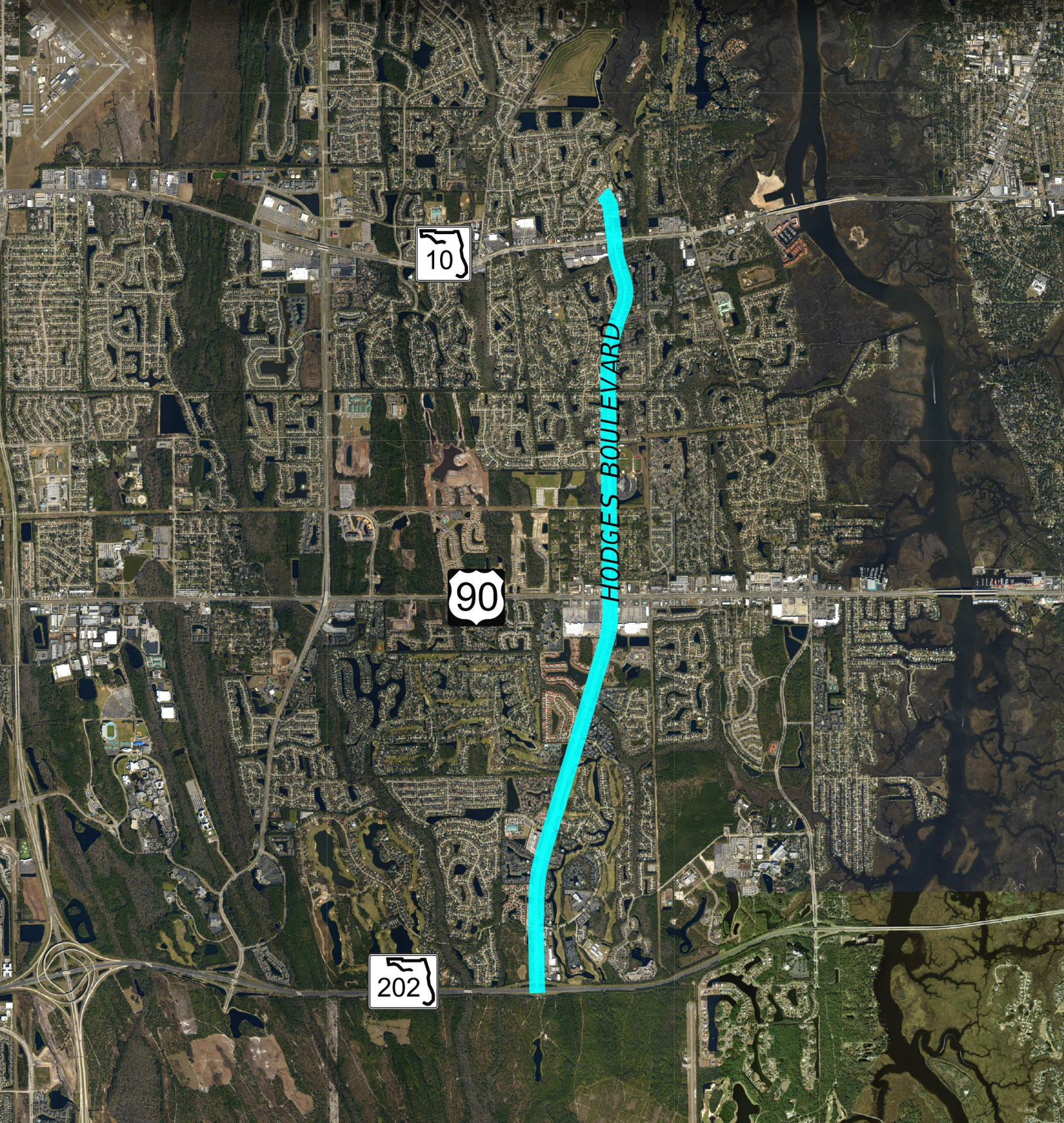




# Hodges Boulevard Traffic Study City of Jacksonville August 2021



**HODGES BOULEVARD  
CORRIDOR TRAFFIC/SAFETY STUDY  
CITY OF JACKSONVILLE, FLORIDA**

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ETM Project No. 17096-16

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## Executive Summary

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

This traffic study identified potential safety/operational improvements within the Hodges Boulevard corridor. The study area included SR 202/J. Turner Butler Boulevard (at the south end), US 90/SR 212/Beach Boulevard (near the middle) and SR 10/Atlantic Boulevard (at the north end). Within the study area, Hodges Boulevard's total distance is approximately five (5) miles. The study improvements include safety-improvements and intersection-configuration modifications. Specific