45 PM	0	0	8	0	0	8	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	14
Total	0	0	23	0	0	23	0	0	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	46
05:00 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7
05:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	16	0	0	16	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	25
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2

Peggy Malone & Associates
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File Name : 2- Blanding Blvd & Median Cut at VFW
Site Code :
Start Date : 12/1/2021

Groups Printed- Trucks

	Blanding Blvd Southbound						D & D Driveway Westbound						Blanding Blvd Northbound						VFW Driveway (South) Northeastbound						VFW Driveway (North) Eastbound						
Start Time	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Int. Total
06:15 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
06:45 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	0	8	0	0	8	0	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	20
Grand Total	0	1	280	0	0	281	1	0	0	1	0	2	3	237	2	0	0	242	3	0	0	0	0	3	0	0	0	0	0	0	528
Apprch %	0	0.4	99.6	0	0		50	0	0	50	0		1.2	97.9	0.8	0	0		100	0	0	0	0		0	0	0	0	0		
Total %	0	0.2	53	0	0	53.2	0.2	0	0	0.2	0	0.4	0.6	44.9	0.4	0	0	45.8	0.6	0	0	0	0	0.6	0	0	0	0	0	0	

	Blanding Blvd Southbound					D & D Driveway Westbound					Blanding Blvd Northbound					VFW Driveway (South) Northeastbound					VFW Driveway (North) Eastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 10:00 AM																										
10:00 AM	0	0	7	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	13
10:15 AM	0	0	**13**	0	**13**	0	0	0	0	0	0	**8**	0	0	**8**	0	0	0	0	0	0	0	0	0	0	**21**
10:30 AM	0	0	4	0	4	0	0	0	**1**	**1**	**1**	7	0	0	8	0	0	0	0	0	0	0	0	0	0	13
10:45 AM	0	0	12	0	12	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	18
Total Volume	0	0	36	0	36	0	0	0	1	1	1	27	0	0	28	0	0	0	0	0	0	0	0	0	0	65
% App. Total	0	0	100	0		0	0	0	100		3.6	96.4	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.692	.000	.692	.000	.000	.000	.250	.250	.250	.844	.000	.000	.875	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.774
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 01:30 PM																										
01:30 PM	0	0	3	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	10
01:45 PM	0	0	4	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
02:00 PM	0	0	9	0	9	0	0	0	0	0	0	**8**	0	0	**8**	0	0	0	0	0	0	0	0	0	0	**17**
02:15 PM	0	0	**11**	0	**11**	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	17
Total Volume	0	0	27	0	27	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	54
% App. Total	0	0	100	0		0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.614	.000	.614	.000	.000	.000	.000	.000	.000	.844	.000	.000	.844	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.794

Peggy Malone & Associates
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File Name : 2- Blanding Blvd & Median Cut at VFW
Site Code :
Start Date : 12/1/2021
Page No : 1

Groups Printed- Bicycles on Crosswalk

	Blanding Blvd Southbound						D & D Driveway Westbound						Blanding Blvd Northbound						VFW Driveway (South) Northeastbound						VFW Driveway (North) Eastbound						
Start Time	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	3
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	2	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peggy Malone & Associates
(888) 247-8602

File Name : 2- Blanding Blvd & Median Cut at VFW
Site Code :
Start Date : 12/1/2021

Groups Printed- Bicycles on Crosswalk

	Blanding Blvd Southbound						D & D Driveway Westbound						Blanding Blvd Northbound						VFW Driveway (South) Northeastbound						VFW Driveway (North) Eastbound						
Start Time	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Int. Total
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	8	8	18
Apprch %	0	0	0	0	0		0	0	0	0	100		0	0	0	0	0		0	0	0	0	100		0	0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	11.1	11.1	0	0	0	0	0	0	0	0	0	0	44.4	44.4	0	0	0	0	44.4	44.4	

	Blanding Blvd Southbound					D & D Driveway Westbound					Blanding Blvd Northbound					VFW Driveway (South) Northeastbound					VFW Driveway (North) Eastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:00 AM																										
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 12:00 PM																										
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
(888) 247-8602

File Name : 2- Blanding Blvd & Median Cut at VFW
Site Code :
Start Date : 12/1/2021
Page No : 1

Groups Printed- Pedestrians

	Blanding Blvd Southbound						D & D Driveway Westbound						Blanding Blvd Northbound						VFW Driveway (South) Northeastbound						VFW Driveway (North) Eastbound						
Start Time	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	2	4
09:45 AM	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	2	13
10:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	4
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	3
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	2	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peggy Malone & Associates
(888) 247-8602

File Name : 2- Blanding Blvd & Median Cut at VFW
Site Code :
Start Date : 12/1/2021

Groups Printed- Pedestrians

	Blanding Blvd Southbound						D & D Driveway Westbound						Blanding Blvd Northbound						VFW Driveway (South) Northeastbound						VFW Driveway (North) Eastbound						
Start Time	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Int. Total
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	35	35	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	5	5	45
Apprch %	0	0	0	0	0		0	0	0	0	100		0	0	0	0	0		0	0	0	0	100		0	0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	77.8	77.8	0	0	0	0	0	0	0	0	0	0	11.1	11.1	0	0	0	0	11.1	11.1	

	Blanding Blvd Southbound					D & D Driveway Westbound					Blanding Blvd Northbound					VFW Driveway (South) Northeastbound					VFW Driveway (North) Eastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:00 AM																										
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 12:00 PM																										
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
(888) 247-8602

File Name : 2- Blanding Blvd & Median Cut at VFW
Site Code :
Start Date : 12/1/2021
Page No : 1

