

Table 9.3: 2045 Adopted Cost Feasible Plan - Other Arterial Projects (State and Federally Funded Projects)

Facility	County	ID	From	To	Improvement	Years 2019-2025	Years 2026-2030	Years 2031-2035	Years 2036-2045
J Turner Butler Boulevard (SR 202)	Duval	NA	I-95	SR A1A	Planning Study	\$2,000			
J Turner Butler Boulevard (SR 202)	Duval	NA	@ San Pablo		Major Intersection Improvement	\$13,125			
Jacksonville National Cemetery Access Road	Duval	NA	Lannie Road	Arnold Road	Construct new 2 lane road	\$164			
SR 115 (Southside Boulevard)	Duval	NA	@ Gate Parkway		Major Intersection Improvement	\$9,331			
SR 115 (Southside Boulevard)	Duval	NA	@ Deewood Park		Major Intersection Improvement	\$9,526			
SR 212 (Beach Boulevard)	Duval	NA	@ Southside Boulevard		Major Intersection Improvement	\$5,606			
SR 16	St. Johns	NA	@ International Golf Parkway		Major Intersection Improvement	\$5,500			
SR 16	St. Johns	NA	SR 313	I-95	Widen to 4 lanes	\$500			
SR 313	St. Johns	NA	SR 207	South Holmes Boulevard	Construct new 2 lane road	\$12,421			
SR 21 (Blanding Boulevard)	Clay	NA	CR 218	Black Creek	Widen to 6 lanes	\$20,327			
CR 220	Clay	NA	Henley Road (CR 209)	Knight Box Road (CR 220B)	Widen to 4 lanes	\$16,643			
US 17 Main Street	Duval	269	New Berlin Road	Pecan Park Road	Widen to 4 lanes + trail	\$6,000	\$6,090		
US 17 Main Street	Duval	270	Pecan Park Road	Nassau County Line	Widen to 4 lanes + trail			\$21,083	
SR 115 Southside Boulevard	Duval	2014	SR 202 J T Butler Boulevard	US 90 Beach Boulevard	Widen to 6 lanes			\$18,583	\$20,000
SR 115 Southside Boulevard	Duval	2010	at SR 152 Baymeadows Road		Continuous Flow Intersection			\$7,500	\$28,200
SR 115 Southside Boulevard	Duval	2011	at J T Butler Boulevard		Modify Interchange				
US 1 SR 5 Phillips Highway	Duval	297	I-95 at the Avenues Mall	SR 202 J T Butler Boulevard	Widen to 6 lanes + Trail			\$43,985	\$12,347
US 1 SR 5 Phillips Highway	Duval	2000	SR 9B	I-295	Widen to 6 lanes + Trail				\$55,330
SR 115 Lem Turner Road	Duval	265	I-295	Nassau County Line	Widen to 4 lanes				
Atlantic Boulevard (SR 10)	Duval	206	at Grvin Road		Intersection Improvements		\$1,455		
Atlantic Boulevard (SR 10)	Duval	207	at Hodges Boulevard		Intersection Improvements		\$1,455		
Atlantic Boulevard (SR 10)	Duval	208	at San Pablo Boulevard		Intersection Improvements		\$1,455		
Arlington Expressway	Duval	205	University Boulevard (SR 109)		Modify Interchange + Trail			\$1,725	
Normandy Boulevard (SR 228)	Duval	288	US 301	Bell Road (Equestrian Park)	Widen to 4 lanes		\$15,300		
SR 16	Clay	125	First Coast Expressway	SR 15A Oakridge Avenue	Widen to 4 lanes		\$42,600		\$39,445
SR 16	Clay	126	US 17	Shands Bridge	Widen to 4 lanes				\$4,633
SR 100	Clay	124	Clay/Bradford County Line	Clay/Putnam County Line	Widen to 4 lanes				
SR 21 Blanding Boulevard	Clay	127	SR 16	CR 215 Blanding Boulevard	Widen to 4 lanes			\$19,496	
US 17	Clay	130	Orion Road	SR16	Context Sensitive Solutions			\$1,300	
US 17	Nassau	342	Duval County Line	CR 108	Widen to 4 lanes				\$41,891
US 17	Nassau	304	at Pages Dairy Road		Major Intersection Improvement				\$8,200
SR 115 Lem Turner Road	Nassau	321	Duval County Line	US 1/ SR 15	Widen to 4 lanes + trail			\$4,860	
US 301	Nassau	350	at Crawford Road		Major Intersection Improvement				\$2,200
SR 16	St Johns	471	Grand Oaks Eastern Entrance	Western Outlet Mail Entrance	Widen to 4 lanes		\$7,800		

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Jacksonville National Cemetery Access Road	Duval	NA	Lannie Road	Arnold Road	Construct new 2 lane road	\$164			
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US 17 Main Street	Duval	270	Pecan Park Road	Nassau County Line	Widen to 4 lanes + trail			\$21,083	
SR 115 Southside Boulevard	Duval	2014	SR 202 J T Butler Boulevard	US 90 Beach Boulevard	Widen to 6 lanes			\$18,583	
SR 115 Southside Boulevard	Duval	2010	at SR 152 Baymeadows Road		Continuous Flow Intersection			\$7,500	\$20,000
SR 115 Southside Boulevard	Duval	2011	at J T Butler Boulevard		Modify Interchange			\$43,985	\$28,200
US 1 SR 5 Phillips Highway	Duval	297	I-95 at the Avenues Mail	SR 202 J T Butler Boulevard	Widen to 6 lanes + Trail				
US 1 SR 5 Phillips Highway	Duval	2000	SR 98	I-295	Widen to 6 lanes + Trail				\$12,347
SR 115 Lem Turner Road	Duval	265	I-295	Nassau County Line	Widen to 4 lanes + trail				\$55,330
Atlantic Boulevard (SR 10)	Duval	206	at Girvin Road		Intersection Improvements		\$1,455		
Atlantic Boulevard (SR 10)	Duval	207	at Hodges Boulevard		Intersection Improvements		\$1,455		
Atlantic Boulevard (SR 10)	Duval	208	at San Pablo Boulevard		Intersection Improvements		\$1,455		
Arlington Expressway	Duval	205	University Boulevard (SR 109)		Modify Interchange + Trail			\$1,725	
Normandy Boulevard (SR 228)	Duval	288	US 301	Bell Road (Equestrian Park)	Widen to 4 lanes		\$15,300		
SR 16	Clay	125	First Coast Expressway	SR 15A Oakridge Avenue	Widen to 4 lanes		\$42,600		
SR 16	Clay	126	US 17	Shands Bridge	Widen to 4 lanes				\$39,445
SR 100	Clay	124	Clay/Bradford County Line	Clay/Putnam County Line	Widen to 4 lanes				\$4,633
SR 21 Blanding Boulevard	Clay	127	SR 16	CR 215 Blanding Boulevard	Widen to 4 lanes			\$19,496	
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Facility	County	ID	From	To	Improvement	Years 2019-2025	Years 2026-2030	Years 2031-2035	Years 2036-2045
SR 16	St Johns	470	San Giacomo Road	Grand Oaks Eastern Entrance	Widen to 4 lanes		\$6,951	\$3,000	
SR 207	St Johns	474	I-95	South Holmes Boulevard	Widen to 6 lanes			\$16,106	
SR 207	St Johns	475	South Holmes Boulevard	SR 312	Widen to 6 lanes		\$4,400		
SR 313	St Johns	478	SR 207	SR 16	New 4/6 lane road		\$140,100		
SR 313	St Johns	479	SR 16	US 1 Dixie Highway	New 4 lane road			\$101,787	
SR A1A	St Johns	483	Mickler Road	Palm Valley Road	Widen to 4 lanes			\$15,364	
SR A1A	St Johns	401	N St Augustine Boulevard	Comares Avenue	Multimodal Way			\$3,241	
SR A1A	St Johns	482	at Red Cox/Coquina Road		Intersection Improvement			\$,120	
SR A1A	St Johns	402	Comares Avenue	Red Cox Road	Multimodal Way			\$3,140	
Big Oak Road	St Johns	403/404	US 1	I-95	Feasibility Study for new road and interchange with I-95		\$250		
I-95	St Johns	442	at CR 210		Interchange Modification		\$4,050		
Other Arterial Totals						\$102,162	\$224,705	\$262,290	\$210,046