focus areas included crash histories, the needs of pedestrians/cyclists, existing vehicle queues, and congestion areas. Existing conditions (2020) and projected conditions (2045) were also used to identify roadway segments and intersections where travel times, delays and congestion are expected to deteriorate.

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

- Install flexible retroreflective backplates on all signal heads.
- Retime the traffic signals within the project limits.
- Restripe the signalized intersections to include high-emphasis crosswalk markings.
- Restripe the eastbound left-turn white guide stripe (between the dual left-turn lanes) at SR 202/J. Turner Butler Boulevard.

The estimated cost for these short-term improvements is **\$227,777**.

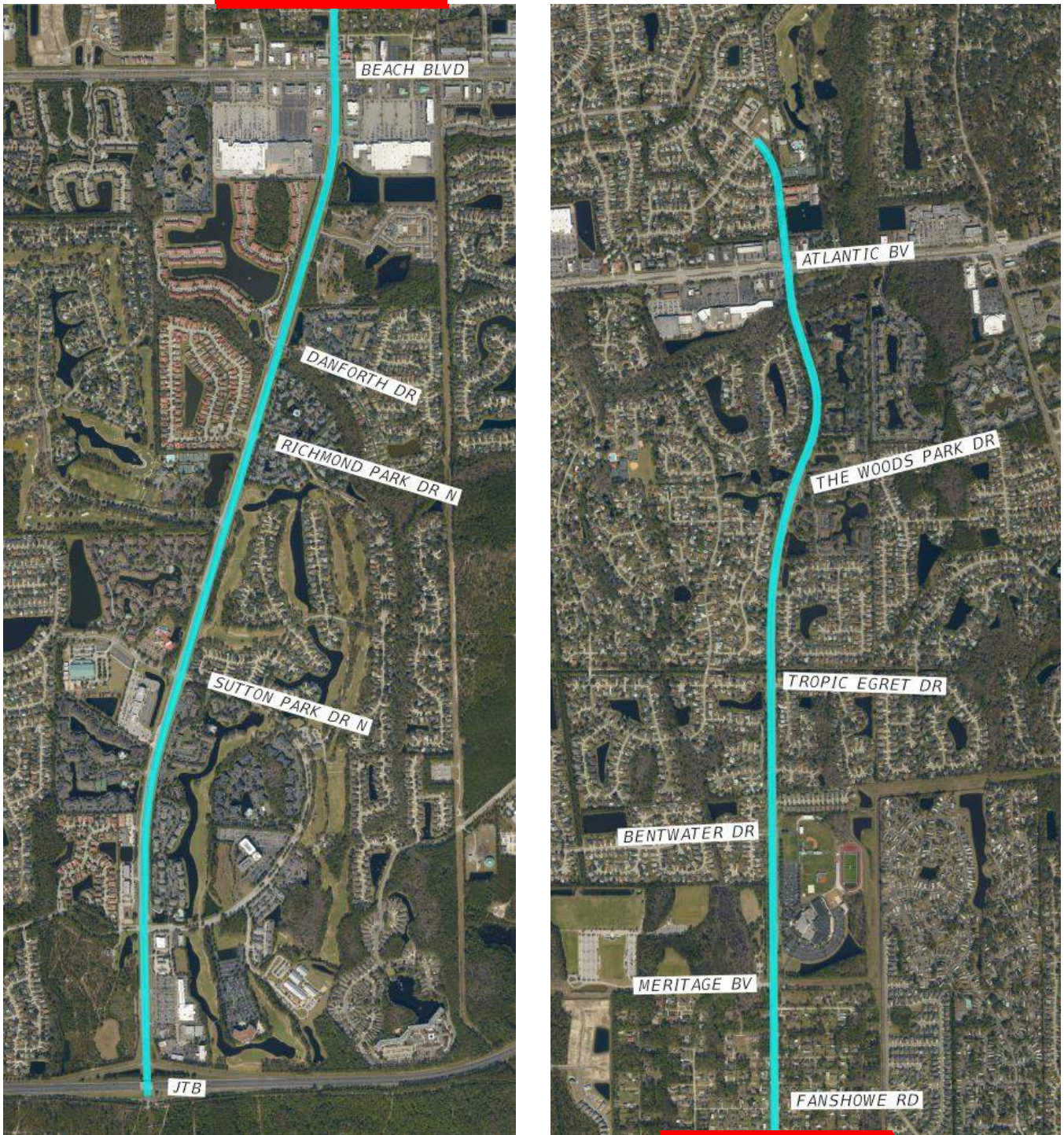
Long-term improvements are also recommended and include the following:

- At the SR 202/J. Turner Butler Boulevard On-Ramp from southbound Hodges Boulevard, increasing the ramp's radius should be considered. It is anticipated this improvement will be funded by the Florida Department of Transportation.
- At the Publix Shopping Center median opening south of the Glen Kernan Parkway intersection, closing this opening should be considered.
- At the Hodges Boulevard and Glen Kernan Parkway/Sutton Park Drive South intersection, adding a second southbound left-turn bay, as well as dedicated right-turn bays on Glen Kernan Parkway and on Sutton Park Drive South should be considered.
- At the Hodges Boulevard and Chets Creek Boulevard/Sutton Park Drive North intersection, adding dedicated right-turn bays on Chets Creek Boulevard and on Sutton Park Drive North should be considered.

The estimated cost for these improvements is **\$927,989**.

## I. Introduction

The North Florida TPO asked England-Thims & Miller, Inc. (ETM) to identify potential/reasonable traffic- and safety-related improvements. For this Hodges Boulevard analysis, the project limits include SR 202/J. Turner Butler Boulevard) at the south end and SR 10/Atlantic Boulevard at the north end. The study's purpose is to identify planning opportunities to construct operational/safety improvements, address mobility deficiencies, and implement traffic-flow enhancements.



**Figure 1 – Project Limits**

## II. Existing Conditions

Table 1 summarizes the existing conditions for the corridor. Condition diagrams are provided in **Appendix A**.

**Table 1: Existing Conditions**

Feature	Description
Roadway	Hodges Boulevard
Area Location	Jacksonville, Florida
Surrounding Development	The corridor area is predominantly residential
Hodges Blvd	<ul style="list-style-type: none"> <li>• <u>Cross Sections</u> – four-lane, divided rural (between J. Turner Butler Boulevard and Beach Boulevard)               <ul style="list-style-type: none"> <li>– four-lane, divided urban (just north of Beach Boulevard)</li> <li>– five-lane, undivided urban (from just north of Beach Boulevard to north of Bentwater Drive)</li> <li>– four-lane, divided urban (from north of Bentwater Drive to Atlantic Boulevard)</li> </ul> </li> <li>• <u>Posted Speed Limits</u> – 45 mph (between J. Turner Butler Boulevard and Beach Boulevard)               <ul style="list-style-type: none"> <li>– 35 mph (between Beach Boulevard and Otway Road)</li> <li>– 45 mph (between Otway Road and Woods Park Drive)</li> <li>– 35 mph (between Woods Park Drive and Atlantic Boulevard)</li> </ul> </li> <li>• <u>Sidewalks</u> exist on both sides of Hodges Boulevard</li> <li>• <u>Lane widths</u> – 12’</li> </ul>