Groups Printed- Combined

	Blanding Blvd Southbound						D & D Driveway Westbound						Blanding Blvd Northbound						VFW Driveway (South) Northeastbound						VFW Driveway (North) Eastbound						
Start Time	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	96	0	0	96	0	0	0	0	0	0	0	224	1	0	0	225	1	0	0	0	0	1	0	0	0	0	0	0	322
07:15 AM	0	0	131	0	0	131	0	0	0	0	4	4	1	302	0	0	0	303	0	0	0	0	0	0	0	0	0	0	0	0	438
07:30 AM	0	0	162	2	0	164	1	0	0	0	1	2	2	300	0	0	1	303	1	0	0	0	0	1	0	0	0	0	0	0	470
07:45 AM	0	0	190	0	0	190	1	0	0	0	0	1	0	295	0	0	0	295	0	0	0	0	1	1	0	0	0	0	1	1	488
Total	0	0	579	2	0	581	2	0	0	0	5	7	3	1121	1	0	1	1126	2	0	0	0	1	3	0	0	0	0	1	1	1718
08:00 AM	1	0	151	0	0	152	0	0	0	0	0	0	0	298	1	0	0	299	0	0	0	0	0	0	0	0	0	0	0	0	451
08:15 AM	0	0	156	0	0	156	0	0	0	0	1	1	0	233	1	0	1	235	0	0	0	0	0	0	0	0	0	0	0	0	392
08:30 AM	0	0	165	0	0	165	2	0	0	0	0	2	1	212	0	0	2	215	1	0	0	0	0	1	0	0	0	0	0	0	383
08:45 AM	0	1	171	0	1	173	4	0	0	0	2	6	5	199	1	0	1	206	1	0	0	0	0	1	0	0	0	0	0	0	386
Total	1	1	643	0	1	646	6	0	0	0	3	9	6	942	3	0	4	955	2	0	0	0	0	2	0	0	0	0	0	0	1612
09:00 AM	1	0	189	0	0	190	0	0	0	0	3	3	1	226	0	0	0	227	0	0	0	0	0	0	0	0	0	0	0	0	420
09:15 AM	0	0	166	0	0	166	2	0	0	1	1	4	1	199	0	0	0	200	0	0	0	0	0	0	0	0	0	0	0	0	370
09:30 AM	1	0	164	0	0	165	0	0	0	0	0	0	2	156	1	0	0	159	1	0	0	0	2	3	0	0	0	0	2	2	329
09:45 AM	1	0	211	0	0	212	1	0	0	0	5	6	1	173	1	0	0	175	0	0	0	0	0	0	0	0	0	0	0	0	393
Total	3	0	730	0	0	733	3	0	0	1	9	13	5	754	2	0	0	761	1	0	0	0	2	3	0	0	0	0	2	2	1512
10:00 AM	0	0	174	2	1	177	1	0	0	0	3	4	0	162	1	0	1	164	0	0	0	0	0	0	0	0	0	0	0	0	345
10:15 AM	1	0	196	1	0	198	1	0	0	1	0	2	2	170	0	0	0	172	1	0	0	0	0	1	0	0	0	0	0	0	373
10:30 AM	2	0	200	0	2	204	1	0	0	2	1	4	3	176	1	0	1	181	3	0	0	0	2	5	0	0	0	0	2	2	396
10:45 AM	1	0	207	0	2	210	4	0	0	0	0	4	2	226	0	0	1	229	0	0	0	0	0	0	0	0	0	0	0	0	443
Total	4	0	777	3	5	789	7	0	0	3	4	14	7	734	2	0	3	746	4	0	0	0	2	6	0	0	0	0	2	2	1557
11:00 AM	2	0	208	0	0	210	1	0	0	0	1	2	3	211	1	0	0	215	0	0	0	0	1	1	0	0	0	0	1	1	429
11:15 AM	2	0	224	0	1	227	3	0	0	0	0	3	2	193	0	0	1	196	2	0	0	0	0	2	0	0	0	0	0	0	428
11:30 AM	2	0	212	1	1	216	4	0	0	0	0	4	5	196	2	0	0	203	0	0	0	0	1	1	0	0	0	0	1	1	425
11:45 AM	1	0	212	1	2	216	3	0	0	1	1	5	0	193	2	0	0	195	0	0	0	0	0	0	0	0	0	0	0	0	416
Total	7	0	856	2	4	869	11	0	0	1	2	14	10	793	5	0	1	809	2	0	0	0	2	4	0	0	0	0	2	2	1698
12:00 PM	1	0	207	0	1	209	0	0	0	2	1	3	2	213	1	0	0	216	1	0	0	0	0	1	0	0	0	0	0	0	429
12:15 PM	4	0	243	0	0	247	0	0	0	0	0	0	1	229	1	0	1	232	3	0	1	0	0	4	0	0	0	0	0	0	483
12:30 PM	2	0	233	0	0	235	0	1	0	0	0	1	0	265	0	0	0	265	0	0	1	0	0	1	0	0	0	0	0	0	502
12:45 PM	1	0	201	0	1	203	2	0	0	0	1	3	2	216	1	0	1	220	1	0	0	0	0	1	0	0	0	0	0	0	427
Total	8	0	884	0	2	894	2	1	0	2	2	7	5	923	3	0	2	933	5	0	2	0	0	7	0	0	0	0	0	0	1841
01:00 PM	2	0	215	0	0	217	2	0	0	0	3	5	1	234	2	0	1	238	3	0	0	0	0	3	0	0	0	0	0	0	463
01:15 PM	1	0	216	0	0	217	1	0	0	0	2	3	1	163	2	0	2	168	2	0	0	0	0	2	0	0	0	0	0	0	390
01:30 PM	4	0	230	0	1	235	2	0	0	1	0	3	3	174	3	0	1	181	3	0	0	0	0	3	0	0	0	0	0	0	422
01:45 PM	1	0	191	0	2	194	1	0	0	2	0	3	2	210	0	0	0	212	1	0	0	0	1	2	0	0	0	0	1	1	412
Total	8	0	852	0	3	863	6	0	0	3	5	14	7	781	7	0	4	799	9	0	0	0	1	10	0	0	0	0	1	1	1687
02:00 PM	2	0	253	0	0	255	2	0	0	1	0	3	2	199	0	0	0	201	2	0	0	0	0	2	0	0	0	0	0	0	461
02:15 PM	1	0	243	0	0	244	1	0	0	0	0	1	1	207	3	0	0	211	5	0	1	0	0	6	0	0	0	0	0	0	462
02:30 PM	2	0	216	0	1	219	1	0	0	1	3	5	1	219	1	0	0	221	3	0	2	0	0	5	0	0	0	0	0	0	450
02:45 PM	1	0	251	1	0	253	1	0	0	1	1	3	1	179	0	0	0	180	3	0	0	0	1	4	0	0	0	0	1	1	441
Total	6	0	963	1	1	971	5	0	0	3	4	12	5	804	4	0	0	813	13	0	3	0	1	17	0	0	0	0	1	1	1814
03:00 PM	1	0	283	0	0	284	1	0	0	1	0	2	0	187	1	0	1	189	4	0	0	0	0	4	0	0	0	0	0	0	479
03:15 PM	3	0	289	0	1	293	0	0	0	0	0	0	0	214	2	0	0	216	2	0	0	0	0	2	0	0	0	0	0	0	511
03:30 PM	1	0	253	0	0	254	0	0	0	0	1	1	1	230	2	0	0	233	3	0	0	0	1	4	0	0	0	0	1	1	493
03:45 PM	3	0	276	0	0	279	1	0	0	0	1	2	1	210	1	0	0	212	3	0	0	0	0	3	0	0	0	0	0	0	496
Total	8	0	1101	0	1	1110	2	0	0	1	2	5	2	841	6	0	1	850	12	0	0	0	1	13	0	0	0	0	1	1	1979
04:00 PM	2	0	281	0	0	283	4	0	0	0	0	4	0	214	4	0	2	220	1	0	0	0	0	1	0	0	0	0	0	0	508
04:15 PM	3	0	327	0	1	331	0	0	0	0	0	0	0	201	2	0	0	203	4	0	1	0	0	5	0	0	0	0	0	0	539
04:30 PM	4	0	293	0	0	297	0	0	0	0	0	0	0	229	1	0	0	230	1	0	0	0	0	1	0	0	0	0	0	0	528
04:45 PM	6	0	307	0	0	313	0	0	0	0	0	0	0	185	3	0	0	188	0	0	0	0	0	0	0	0	0	0	0	0	501
Total	15	0	1208	0	1	1224	4	0	0	0	0	4	0	829	10	0	2	841	6	0	1	0	0	7	0	0	0	0	0	0	2076
05:00 PM	3	0	296	0	0	299	1	0	0	0	0	1	1	233	1	0	1	236	3	0	1	0	2	6	0	0	0	0	2	2	544
05:15 PM	4	0	300	0	0	304	0	0	0	0	0	0	0	210	4	0	0	214	0	0	0	0	0	0	0	0	0	0	0	0	518
05:30 PM	4	0	306	0	0	310	0	0	0	0	0	0	0	195	2	0	0	197	1	0	3	0	0	4	0	0	0	0	0	0	511
05:45 PM	3	0	266	0	0	269	0	0	0	0	1	1	0	219	0	0	0	219	1	0	0	0	1	2	0	0	0	0	1	1	492
Total	14	0	1168	0	0	1182	1	0	0	0	1	2	1	857	7	0	1	866	5	0	4	0	3	12	0	0	0	0	3	3	2065
06:00 PM	0	0	255	0	0	255	0	0	0	0	0	0	0	198	2	0	0	200	4	0	0	0	0	4	0	0	0	0	0	0	459