Figure 9.5: Adopted 2045 Cost Feasible Plan - Other Arterial Projects - Nassau County



Appendix F

Traffic Counts



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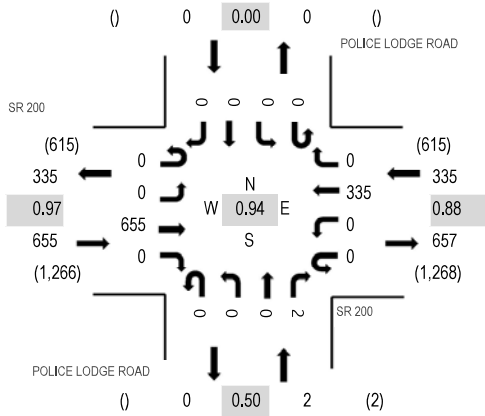
Location: 1 POLICE LODGE ROAD & SR 200 AM

Date: Thursday, August 24, 2023

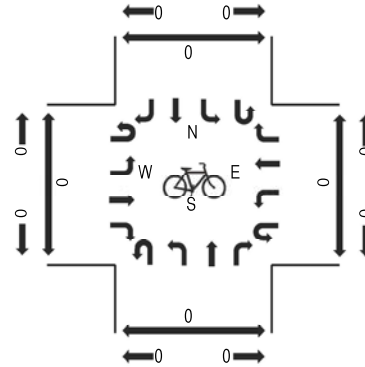
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

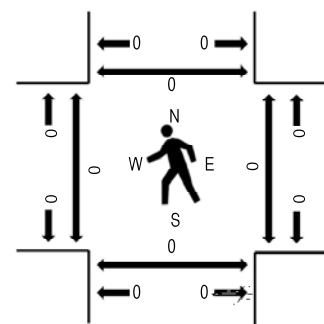
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 200 Eastbound				SR 200 Westbound				POLICE LODGE ROAD Northbound				POLICE LODGE ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	153	0	0	0	0	78	0	0	0	0	0	0	0	0	231	975	0	0	0	0
7:15 AM	0	0	155	0	0	0	0	80	0	0	0	0	0	0	0	0	235	992	0	0	0	0
7:30 AM	0	0	162	0	0	0	0	84	0	0	0	0	0	0	0	0	246	985	0	0	0	0
7:45 AM	0	0	166	0	0	0	0	96	0	0	0	1	0	0	0	0	263	973	0	0	0	0
8:00 AM	0	0	172	0	0	0	0	75	0	0	0	1	0	0	0	0	248	908	0	0	0	0
8:15 AM	0	0	173	0	0	0	0	55	0	0	0	0	0	0	0	0	228		0	0	0	0
8:30 AM	0	0	150	0	0	0	0	84	0	0	0	0	0	0	0	0	234		0	0	0	0
8:45 AM	0	0	135	0	0	0	0	63	0	0	0	0	0	0	0	0	198		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	61	0	0	0	0	56	0	0	0	0	0	0	0	0	117
Lights	0	0	562	0	0	0	0	263	0	0	0	0	2	0	0	0	827
Mediums	0	0	32	0	0	0	0	16	0	0	0	0	0	0	0	0	48
Total	0	0	655	0	0	0	0	335	0	0	0	0	2	0	0	0	992

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		14.2%				21.5%				0.0%				0.0%			16.6%
Heavy Vehicle %	0.0%	0.0%	14.2%	0.0%	0.0%	0.0%	21.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.6%
Peak Hour Factor		0.97				0.88				0.50				0.00			0.94
Peak Hour Factor	0.00	0.00	0.97	0.00	0.00	0.00	0.88	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.94



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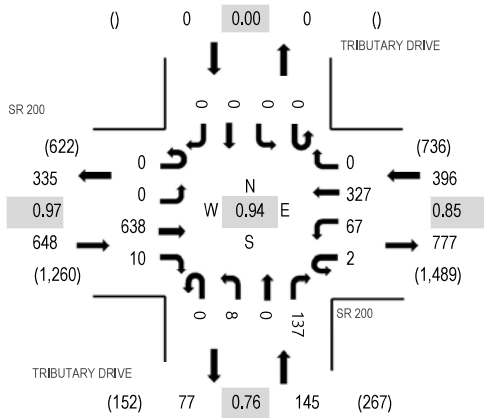
Location: 2 TRIBUTARY DRIVE & SR 200 AM

Date: Thursday, August 24, 2023

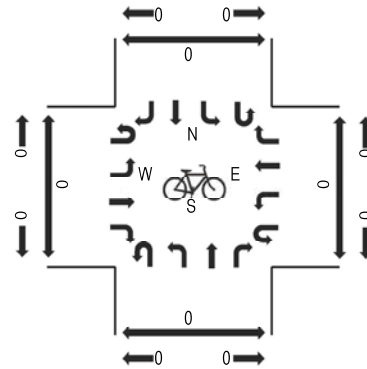
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

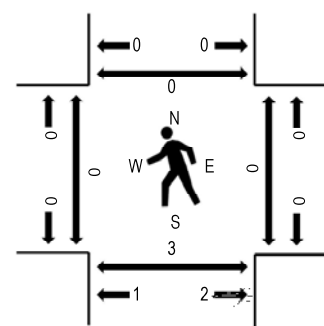
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 200 Eastbound				SR 200 Westbound				TRIBUTARY DRIVE Northbound				TRIBUTARY DRIVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	154	3	0	17	76	0	1	3	0	32	0	0	0	0	286	1,185	0	0	0	0
7:15 AM	0	0	149	1	1	11	78	0	0	1	0	49	0	0	0	0	290	1,189	0	0	2	0
7:30 AM	0	0	163	2	0	11	85	0	0	2	0	30	0	0	0	0	293	1,186	0	0	0	0
7:45 AM	0	0	164	2	1	24	92	0	0	3	0	30	0	0	0	0	316	1,156	0	0	1	0
8:00 AM	0	0	162	5	0	21	72	0	0	2	0	28	0	0	0	0	290	1,078	0	0	0	0
8:15 AM	0	0	170	4	0	20	56	0	0	3	0	34	0	0	0	0	287		0	0	0	0
8:30 AM	0	0	142	3	0	11	79	0	0	3	0	25	0	0	0	0	263		0	0	1	0
8:45 AM	0	0	136	0	0	16	65	0	0	2	0	19	0	0	0	0	238		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	60	1	0	0	56	0	0	0	0	0	0	0	0	0	117
Lights	0	0	551	7	2	58	256	0	0	7	0	135	0	0	0	0	1,016
Mediums	0	0	27	2	0	9	15	0	0	1	0	2	0	0	0	0	56
Total	0	0	638	10	2	67	327	0	0	8	0	137	0	0	0	0	1,189

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %																	14.6%
Heavy Vehicle %	0.0%	0.0%	13.6%	30.0%	0.0%	13.4%	21.7%	0.0%	0.0%	12.5%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	14.6%
Peak Hour Factor																	0.94
Peak Hour Factor	0.00	0.00	0.97	0.70	0.50	0.79	0.90	0.00	0.25	0.92	0.00	0.72	0.00	0.00	0.00	0.00	0.94



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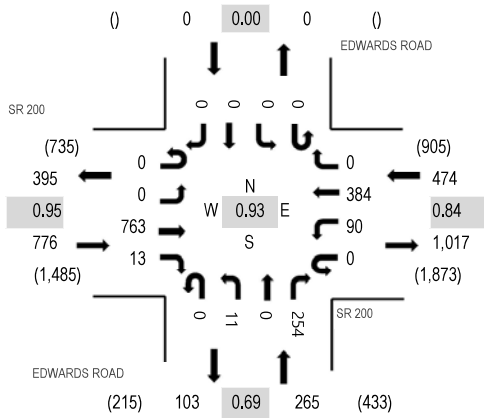
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Date: Thursday, August 24, 2023