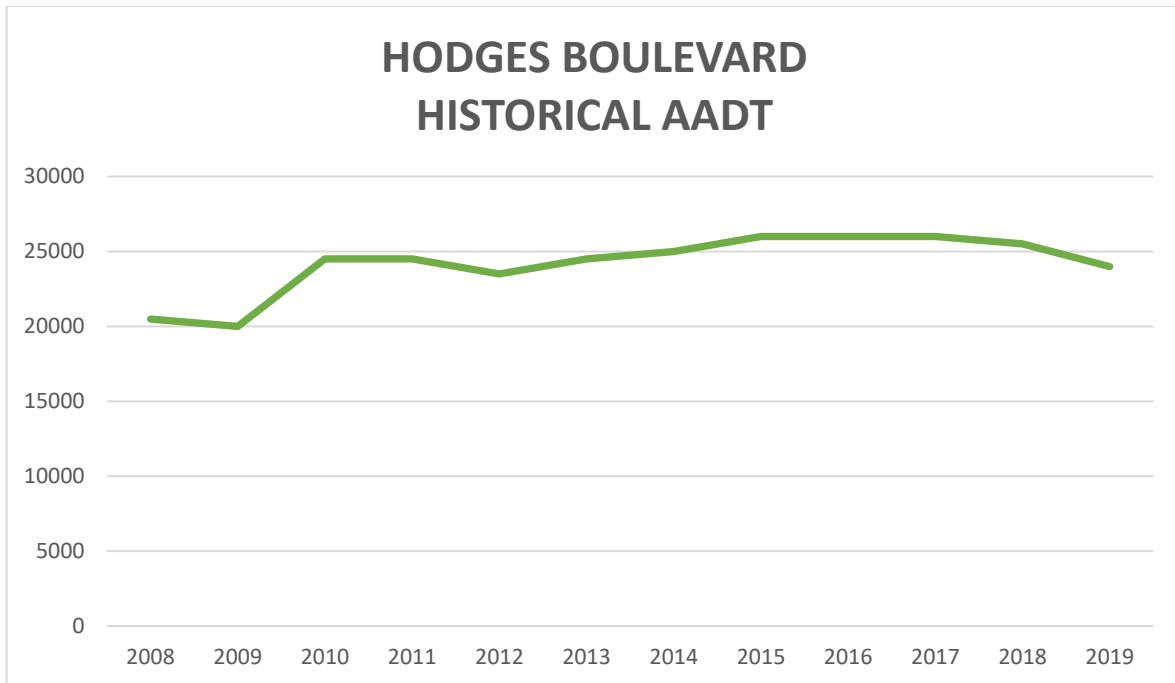
## III. Traffic Conditions

There is one FDOT Traffic Count Station on Hodges Boulevard between J. Turner Butler Boulevard and Atlantic Boulevard. Historical traffic data and traffic characteristics are shown in Table 2 below:

**Table 2: Historical Local Traffic Data and Characteristics**

Characteristics	FDOT Count Station 729038, Hodges Boulevard 2,000’ north of Beach Boulevard
2008 AADT	20,500 vpd
2009 AADT	20,000 vpd
2010 AADT	24,500 vpd
2011 AADT	24,500 vpd
2012 AADT	23,500 vpd
2013 AADT	24,500 vpd
2014 AADT	25,000 vpd
2015 AADT	26,000 vpd
2016 AADT	26,000 vpd
2017 AADT	26,000 vpd
2018 AADT	25,500 vpd
2019 AADT	24,000 vpd
2020 AADT	24,000 vpd
2019 K-Factor	9.00 %
2019 D-Factor	55.40 %
2019 T-Factor	2.10 %

As shown in Figure 2 (below), traffic volumes within the study corridor have remained generally consistent over the past decade (especially since 2010).