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File Name : 2- Blanding Blvd & Median Cut at VFW
Site Code :
Start Date : 12/1/2021
Page No : 2

Groups Printed- Combined

	Blanding Blvd Southbound						D & D Driveway Westbound						Blanding Blvd Northbound						VFW Driveway (South) Northeastbound						VFW Driveway (North) Eastbound						
Start Time	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Hard Right	Right	Thru	Left	U-Turn	App. Total	Int. Total
06:15 PM	0	0	249	0	1	250	0	0	0	0	0	0	0	198	0	0	0	198	0	0	0	0	0	0	0	0	0	0	0	0	448
06:30 PM	3	0	197	0	1	201	0	0	0	0	2	2	0	165	1	0	0	166	1	0	0	0	0	1	0	0	0	0	0	0	370
06:45 PM	0	0	195	0	1	196	0	0	0	0	0	0	0	166	1	0	0	167	2	0	0	0	0	2	0	0	0	0	0	0	365
Total	3	0	896	0	3	902	0	0	0	0	2	2	0	727	4	0	0	731	7	0	0	0	0	7	0	0	0	0	0	0	1642
Grand Total	77	1	10657	8	21	10764	49	1	0	14	39	103	51	10106	54	0	19	10230	68	0	10	0	13	91	0	0	0	0	13	13	21201
Apprch %	0.7	0	99	0.1	0.2		47.6	1	0	13.6	37.9		0.5	98.8	0.5	0	0.2		74.7	0	11	0	14.3		0	0	0	0	100		
Total %	0.4	0	50.3	0	0.1	50.8	0.2	0	0	0.1	0.2	0.5	0.2	47.7	0.3	0	0.1	48.3	0.3	0	0	0	0.1	0.4	0	0	0	0	0.1	0.1	