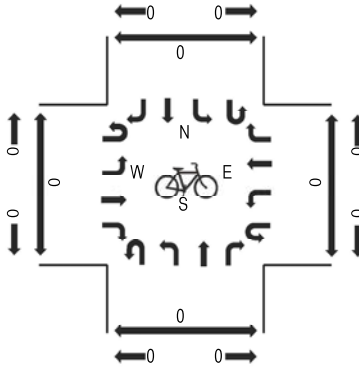
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

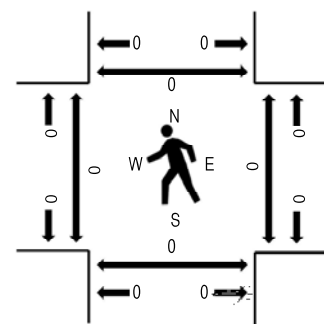
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 200 Eastbound				SR 200 Westbound				EDWARDS ROAD Northbound				EDWARDS ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	189	0	0	15	96	0	0	2	0	94	0	0	0	0	396	1,515	0	0	0	0
7:15 AM	0	0	188	2	0	11	85	0	0	2	0	55	0	0	0	0	343	1,489	0	0	0	0
7:30 AM	0	0	187	6	0	27	95	0	0	1	0	52	0	0	0	0	368	1,473	0	0	0	0
7:45 AM	0	0	199	5	0	37	108	0	0	6	0	53	0	0	0	0	408	1,406	0	0	0	0
8:00 AM	0	0	182	3	0	35	90	0	0	5	0	55	0	0	0	0	370	1,308	0	0	0	0
8:15 AM	0	0	197	0	0	20	72	0	0	1	0	37	0	0	0	0	327		0	0	0	0
8:30 AM	0	0	158	4	0	14	85	0	0	4	0	36	0	0	0	0	301		0	0	0	0
8:45 AM	0	0	162	3	0	33	82	0	0	1	0	29	0	0	0	0	310		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	55	0	0	0	60	0	0	0	0	0	0	0	0	0	115
Lights	0	0	673	13	0	72	306	0	0	11	0	244	0	0	0	0	1,319
Mediums	0	0	35	0	0	18	18	0	0	0	0	10	0	0	0	0	81
Total	0	0	763	13	0	90	384	0	0	11	0	254	0	0	0	0	1,515

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		11.6%				20.3%				3.8%				0.0%			12.9%
Heavy Vehicle %	0.0%	0.0%	11.8%	0.0%	0.0%	20.0%	20.3%	0.0%	0.0%	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	0.0%	12.9%
Peak Hour Factor		0.95				0.84				0.69				0.00			0.93
Peak Hour Factor	0.00	0.00	0.96	0.67	0.00	0.80	0.89	0.00	0.00	0.67	0.00	0.68	0.00	0.00	0.00	0.00	0.93

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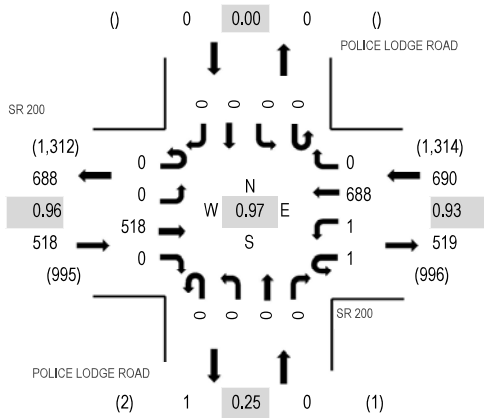
Location: 1 POLICE LODGE ROAD & SR 200 PM

Date: Thursday, August 24, 2023

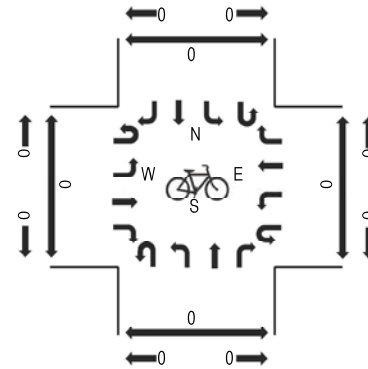
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Peak 15-Minutes: 04:45 PM - 05:00 PM

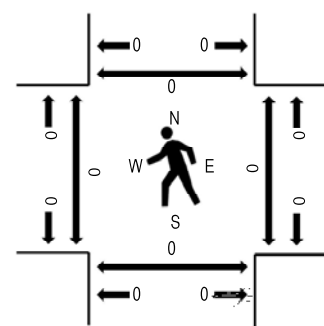
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 200 Eastbound				SR 200 Westbound				POLICE LODGE ROAD Northbound				POLICE LODGE ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	112	0	0	0	166	0	0	0	0	0	0	0	0	0	278	1,175	0	0	0	0
4:15 PM	0	0	129	0	0	1	158	0	0	0	0	0	0	0	0	0	288	1,198	0	0	0	0
4:30 PM	0	0	131	0	0	1	165	0	0	0	0	0	0	0	0	0	297	1,208	0	0	0	0
4:45 PM	0	0	127	0	1	0	184	0	0	0	0	0	0	0	0	0	312	1,188	0	0	0	0
5:00 PM	0	0	137	0	0	0	164	0	0	0	0	0	0	0	0	0	301	1,135	0	0	0	0
5:15 PM	0	0	123	0	0	0	175	0	0	0	0	0	0	0	0	0	298		0	0	0	0
5:30 PM	0	0	127	0	0	0	150	0	0	0	0	0	0	0	0	0	277		0	0	0	0
5:45 PM	1	0	108	0	0	0	149	0	0	0	0	1	0	0	0	0	259		0	0	0	0

Peak Rolling Hour Flow Rates

[illegible]

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		14.9%				11.2%				0.0%				0.0%			12.7%
Heavy Vehicle %	0.0%	0.0%	14.9%	0.0%	0.0%	0.0%	11.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.7%
Peak Hour Factor		0.96				0.93				0.25				0.00			0.97
Peak Hour Factor	0.25	0.00	0.96	0.00	0.25	0.50	0.93	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.97



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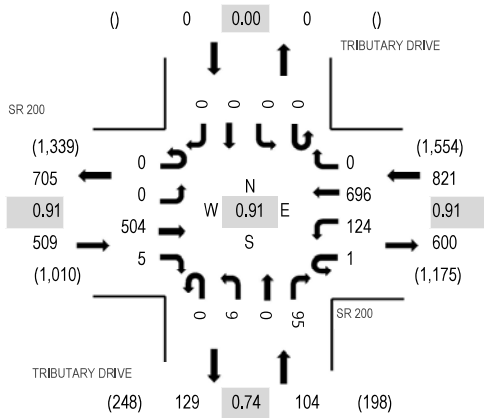
Location: 2 TRIBUTARY DRIVE & SR 200 PM

Date: Thursday, August 24, 2023

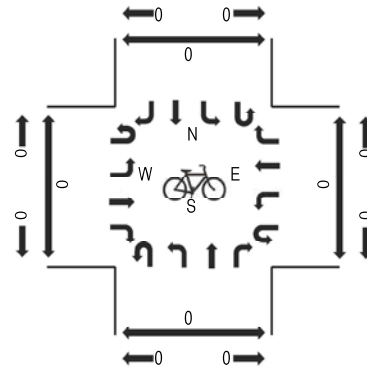
Peak Hour: 04:30 PM - 05:30 PM

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

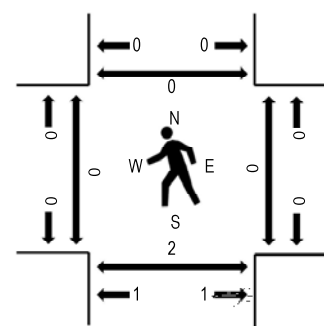
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 200 Eastbound				SR 200 Westbound				TRIBUTARY DRIVE Northbound				TRIBUTARY DRIVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	116	3	1	18	168	0	0	2	0	14	0	0	0	0	322	1,382	0	0	0	0
4:15 PM	0	0	139	2	0	35	160	0	0	2	0	23	0	0	0	0	361	1,403	0	0	0	0
4:30 PM	0	0	119	1	0	28	169	0	0	4	0	31	0	0	0	0	352	1,434	0	0	0	0
4:45 PM	0	0	120	2	0	20	184	0	0	4	0	17	0	0	0	0	347	1,397	0	0	1	0
5:00 PM	0	0	132	0	1	34	160	0	0	1	0	15	0	0	0	0	343	1,380	0	0	1	0
5:15 PM	0	0	133	2	0	42	183	0	0	0	0	32	0	0	0	0	392		0	0	0	0
5:30 PM	0	0	120	1	0	26	141	0	1	3	0	23	0	0	0	0	315		0	0	0	0
5:45 PM	0	0	115	5	0	28	156	0	0	2	0	24	0	0	0	0	330		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	49	0	0	0	49	0	0	0	0	0	0	0	0	0	98
Lights	0	0	443	5	1	123	622	0	0	9	0	90	0	0	0	0	1,293
Mediums	0	0	12	0	0	1	25	0	0	0	0	5	0	0	0	0	43
Total	0	0	504	5	1	124	696	0	0	9	0	95	0	0	0	0	1,434

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %																	9.8%
Heavy Vehicle %	0.0%	0.0%	12.1%	0.0%	0.0%	0.8%	10.6%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	9.8%
Peak Hour Factor																	0.91
Peak Hour Factor	0.00	0.00	0.92	0.40	0.25	0.77	0.95	0.00	0.25	0.75	0.00	0.74	0.00	0.00	0.00	0.00	0.91



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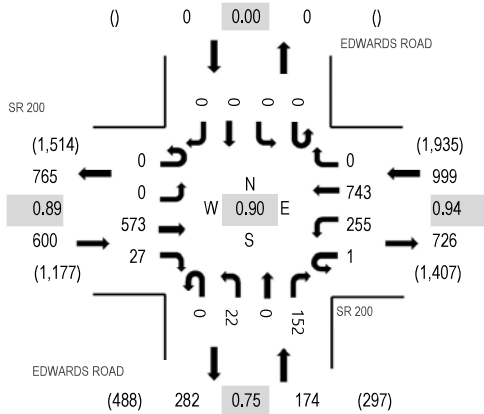
Location: 3 EDWARDS ROAD & SR 200 PM

Date: Thursday, August 24, 2023

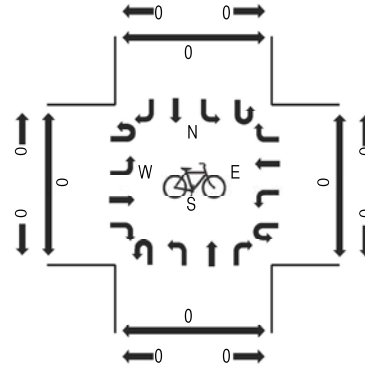
Peak Hour: 05:00 PM - 06:00 PM

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

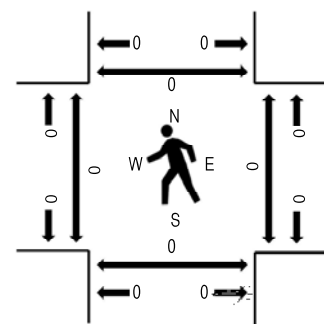
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 200 Eastbound				SR 200 Westbound				EDWARDS ROAD Northbound				EDWARDS ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	129	3	0	41	177	0	0	0	0	26	0	0	0	0	376	1,636	0	0	0	0
4:15 PM	0	0	151	6	0	53	183	0	0	1	0	30	0	0	0	0	424	1,695	0	0	0	0
4:30 PM	0	0	146	2	0	49	186	0	0	2	0	30	0	0	0	0	415	1,765	0	0	0	0
4:45 PM	1	0	136	3	2	49	196	0	0	3	0	31	0	0	0	0	421	1,770	0	0	0	0
5:00 PM	0	0	133	9	0	56	197	0	0	6	0	34	0	0	0	0	435	1,773	0	0	0	0
5:15 PM	0	0	162	7	0	59	208	0	0	10	0	48	0	0	0	0	494		0	0	0	0
5:30 PM	0	0	141	5	1	78	157	0	0	3	0	35	0	0	0	0	420		0	0	0	0
5:45 PM	0	0	137	6	0	62	181	0	0	3	0	35	0	0	0	0	424		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	49	0	0	0	54	0	0	0	0	0	0	0	0	0	103
Lights	0	0	513	27	1	253	673	0	0	21	0	147	0	0	0	0	1,635
Mediums	0	0	11	0	0	2	16	0	0	1	0	5	0	0	0	0	35
Total	0	0	573	27	1	255	743	0	0	22	0	152	0	0	0	0	1,773

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		10.0%				7.2%				3.4%				0.0%			7.8%
Heavy Vehicle %	0.0%	0.0%	10.5%	0.0%	0.0%	0.8%	9.4%	0.0%	0.0%	4.5%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	7.8%
Peak Hour Factor		0.89				0.94				0.75				0.00			0.90
Peak Hour Factor	0.25	0.00	0.89	0.75	0.38	0.82	0.95	0.00	0.00	0.55	0.00	0.79	0.00	0.00	0.00	0.00	0.90



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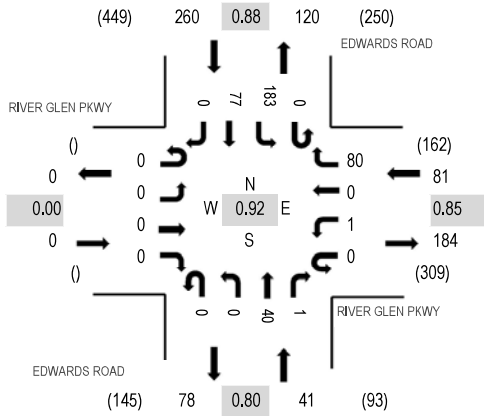
Location: 1 EDWARDS ROAD & RIVER GLEN PKWY PM

Date: Tuesday, July 9, 2024

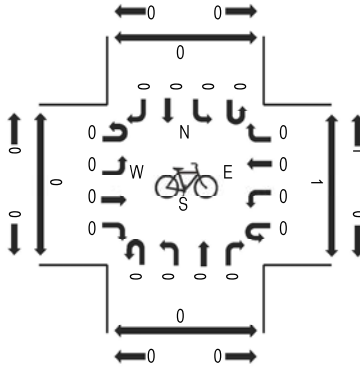
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

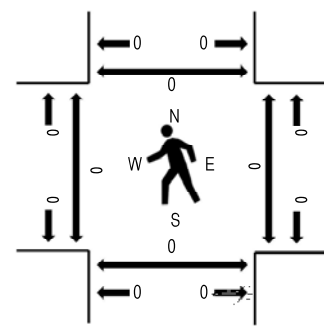
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RIVER GLEN PKWY Eastbound				RIVER GLEN PKWY Westbound				EDWARDS ROAD Northbound				EDWARDS ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	1	0	21	0	0	12	0	0	28	15	0	77	326	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	18	0	0	13	1	0	24	10	0	66	342	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	18	0	0	12	1	0	34	14	0	79	368	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	24	0	0	6	0	0	58	16	0	104	382	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	18	0	0	7	0	0	42	26	0	93	378	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	21	0	0	14	1	0	37	19	0	92		0	0	0	0
5:30 PM	0	0	0	0	0	1	0	17	0	0	13	0	0	46	16	0	93		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	23	0	0	13	0	0	37	27	0	100		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	1	0	79	0	0	40	1	0	183	77	0	381
Mediums	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	80	0	0	40	1	0	183	77	0	382

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.84	0.00	0.00	0.84	0.50	0.00	0.79	0.81	0.00	0.92
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.84	0.00	0.00	0.84	0.50	0.00	0.79	0.81	0.00	0.92