	Blanding Blvd Southbound					D & D Driveway Westbound					Blanding Blvd Northbound					VFW Driveway (South) Northeastbound					VFW Driveway (North) Eastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:15 AM																										
07:15 AM	0	0	131	0	131	0	0	0	0	0	1	**302**	0	0	**303**	0	0	0	0	0	0	0	0	0	0	434
07:30 AM	0	0	162	**2**	164	**1**	0	0	0	**1**	**2**	300	0	0	302	**1**	0	0	0	**1**	0	0	0	0	0	468
07:45 AM	0	0	**190**	0	**190**	1	0	0	0	1	0	295	0	0	295	0	0	0	0	0	0	0	0	0	0	**486**
08:00 AM	**1**	0	151	0	152	0	0	0	0	0	0	298	**1**	0	299	0	0	0	0	0	0	0	0	0	0	451
Total Volume	1	0	634	2	637	2	0	0	0	2	3	1195	1	0	1199	1	0	0	0	1	0	0	0	0	0	1839
% App. Total	0.2	0	99.5	0.3		100	0	0	0		0.3	99.7	0.1	0		100	0	0	0		0	0	0	0		
PHF	.250	.000	.834	.250	.838	.500	.000	.000	.000	.500	.375	.989	.250	.000	.989	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.946
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	3	0	**327**	0	**330**	0	0	0	0	0	0	201	2	0	203	**4**	0	**1**	0	**5**	0	0	0	0	0	538
04:30 PM	4	0	293	0	297	0	0	0	0	0	0	229	1	0	230	1	0	0	0	1	0	0	0	0	0	528
04:45 PM	**6**	0	307	0	313	0	0	0	0	0	0	185	**3**	0	188	0	0	0	0	0	0	0	0	0	0	501
05:00 PM	3	0	296	0	299	**1**	0	0	0	**1**	**1**	**233**	1	0	**235**	3	0	1	0	4	0	0	0	0	0	**539**
Total Volume	16	0	1223	0	1239	1	0	0	0	1	1	848	7	0	856	8	0	2	0	10	0	0	0	0	0	2106
% App. Total	1.3	0	98.7	0		100	0	0	0		0.1	99.1	0.8	0		80	0	20	0		0	0	0	0		
PHF	.667	.000	.935	.000	.939	.250	.000	.000	.000	.250	.250	.910	.583	.000	.911	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.977

2020 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7200 DUVAL COUNTYWIDE

MOCF: 0.96

WEEK	DATES	SF	PSCF
* 1	01/01/2020 - 01/04/2020	0.98	1.02
* 2	01/05/2020 - 01/11/2020	0.95	0.99
* 3	01/12/2020 - 01/18/2020	0.92	0.96
* 4	01/19/2020 - 01/25/2020	0.91	0.95
* 5	01/26/2020 - 02/01/2020	0.90	0.94
* 6	02/02/2020 - 02/08/2020	0.90	0.94
* 7	02/09/2020 - 02/15/2020	0.89	0.93
* 8	02/16/2020 - 02/22/2020	0.92	0.96
* 9	02/23/2020 - 02/29/2020	0.94	0.98
*10	03/01/2020 - 03/07/2020	0.97	1.01
*11	03/08/2020 - 03/14/2020	1.00	1.04
*12	03/15/2020 - 03/21/2020	1.03	1.07
*13	03/22/2020 - 03/28/2020	1.12	1.17
14	03/29/2020 - 04/04/2020	1.21	1.26
15	04/05/2020 - 04/11/2020	1.31	1.36
16	04/12/2020 - 04/18/2020	1.40	1.46
17	04/19/2020 - 04/25/2020	1.32	1.38
18	04/26/2020 - 05/02/2020	1.25	1.30
19	05/03/2020 - 05/09/2020	1.17	1.22
20	05/10/2020 - 05/16/2020	1.10	1.15
21	05/17/2020 - 05/23/2020	1.07	1.11
22	05/24/2020 - 05/30/2020	1.05	1.09
23	05/31/2020 - 06/06/2020	1.03	1.07
24	06/07/2020 - 06/13/2020	1.01	1.05
25	06/14/2020 - 06/20/2020	0.99	1.03
26	06/21/2020 - 06/27/2020	1.00	1.04
27	06/28/2020 - 07/04/2020	1.01	1.05
28	07/05/2020 - 07/11/2020	1.01	1.05
29	07/12/2020 - 07/18/2020	1.02	1.06
30	07/19/2020 - 07/25/2020	1.01	1.05
31	07/26/2020 - 08/01/2020	1.00	1.04
32	08/02/2020 - 08/08/2020	0.99	1.03
33	08/09/2020 - 08/15/2020	0.99	1.03
34	08/16/2020 - 08/22/2020	0.98	1.02
35	08/23/2020 - 08/29/2020	0.98	1.02
36	08/30/2020 - 09/05/2020	0.98	1.02
37	09/06/2020 - 09/12/2020	0.97	1.01
38	09/13/2020 - 09/19/2020	0.97	1.01
39	09/20/2020 - 09/26/2020	0.96	1.00
40	09/27/2020 - 10/03/2020	0.95	0.99
41	10/04/2020 - 10/10/2020	0.95	0.99
42	10/11/2020 - 10/17/2020	0.94	0.98
43	10/18/2020 - 10/24/2020	0.95	0.99
44	10/25/2020 - 10/31/2020	0.95	0.99
45	11/01/2020 - 11/07/2020	0.96	1.00
46	11/08/2020 - 11/14/2020	0.97	1.01
47	11/15/2020 - 11/21/2020	0.98	1.02
48	11/22/2020 - 11/28/2020	0.98	1.02
49	11/29/2020 - 12/05/2020	0.98	1.02
50	12/06/2020 - 12/12/2020	0.98	1.02
51	12/13/2020 - 12/19/2020	0.98	1.02
52	12/20/2020 - 12/26/2020	0.95	0.99
53	12/27/2020 - 12/31/2020	0.92	0.96

* PEAK SEASON

APPENDIX E

Existing Conditions Operational Analysis

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	0	0	2	1	1171	3	2	621	1
Future Vol, veh/h	0	0	1	0	0	2	1	1171	3	2	621	1
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	3	3	3
Mvmt Flow	0	0	1	0	0	2	1	1233	3	2	654	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1154	1897	328	1503	1896	618	655	0	0	1236	0	0
Stage 1	659	659	-	1237	1237	-	-	-	-	-	-	-
Stage 2	495	1238	-	266	659	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	5.32	-	-	5.36	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	3.11	-	-	3.13	-	-
Pot Cap-1 Maneuver	211	70	574	131	70	374	576	-	-	298	-	-
Stage 1	346	464	-	138	250	-	-	-	-	-	-	-
Stage 2	484	250	-	662	464	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	207	69	574	129	69	374	576	-	-	298	-	-
Mov Cap-2 Maneuver	207	69	-	129	69	-	-	-	-	-	-	-
Stage 1	344	459	-	137	249	-	-	-	-	-	-	-
Stage 2	478	249	-	654	459	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	14.7	0	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	576	-	-	574	374	298	-	-
HCM Lane V/C Ratio	0.002	-	-	0.002	0.006	0.007	-	-
HCM Control Delay (s)	11.3	0	-	11.3	14.7	17.2	0.1	-
HCM Lane LOS	B	A	-	B	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	8	0	0	1	7	831	1	0	1199	16
Future Vol, veh/h	2	0	8	0	0	1	7	831	1	0	1199	16
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	-	-	-	-	-	-	-	-	-	-	-	-
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, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	2	0	8	0	0	1	7	848	1	0	1223	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1584	2094	620	1352	2102	425	1239	0	0	849	0	0
Stage 1	1231	1231	-	863	863	-	-	-	-	-	-	-
Stage 2	353	863	-	489	1239	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	117	53	373	161	52	498	300	-	-	463	-	-
Stage 1	139	252	-	251	374	-	-	-	-	-	-	-
Stage 2	588	374	-	488	250	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	113	51	373	152	50	498	300	-	-	463	-	-
Mov Cap-2 Maneuver	113	51	-	152	50	-	-	-	-	-	-	-
Stage 1	133	252	-	240	358	-	-	-	-	-	-	-
Stage 2	561	358	-	477	250	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.7	12.2	0.3	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	300	-	-	255	498	463	-	-
HCM Lane V/C Ratio	0.024	-	-	0.04	0.002	-	-	-
HCM Control Delay (s)	17.3	0.2	-	19.7	12.2	0	-	-
HCM Lane LOS	C	A	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

APPENDIX F

Trip Generation

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

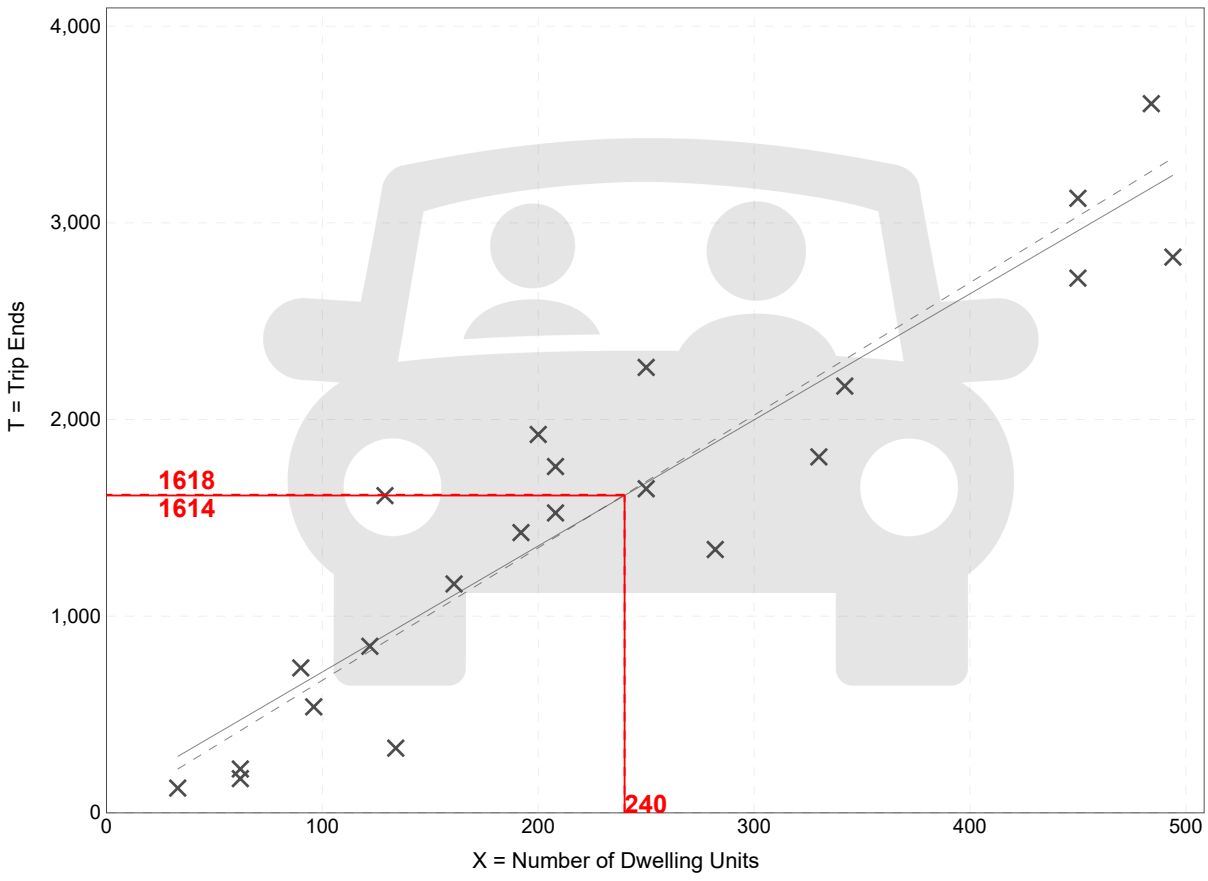
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