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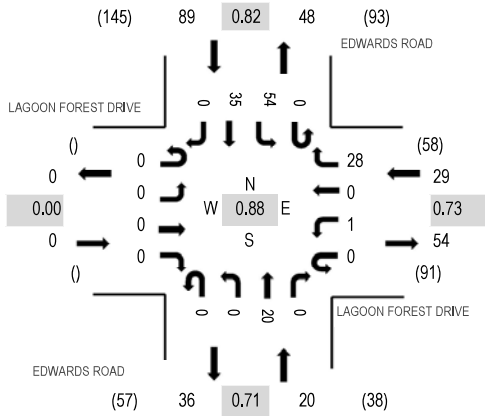
Location: 2 EDWARDS ROAD & LAGOON FOREST DRIVE PM

Date: Tuesday, July 9, 2024

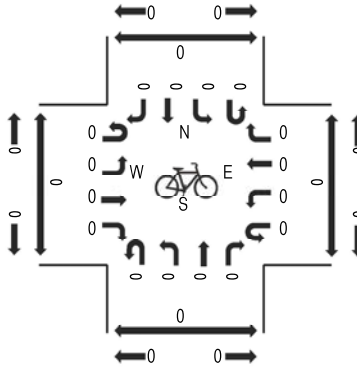
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:45 PM - 06:00 PM

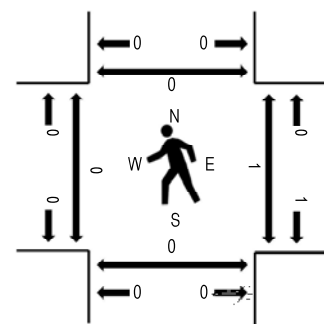
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LAGOON FOREST DRIVE Eastbound				LAGOON FOREST DRIVE Westbound				EDWARDS ROAD Northbound				EDWARDS ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	0	0	6	0	0	7	1	0	11	5	0	30	103	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	8	0	0	7	0	0	5	5	0	25	110	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	10	0	0	1	0	0	10	4	0	26	116	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	4	0	0	2	0	0	10	6	0	22	121	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	9	0	0	2	0	0	19	7	0	37	138	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	7	0	0	4	0	0	10	9	0	31		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	7	0	0	7	0	0	11	6	0	31		0	1	0	0
5:45 PM	0	0	0	0	0	0	0	5	0	0	7	0	0	14	13	0	39		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	1	0	28	0	0	20	0	0	54	34	0	137
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	1	0	28	0	0	20	0	0	54	35	0	138

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	0.7%
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.78	0.00	0.00	0.71	0.25	0.00	0.71	0.67	0.00	0.88

Appendix G

FDOT Seasonal Factor Report

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7400 NASSAU COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2022 - 01/01/2022	1.04	1.09
2	01/02/2022 - 01/08/2022	1.07	1.13
3	01/09/2022 - 01/15/2022	1.09	1.15
4	01/16/2022 - 01/22/2022	1.08	1.14
5	01/23/2022 - 01/29/2022	1.06	1.12
6	01/30/2022 - 02/05/2022	1.04	1.09
7	02/06/2022 - 02/12/2022	1.03	1.08
8	02/13/2022 - 02/19/2022	1.01	1.06
9	02/20/2022 - 02/26/2022	1.00	1.05
10	02/27/2022 - 03/05/2022	0.99	1.04
11	03/06/2022 - 03/12/2022	0.97	1.02
*12	03/13/2022 - 03/19/2022	0.96	1.01
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.94	0.99
*16	04/10/2022 - 04/16/2022	0.93	0.98
*17	04/17/2022 - 04/23/2022	0.94	0.99
*18	04/24/2022 - 04/30/2022	0.94	0.99
*19	05/01/2022 - 05/07/2022	0.95	1.00
*20	05/08/2022 - 05/14/2022	0.95	1.00
*21	05/15/2022 - 05/21/2022	0.95	1.00
*22	05/22/2022 - 05/28/2022	0.96	1.01
*23	05/29/2022 - 06/04/2022	0.96	1.01
*24	06/05/2022 - 06/11/2022	0.97	1.02
25	06/12/2022 - 06/18/2022	0.97	1.02
26	06/19/2022 - 06/25/2022	0.98	1.03
27	06/26/2022 - 07/02/2022	0.98	1.03
28	07/03/2022 - 07/09/2022	0.98	1.03
29	07/10/2022 - 07/16/2022	0.98	1.03
30	07/17/2022 - 07/23/2022	0.99	1.04
31	07/24/2022 - 07/30/2022	1.00	1.05
32	07/31/2022 - 08/06/2022	1.01	1.06
33	08/07/2022 - 08/13/2022	1.02	1.07
34	08/14/2022 - 08/20/2022	1.02	1.07
35	08/21/2022 - 08/27/2022	1.03	1.08
36	08/28/2022 - 09/03/2022	1.04	1.09
37	09/04/2022 - 09/10/2022	1.04	1.09
38	09/11/2022 - 09/17/2022	1.05	1.11
39	09/18/2022 - 09/24/2022	1.04	1.09
40	09/25/2022 - 10/01/2022	1.02	1.07
41	10/02/2022 - 10/08/2022	1.01	1.06
42	10/09/2022 - 10/15/2022	0.99	1.04
43	10/16/2022 - 10/22/2022	1.01	1.06
44	10/23/2022 - 10/29/2022	1.02	1.07
45	10/30/2022 - 11/05/2022	1.04	1.09
46	11/06/2022 - 11/12/2022	1.06	1.12
47	11/13/2022 - 11/19/2022	1.08	1.14
48	11/20/2022 - 11/26/2022	1.07	1.13
49	11/27/2022 - 12/03/2022	1.06	1.12
50	12/04/2022 - 12/10/2022	1.05	1.11
51	12/11/2022 - 12/17/2022	1.04	1.09
52	12/18/2022 - 12/24/2022	1.07	1.13
53	12/25/2022 - 12/31/2022	1.09	1.15

* PEAK SEASON

23-FEB-2023 09:11:20

830UPD

2_7400_PKSEASON.TXT

Appendix H

Existing Conditions Synchro Printouts

HCM 7th TWSC 3: Edwards Rd & SR-200

10/06/2024

Intersection

Int Delay, s/veh 3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	786	13	93	396	11	262
Future Vol, veh/h	786	13	93	396	11	262
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	600	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	786	13	93	396	11	262

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	799
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	819
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	819
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.89	18.21
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	542	-	-	819	-
HCM Lane V/C Ratio	0.504	-	-	0.113	-
HCM Control Delay (s/veh)	18.2	-	-	10	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.8	-	-	0.4	-

HCM 7th TWSC
6: Police Lodge Rd / West Entrance & SR-200

10/06/2024

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	675	0	0	345	0	2
Future Vol, veh/h	675	0	0	345	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	600	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	734	0	0	375	0	2
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	734	0	921	367
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	867	-	270	630
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	867	-	270	630
Mov Cap-2 Maneuver	-	-	-	-	404	-
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	826	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	0		10.73		
HCM LOS				B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	630	-	-	867	-	
HCM Lane V/C Ratio	0.003	-	-	-	-	
HCM Control Delay (s/veh)	10.7	-	-	0	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 7th TWSC

7: Tributary Dr / East Entrance & SR-200

10/06/2024

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	657	10	69	337	8	141
Future Vol, veh/h	657	10	69	337	8	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	600	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	714	11	75	366	9	153







Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	725
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	874
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	874
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.62	12.59
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	383	634	-	-	874	-
HCM Lane V/C Ratio	0.023	0.242	-	-	0.086	-
HCM Control Delay (s/veh)	14.6	12.5	-	-	9.5	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.9	-	-	0.3	-

HCM 7th TWSC
9: Edwards Rd & River Glen Pkwy

10/06/2024

Intersection						
Int Delay, s/veh	6.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	144	63	0	29	14
Future Vol, veh/h	0	144	63	0	29	14
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	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	144	63	0	29	14
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	135	63	0	0	63	0
Stage 1	63	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	859	1002	-	-	1540	-
Stage 1	960	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	842	1002	-	-	1540	-
Mov Cap-2 Maneuver	842	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	9.2	0	4.98			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	-	1002	1540	-	
HCM Lane V/C Ratio	-	-	0.144	0.019	-	
HCM Control Delay (s/veh)	-	-	0	9.2	7.4	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	-	0.5	0.1	

HCM 7th TWSC 3: Edwards Rd & SR-200

10/06/2024

Intersection

Int Delay, s/veh 4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	590	28	264	765	23	157
Future Vol, veh/h	590	28	264	765	23	157
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	600	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	590	28	264	765	23	157

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	618
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	958
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	958
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.61	25.85
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	349	-	-	958	-
HCM Lane V/C Ratio	0.516	-	-	0.276	-
HCM Control Delay (s/veh)	25.8	-	-	10.2	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	2.8	-	-	1.1	-

HCM 7th TWSC
6: Police Lodge Rd / West Entrance & SR-200

10/06/2024

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	534	0	2	709	0	0
Future Vol, veh/h	534	0	2	709	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	600	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	580	0	2	771	0	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	580	0	970	290
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	390	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	990	-	251	706
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	654	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	990	-	250	706
Mov Cap-2 Maneuver	-	-	-	-	440	-
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	652	-
Approach	EB	WB		NB		
HCM Control Delay, s/v	0	0.02		0		
HCM LOS				A		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	990	-	
HCM Lane V/C Ratio	-	-	-	0.002	-	
HCM Control Delay (s/veh)	0	-	-	8.6	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection

Int Delay, s/veh 1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↖
Traffic Vol, veh/h	519	5	128	717	9	98
Future Vol, veh/h	519	5	128	717	9	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	600	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	564	5	139	779	10	107







Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	570
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	999
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	999
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.39	11.38
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	332	712	-	-	999	-
HCM Lane V/C Ratio	0.029	0.15	-	-	0.139	-
HCM Control Delay (s/veh)	16.2	10.9	-	-	9.2	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.5	-	-	0.5	-

HCM 7th TWSC
9: Edwards Rd & River Glen Pkwy

10/06/2024

Intersection						
Int Delay, s/veh	5.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	77	46	1	159	86
Future Vol, veh/h	1	77	46	1	159	86
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	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	77	46	1	159	86

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	450	46	0	0	47
Stage 1	46	-	-	-	-
Stage 2	404	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	567	1023	-	-	1560
Stage 1	976	-	-	-	-
Stage 2	674	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	509	1023	-	-	1560
Mov Cap-2 Maneuver	509	-	-	-	-
Stage 1	976	-	-	-	-
Stage 2	605	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.85	0	4.91
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 509 1023 1560	-	-
HCM Lane V/C Ratio	-	- 0.002 0.075 0.102	-	-
HCM Control Delay (s/veh)	-	- 12.1 8.8 7.6	-	-
HCM Lane LOS	-	- B A A	-	-
HCM 95th %tile Q(veh)	-	- 0 0.2 0.3	-	-

Appendix I
Traffic Signal Warrant Analysis – SR-200 & Tributary
Dr

Time	SR 200				SR 200				Tributary Dr				Tributary Dr				Major Street	Minor Street	TEV
	Eastbound			Left	Westbound			Left	Northbound			Left	Southbound						
	Thru	Right	Thru		Left	Thru	Right		Thru	Left	Thru		Right						
6:00 AM	0	513	7	14	238	0	4	0	96	0	0	0	0	0	0	751	4	872	
7:00 AM	0	630	8	63	331	0	9	0	141	0	0	0	0	0	0	961	9	1,182	
8:00 AM	0	610	12	68	272	0	10	0	106	0	0	0	0	0	0	882	10	1,078	
9:00 AM	0	562	13	64	333	0	5	0	69	0	0	0	0	0	0	895	5	1,046	
10:00 AM	0	494	4	50	364	0	9	0	61	0	0	0	0	0	0	858	9	982	
11:00 AM	0	505	10	57	374	0	13	0	81	0	0	0	0	0	0	879	13	1,040	
12:00 PM	0	508	12	83	464	0	3	0	80	0	0	0	0	0	0	972	3	1,150	
1:00 PM	0	474	9	85	471	0	10	0	63	0	0	0	0	0	0	945	10	1,112	
2:00 PM	0	471	8	88	462	0	9	0	80	0	0	0	0	0	0	933	9	1,118	
3:00 PM	0	509	10	85	610	0	3	0	69	0	0	0	0	0	0	1,119	3	1,286	
4:00 PM	0	494	8	101	681	0	12	0	85	0	0	0	0	0	0	1,175	12	1,381	
5:00 PM	0	500	8	130	640	0	6	0	94	0	0	0	0	0	0	1,140	6	1,378	
6:00 PM	0	310	4	99	439	0	8	0	63	0	0	0	0	0	0	749	8	923	

SIGNAL WARRANT ANALYSIS

Form 750-020-01
TRAFFIC ENGINEERING
February 2015

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
- The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation

Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

Fill in "Orange" areas only

Automated cells based on in Input Data in "orange" cells

General Information

Fill in below the general information including:

District, County (drop-down menu)

City, Engineer, Date

Major and Minor Street with corresponding number of lanes and speed limits

Enter Eight Hour Volumes

Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall **not** be required to be the same 8 hours satisfied in Condition B **for 80% columns only**. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Enter Four Hour Volumes

Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)

Enter Pedestrian Volumes (4-hr)

Pedestrians per hour crossing the major street The volume requirement of warrant 2 is satisfied in the existing condition.

Enter Peak Hour Volumes

Vehicular: Any four consecutive 15-minute periods of an average day

Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input Data

City: **Yulee**
County: **74 – Nassau**
District: **Two**

Engineer: **T. Hatcher, P.E.**
Date: **October 4, 2024**

Major Street: **SR-200**
Minor Street: **Tributary Dr**

Lanes: **2** Major Approach Speed: **60**
Lanes: **1** Minor Approach Speed: **45**

Eight Hour Volumes (Condition A)		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM	961	9
8:00 AM	882	10
10:00 AM	858	9
11:00 AM	879	13
1:00 PM	945	10
2:00 PM	933	9
4:00 PM	1,175	12
6:00 PM	749	8

Eight Hour Volumes (Condition B)		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM	961	9
8:00 AM	882	10
10:00 AM	858	9
11:00 AM	879	13
1:00 PM	945	10
2:00 PM	933	9
4:00 PM	1,175	12
6:00 PM	749	8

Highest Four Hour Vehicular Volumes		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
8:00 AM	882	10
11:00 AM	879	13
1:00 PM	945	10
4:00 PM	1,175	12

Highest Four Hour Pedestrian Volumes		
Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street

Vehicular Peak Hour Volumes			
Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
4:00 PM	1175	12	1381

Pedestrian Peak Hour Volumes		
Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

State of Florida Department of Transportation
SIGNAL WARRANT ANALYSIS

City: **Yulee**
County: **74 – Nassau**
District: **Two**

Engineer: **T. Hatcher, P.E.**
Date: **October 4, 2024**

Major Street: **SR-200** Lanes: **2** Major Approach Speed: **60**
Minor Street: **Tributary Dr** Lanes: **1** Minor Approach Speed: **45**

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

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☒ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☒ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours. ☐ Yes ☒ No

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). ☐ Yes ☒ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied: ☐ Yes ☒ No
80% Satisfied: ☐ Yes ☒ No
70% Satisfied: ☐ Yes ☒ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7:00 AM	8:00 AM	10:00 AM	11:00 AM	1:00 PM	2:00 PM	4:00 PM	6:00 PM
Major	961	882	858	879	945	933	1,175	749
Minor	9	10	9	13	10	9	12	8

State of Florida Department of Transportation SIGNAL WARRANT ANALYSIS

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable: ☒ Yes ☐ No

100% Satisfied: ☐ Yes ☒ No

80% Satisfied: ☐ Yes ☒ No

70% Satisfied: ☐ Yes ☒ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	7:00 AM	8:00 AM	10:00 AM	11:00 AM	1:00 PM	2:00 PM	4:00 PM	6:00 PM
Major	961	882	858	879	945	933	1,175	749
Minor	9	10	9	13	10	9	12	8

State of Florida Department of Transportation SIGNAL WARRANT ANALYSIS

City: **Jacksonville**
County: **72 - Duval**
District: **Two**

Engineer: **T. Hatcher, P.E.**
Date: **October 4, 2024**

Major Street: **SR-200**
Minor Street: **Tributary Dr**

Lanes: **2**
Lanes: **1**
Major Approach Speed: **60**
Minor Approach Speed: **45**