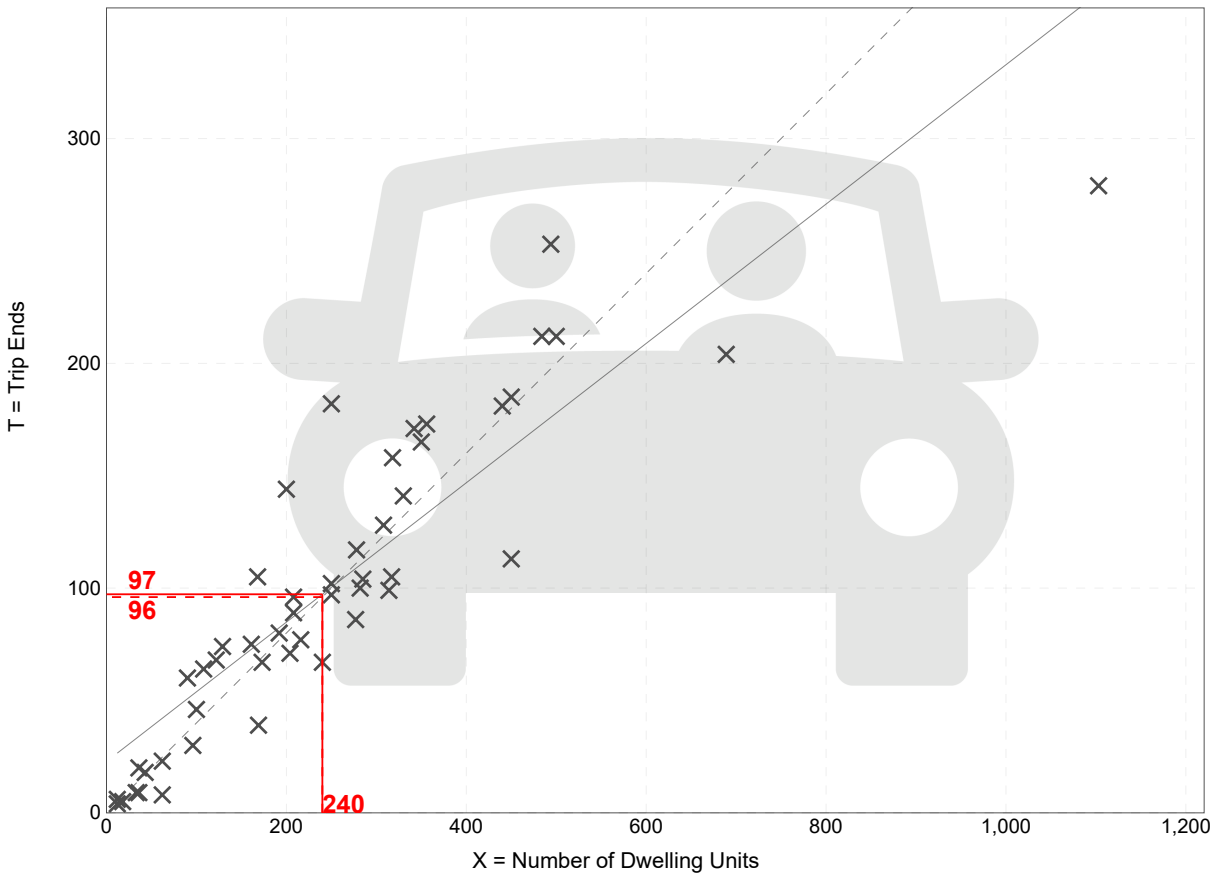
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Fitted Curve Equation: T = 0.31(X) + 22.85

R^2= 0.79

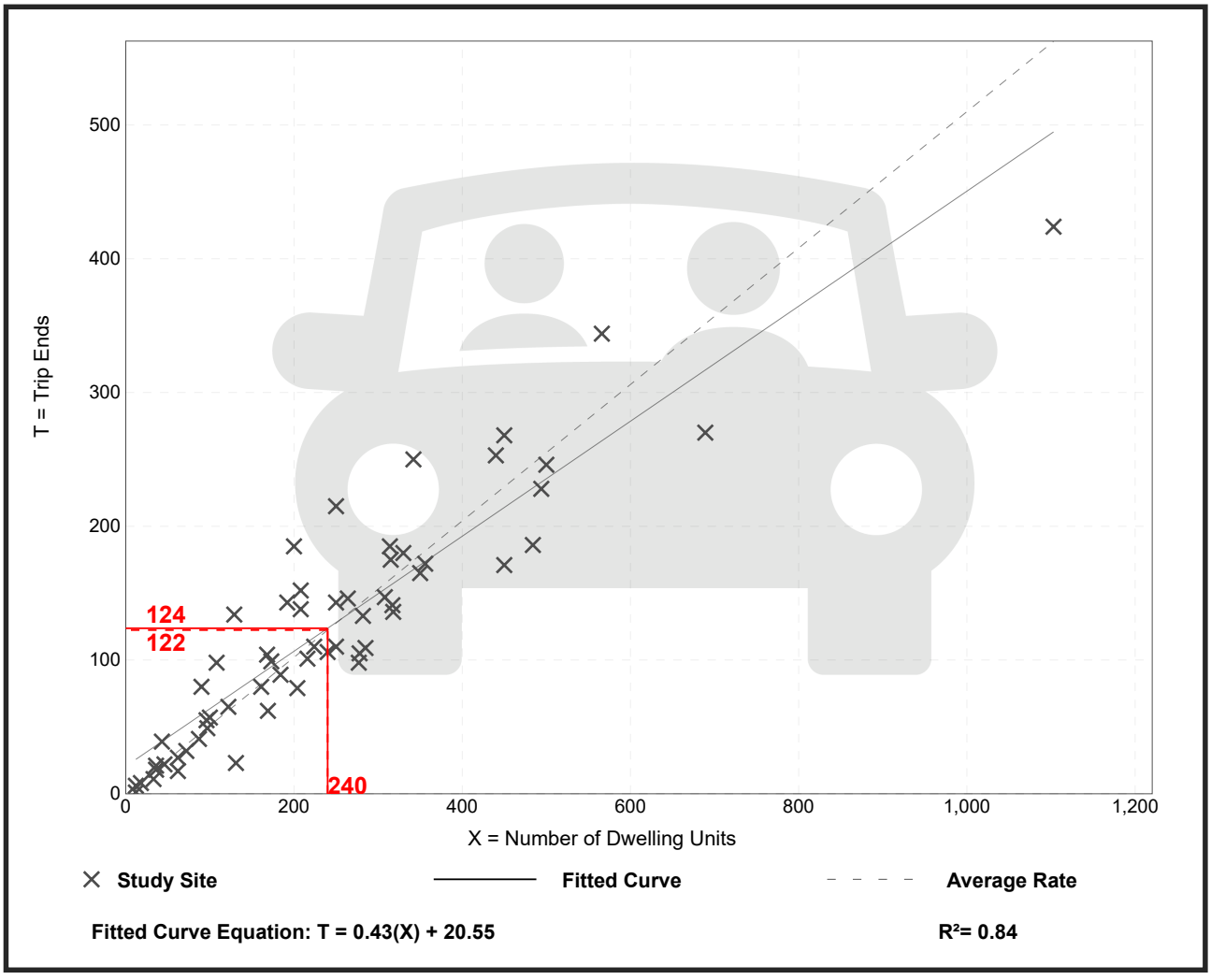
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