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

Volume Level Criteria

- Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☒ Yes ☐ No
 - Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level may be used if Question 1 or 2 above is answered "Yes" ☒ Yes ☐ No

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

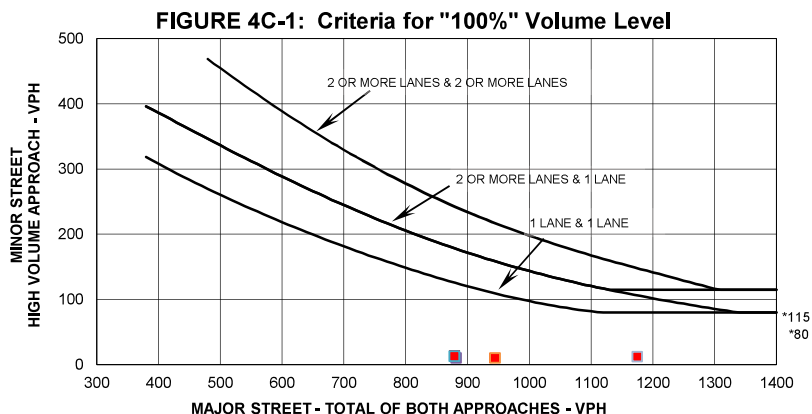
If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No
Satisfied: ☐ Yes ☒ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

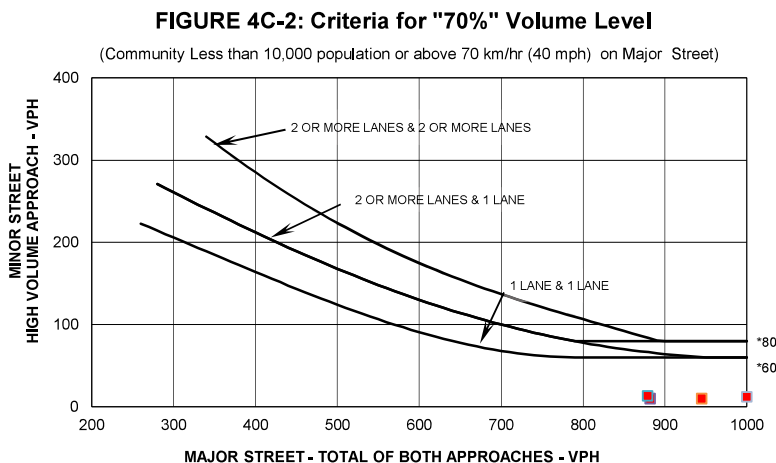
Four Highest Hours	Volumes	
	Major Street	Minor Street
8:00 AM	882	10
11:00 AM	879	13
1:00 PM	945	10
4:00 PM	1,175	12



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

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
8:00 AM	882	10
11:00 AM	879	13
1:00 PM	945	10
4:00 PM	1,175	12



* Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

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February 2015

City: **Yulee**
County: **74 – Nassau**
District: **Two**

Engineer: **T. Hatcher, P.E.**
Date: **October 4, 2024**

Major Street: **SR-200**
Minor Street: **Tributary Dr**

Lanes: **2** Major Approach Speed: **60**
Lanes: **1** Minor Approach Speed: **45**

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

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No
☐ Yes ☒ No
☒ 70% ☐ 100%

"70%" volume level may be used if Question 1 or 2 above is answered "Yes"

WARRANT 3 - PEAK HOUR

If all three criteria are fulfilled or the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☒ No

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
4:00 PM	1175	12

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
4:00 PM	1,175	12

Criteria

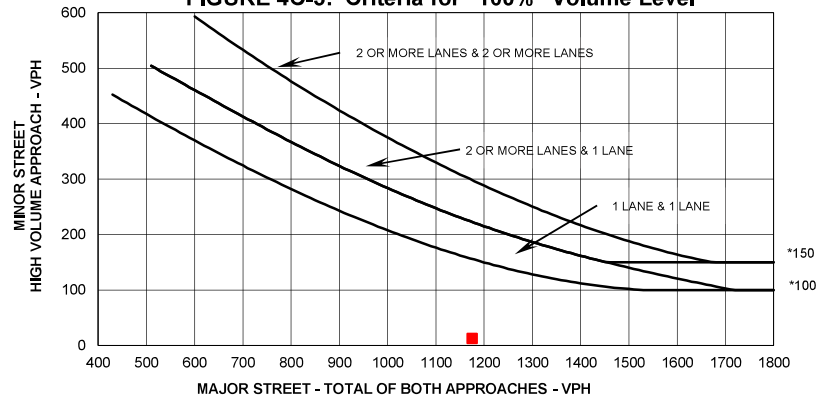
1. Delay on Minor Approach (vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		12
Fulfilled?:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	1,187	
Fulfilled?:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Plot volume combination on the applicable figure below.

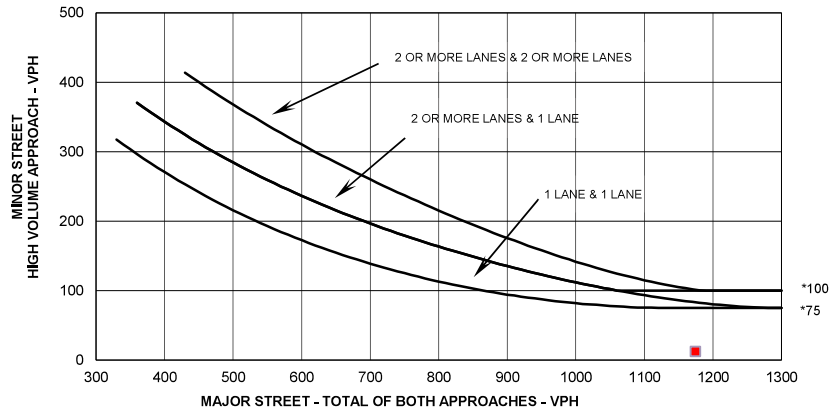
FIGURE 4C-3: Criteria for "100%" Volume Level



* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

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County: 74 – Nassau
District: Two

Engineer: T. Hatcher, P.E.
Date: October 4, 2024

Major Street: SR-200
Minor Street: Tributary Dr

Lanes: 2 Major Approach Speed: 60
Lanes: 1 Minor Approach Speed: 45

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

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☒ Yes ☐ No

☐ Yes ☒ No

"70%" volume level may be used if Question 1 or 2 above is answered "Yes"

☒ 70% ☐ 100%

WARRANT 4 - PEDESTRIAN VOLUME

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

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☐ No

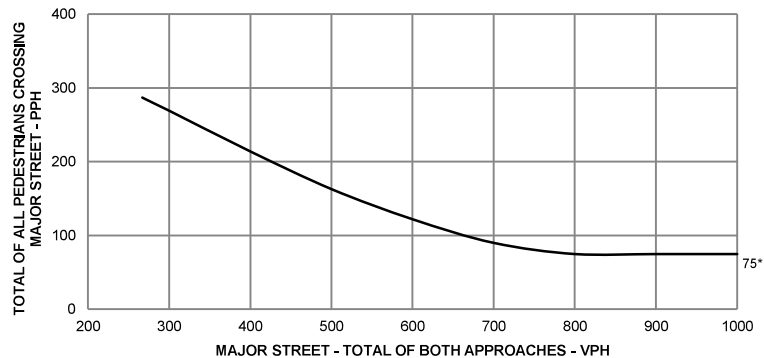
Plot four volume combinations on the applicable figure below.

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



* Note: 107 pph applies as the lower threshold volume

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



* Note: 75 pph applies as the lower threshold volume

100% Volume Level		
Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

70% Volume Level		
Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

WARRANT 4 - PEDESTRIAN VOLUME

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

Applicable: ☐ Yes ☐ No

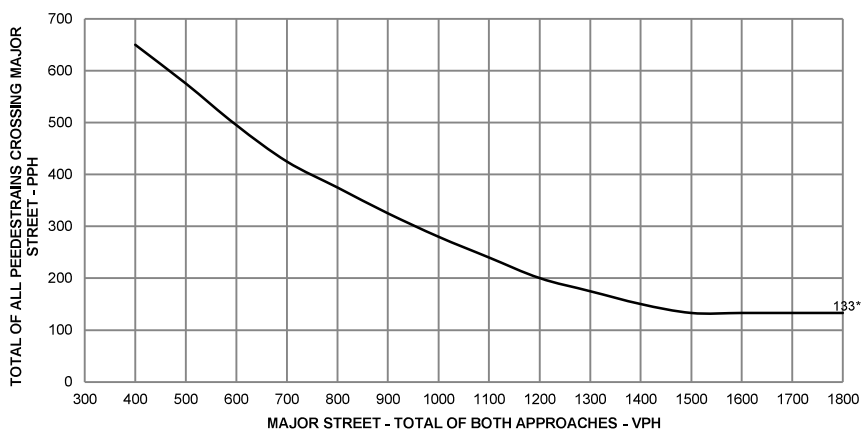
Satisfied: ☐ Yes ☐ No

Plot one volume combination on the applicable figure below.

100% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

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

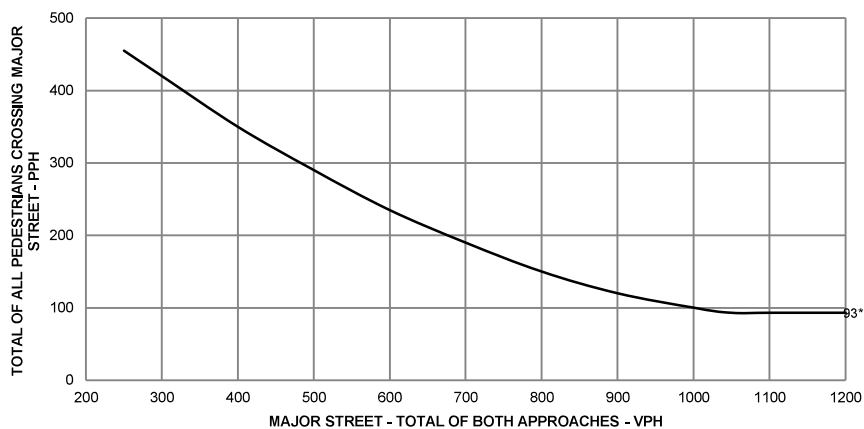


* Note: 133 pph applies as the lower threshold volume

70% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

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



* Note: 93 pph applies as the lower threshold volume

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County: **74 – Nassau**
District: **Two**

Engineer: **T. Hatcher, P.E.**
Date: **October 4, 2024**

Major Street: SR-200	Lanes: 2	Major Approach Speed: 60
Minor Street: Tributary Dr	Lanes: 1	Minor Approach Speed: 45

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

WARRANT 5 - SCHOOL CROSSING

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☒ No

Criteria				Fulfilled?	
				Yes	No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students:	Hour:			
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.	Minutes:		Gaps:		
3. The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of traffic.					

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Date: **October 4, 2024**

Major Street: SR-200	Lanes: 2	Major Approach Speed: 60
Minor Street: Tributary Dr	Lanes: 1	Minor Approach Speed: 45

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

WARRANT 6 - COORDINATED SIGNAL SYSTEM

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

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☒ No

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

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Engineer: **T. Hatcher, P.E.**
Date: **October 4, 2024**

Major Street: **SR-200**
Minor Street: **Tributary Dr**

Lanes: **2** Major Approach Speed: **60**
Lanes: **1** Minor Approach Speed: **45**

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

WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

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

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Engineer: **T. Hatcher, P.E.**
Date: **October 4, 2024**

Major Street: **SR-200**
Minor Street: **Tributary Dr**

Lanes: **2** Major Approach Speed: **60**
Lanes: **1** Minor Approach Speed: **45**

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

WARRANT 8 - ROADWAY NETWORK

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

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☒ No

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

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

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District: **Two**

Engineer: **T. Hatcher, P.E.**
Date: **October 4, 2024**

Major Street: **SR-200** Lanes: **2** Major Approach Speed: **60**
Minor Street: **Tributary Dr** Lanes: **1** Minor Approach Speed: **45**

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

Approach Lane Criteria

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

☐ 1 ☐ 2 or

If there The volume requirement of warrant 2 is satisfied in the existing condition.

☐ Fig 4C-9 ☐ Fig 4C-10

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

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

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

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☒ No

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

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

Inputs

Occurrences of Rail traffic per day
% of High Occupancy Buses on Minor-Street Approach
Enter D (feet)
% of Tractor-Trailer Trucks on Minor-Street Approach

Adjustment Factors from Tables

1.00

0.50

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

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

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

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

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

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

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

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

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

After adjustment factors are applied

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

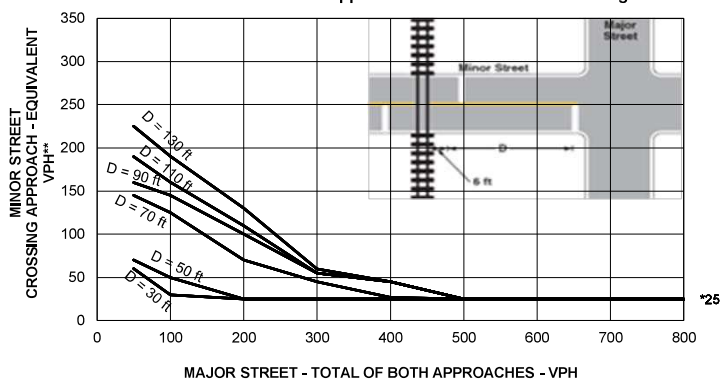
Input D and the major and minor street volumes before adjustment factors are applied

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

After adjustment factors are applied

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

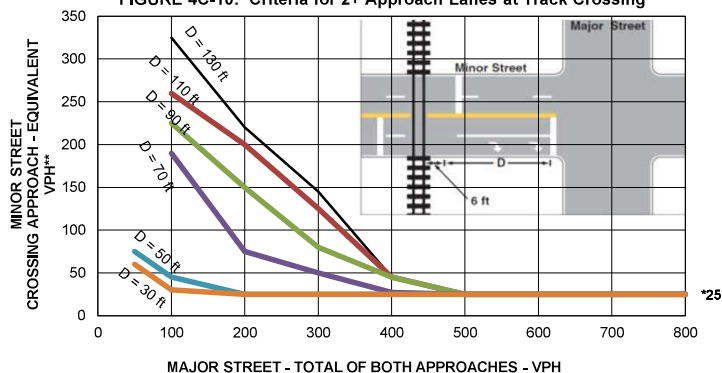
FIGURE 4C-9: Criteria for 1 Approach Lane at the Track Crossing



* Note: 25 vph applies as the lower threshold volume

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

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



* Note: 25 vph applies as the lower threshold volume

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

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Major Street: **SR-200**
Minor Street: **Tributary Dr**

Lanes: **2** Major Approach Speed: **60**
Lanes: **1** Minor Approach Speed: **45**

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

CONCLUSIONS

Remarks: **Volume requirements are for warrants 1,2 and 3 are not satisfied.**

WARRANTS SATISFIED:

<input type="checkbox"/> Warrant 1	<input type="checkbox"/> Not Applicable
<input type="checkbox"/> Warrant 2	<input type="checkbox"/> Not Applicable
<input type="checkbox"/> Warrant 3	<input checked="" type="checkbox"/> Not Applicable
<input type="checkbox"/> Warrant 4	<input checked="" type="checkbox"/> Not Applicable
<input type="checkbox"/> Warrant 5	<input checked="" type="checkbox"/> Not Applicable
<input type="checkbox"/> Warrant 6	<input checked="" type="checkbox"/> Not Applicable
<input type="checkbox"/> Warrant 7	<input checked="" type="checkbox"/> Not Applicable
<input type="checkbox"/> Warrant 8	<input checked="" type="checkbox"/> Not Applicable
<input type="checkbox"/> Warrant 9	<input checked="" type="checkbox"/> Not Applicable