APPENDIX G

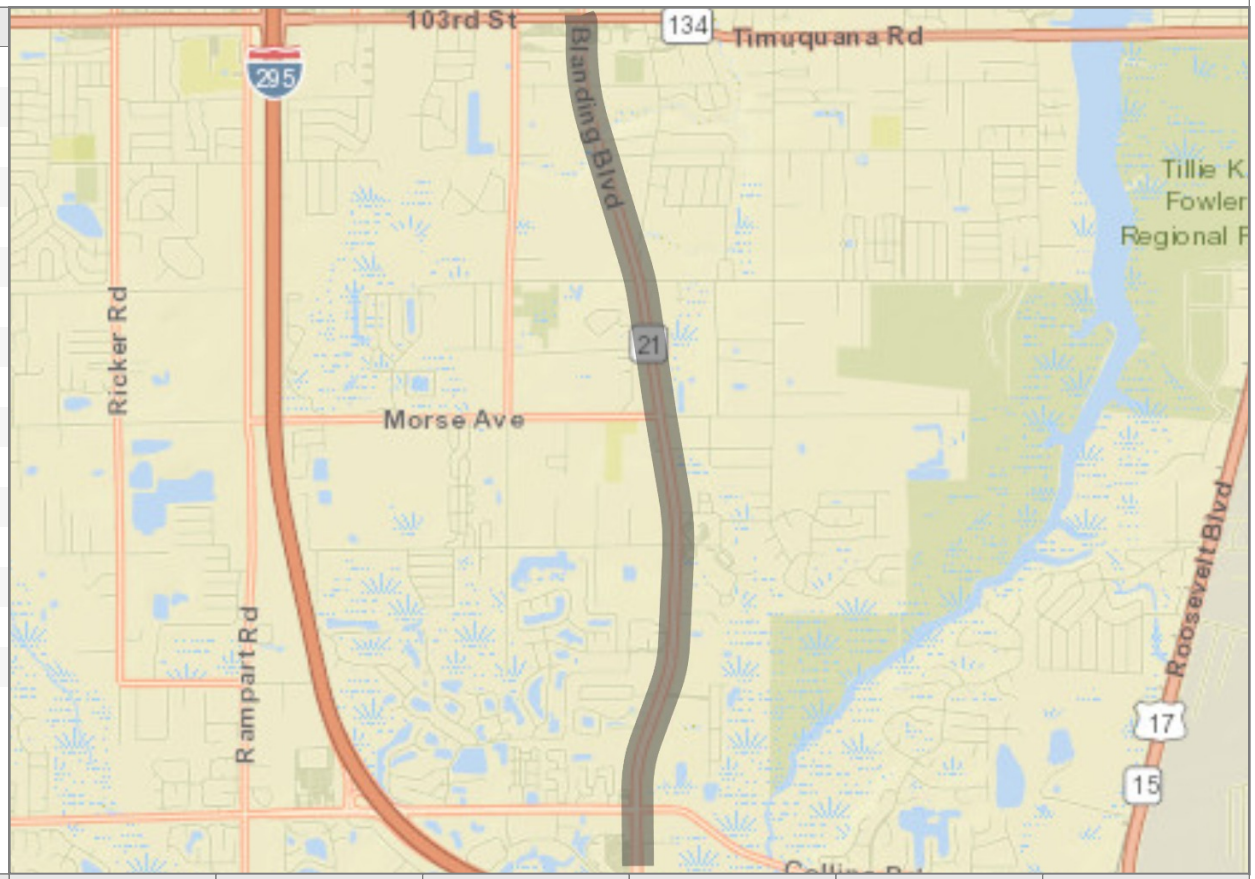
FDOT District 2 LOS Summary Report

SR 21 / Blanding Blvd. from I-295 to SR 134 / 103rd St

Attribute	Value
Segment ID:	402
Segment Length (miles):	3.326 mi
Location:	Jacksonville
County:	Duval
Roadway ID:	72170000
Begin MP:	0.795
End MP:	4.120
SIS:	No
SIS Type:	Non SIS
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	45 mph
Facility Type:	Arterial
Area Type:	Urbanized
Standard K:	9.0%
FDOT LOS Standard:	D
Max. Service Vol. Adj. Factor:	0.00

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Street View:
http://maps.google.com/maps?q=&layer=c&cbll=30.2249999573959,-81.7376413645958



Projected Values	2020	2025	2030	2035	2040	2045
Number of Lanes	4	6	6	6	6	6
AADT	29,942	35,885	37,577	39,270	40,963	42,656
Peak Hour Maximum Service Volume at LOS Standard	3,580	5,390	5,390	5,390	5,390	5,390
Peak Hour Traffic Volume	2,695	3,230	3,382	3,534	3,687	3,839
Peak Hour LOS	C	C	C	C	C	C

Notes:

CAGR = (42,656/29,942)^(1/25) - 1 = 1.43%

APPENDIX H

Future Conditions Operational Analysis

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	0	0	2	1	1206	3	2	640	1
Future Vol, veh/h	0	0	1	0	0	2	1	1206	3	2	640	1
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	3	3	3
Mvmt Flow	0	0	1	0	0	2	1	1269	3	2	674	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1189	1953	338	1547	1952	636	675	0	0	1272	0	0
Stage 1	679	679	-	1273	1273	-	-	-	-	-	-	-
Stage 2	510	1274	-	274	679	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	5.32	-	-	5.36	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	3.11	-	-	3.13	-	-
Pot Cap-1 Maneuver	201	65	566	123	65	364	563	-	-	286	-	-
Stage 1	335	454	-	130	241	-	-	-	-	-	-	-
Stage 2	474	240	-	655	454	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	197	64	566	121	64	364	563	-	-	286	-	-
Mov Cap-2 Maneuver	197	64	-	121	64	-	-	-	-	-	-	-
Stage 1	333	449	-	129	240	-	-	-	-	-	-	-
Stage 2	468	239	-	647	449	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	14.9	0	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	563	-	-	566	364	286	-	-
HCM Lane V/C Ratio	0.002	-	-	0.002	0.006	0.007	-	-
HCM Control Delay (s)	11.4	0	-	11.4	14.9	17.7	0.1	-
HCM Lane LOS	B	A	-	B	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	8	0	0	1	7	856	1	0	1235	16
Future Vol, veh/h	2	0	8	0	0	1	7	856	1	0	1235	16
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	-	-	-	-	-	-	-	-	-	-	-	-
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, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	2	0	8	0	0	1	7	873	1	0	1260	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1631	2156	638	1392	2164	437	1276	0	0	874	0	0
Stage 1	1268	1268	-	888	888	-	-	-	-	-	-	-
Stage 2	363	888	-	504	1276	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	109	48	363	152	48	489	287	-	-	450	-	-
Stage 1	131	242	-	241	365	-	-	-	-	-	-	-
Stage 2	580	365	-	478	240	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	105	46	363	143	46	489	287	-	-	450	-	-
Mov Cap-2 Maneuver	105	46	-	143	46	-	-	-	-	-	-	-
Stage 1	125	242	-	230	348	-	-	-	-	-	-	-
Stage 2	552	348	-	467	240	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.5	12.4	0.4	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	287	-	-	243	489	450	-	-
HCM Lane V/C Ratio	0.025	-	-	0.042	0.002	-	-	-
HCM Control Delay (s)	17.9	0.3	-	20.5	12.4	0	-	-
HCM Lane LOS	C	A	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	1	0	0	2	1	1221	3	49	2	666	1
Future Vol, veh/h	0	0	1	0	0	2	1	1221	3	49	2	666	1
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	190	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	3	3	3	3
Mvmt Flow	0	0	1	0	0	2	1	1285	3	52	2	701	1

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1326	2100	351	1677	2099	644	702	0	0	941	1288	0	0
Stage 1	810	810	-	1289	1289	-	-	-	-	-	-	-	-
Stage 2	516	1290	-	388	810	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	5.32	-	-	5.66	5.36	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	3.11	-	-	2.33	3.13	-	-
Pot Cap-1 Maneuver	167	52	555	103	53	360	547	-	-	470	281	-	-
Stage 1	273	396	-	127	236	-	-	-	-	-	-	-	-
Stage 2	470	236	-	561	396	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	150	46	555	93	46	360	547	-	-	455	455	-	-
Mov Cap-2 Maneuver	150	46	-	93	46	-	-	-	-	-	-	-	-
Stage 1	271	349	-	126	235	-	-	-	-	-	-	-	-
Stage 2	464	235	-	494	349	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	15.1	0	1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	547	-	-	555	360	455	-	-
HCM Lane V/C Ratio	0.002	-	-	0.002	0.006	0.118	-	-
HCM Control Delay (s)	11.6	0	-	11.5	15.1	14	-	-
HCM Lane LOS	B	A	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.4	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	74	15	1271	647	8
Future Vol, veh/h	0	74	15	1271	647	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	190	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	1	4	4
Mvmt Flow	0	77	16	1324	674	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	341	682	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	5.32	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	3.11	-	-	-
Pot Cap-1 Maneuver	0	564	559	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	564	559	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	559	-	564	-	-
HCM Lane V/C Ratio	0.028	-	0.137	-	-
HCM Control Delay (s)	11.6	-	12.4	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	2	0	8	0	0	1	7	888	1	21	0	1262	16
Future Vol, veh/h	2	0	8	0	0	1	7	888	1	21	0	1262	16
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	190	-	-
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	98
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2	2
Mvmt Flow	2	0	8	0	0	1	7	906	1	21	0	1288	16

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1714	2259	652	1478	2267	454	1304	0	0	662	907	0	0
Stage 1	1338	1338	-	921	921	-	-	-	-	-	-	-	-
Stage 2	376	921	-	557	1346	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	5.34	-	-	5.64	5.34	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	3.12	-	-	2.32	3.12	-	-
Pot Cap-1 Maneuver	97	42	356	135	41	477	278	-	-	676	434	-	-
Stage 1	117	224	-	229	352	-	-	-	-	-	-	-	-
Stage 2	570	352	-	444	222	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	91	39	356	124	38	477	278	-	-	675	675	-	-
Mov Cap-2 Maneuver	91	39	-	124	38	-	-	-	-	-	-	-	-
Stage 1	111	217	-	217	334	-	-	-	-	-	-	-	-
Stage 2	540	334	-	420	215	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.8	12.6	0.4	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	278	-	-	225	477	675	-	-
HCM Lane V/C Ratio	0.026	-	-	0.045	0.002	0.032	-	-
HCM Control Delay (s)	18.3	0.3	-	21.8	12.6	10.5	-	-
HCM Lane LOS	C	A	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	46	1	32	883	1267	46
Future Vol, veh/h	0	46	1	32	883	1267	46
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	-	190	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	2	2	2	2
Mvmt Flow	0	47	1	33	901	1293	47

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	-	670	978	1340	0	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.1	5.64	5.34	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	2.32	3.12	-	-	-
Pot Cap-1 Maneuver	0	346	452	267	-	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	-	346	270	270	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	270	-	346	-	-
HCM Lane V/C Ratio	0.125	-	0.136	-	-
HCM Control Delay (s)	20.2	-	17	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	-	-