**Figure 2 – Hodges Boulevard– Historic AADT**

Source: FDOT Count Station 729038

Eight-hour turning-movement counts were collected from 6:30-9:30 AM and 2:30-7:30 PM, and included pedestrian/bicycle activity at the following Hodges Boulevard intersections:

- SR 202/J. Turner Butler Boulevard Interchange
- Glen Kernan Parkway/Sutton Park Drive South
- Chets Creek Boulevard/Sutton Park Drive North
- Super Target/Walmart
- US 90/SR 212/Beach Boulevard
- Bentwater Drive/Providence School
- Woods Park Drive
- SR 10/Atlantic Boulevard

All traffic data collected as part of this study is included in **Appendix F**.

#### **IV. Collision Analysis**

Within the study area, crash data was obtained from FDOT’s Crash Analysis Reporting System (CARS) and the University of Florida’s *Signal Four Analytics* for the period between January 1, 2017 and December 31, 2019. During this time, a total of 667 crashes were reported within the study corridor. An annual summary of the crash types (Table 3), crash severities (Table 4), and lighting/roadway conditions (Table 5) are shown on the next page:

**Table 3: Crash Types by Year**

Year	2017	2018	2019	SUM
Type				
Angle	15	6	10	31
Animal	0	0	0	0
Bicycle	2	2	0	4
Head On	2	0	1	3
Left Turn	26	37	38	101
Off Road	13	17	15	45
Other	12	26	8	46
Pedestrian	0	1	2	3
Rear End	111	103	113	327
Right Turn	7	6	5	18
Rollover	0	0	0	0
Sideswipe	17	6	23	46
Unknown	6	32	5	43
<b>TOTAL</b>	<b>211</b>	<b>236</b>	<b>220</b>	<b>667</b>

**Table 4: Crash Severity by Year**

Year	2017	2018	2019	SUM
Type				
Fatal	1	1	0	2
Incapacitating	2	3	5	10
Non-Incapacitating	16	15	15	46
Possible	45	58	43	146
Property Damage Only	147	159	157	463
<b>TOTAL</b>	<b>211</b>	<b>236</b>	<b>220</b>	<b>667</b>

**Table 5: Lighting and Roadway Condition by Year**

Year	2017	2018	2019	SUM
Type				
<b>Lighting Condition</b>				<b>667</b>
Daylight	156	177	164	497
Dark - Lighted	42	51	43	136
Dark - Not Lighted	4	2	2	8
Dusk/Dawn	9	6	11	26
Unknown	0	0	0	0
<b>Roadway Condition</b>				<b>667</b>
Dry Pavement	186	200	195	581
Wet Pavement	25	36	25	86
Unknown	0	0	0	0



Additional collision information:

- Two crashes (0.3%) resulted in two fatalities and 202 crashes (30.3%) resulted in 299 injuries
- There were 86 (27.9%) wet-pavement crashes and 170 (25.5%) nighttime crashes, which included dawn and dusk collisions
- The total property damage amount for all 667 crashes was estimated to be \$3,488,457

Detailed crash summaries and collision diagrams are located in **Appendix B** and **Appendix C**, respectively. The two fatal crashes are summarized below:

**Wednesday, December 27, 2017 at 2:20 AM:** A northbound motorist on Hodges Boulevard (approximately 100' north of Danforth Drive) collided with a fire truck that was on the scene of a brush fire. The motorist received fatal injuries from the collision. The driver's blood-alcohol concentration was 0.206%. The collision occurred on dry pavement under dark lighted conditions (Crash Report No. 87501292).

**Friday, November 9, 2018 at 9:35 PM:** A southbound motorist on Hodges Boulevard (at Tropic Egret Drive) made a left turn in front of a northbound vehicle. The motorist received fatal injuries from the collision. The driver's blood-alcohol concentration was 0.197%. The collision occurred on wet pavement under dark lighted conditions (Crash Report No. 88628376).

## V. Planned Improvements

- The signalization design is complete for the Hunt Club Road intersection and is anticipated to be under construction in 2021. The signalization design is also complete for the Montebello Way/Dansforth Drive intersection and is anticipated to be under construction in 2021.
- A 48-acre development is planned in the southeast corner of the Hodges Boulevard/Glen Kernan Parkway intersection. This proposed project will include at least 185,000 square feet of non-residential uses (including senior housing, rehabilitation hospitals, student housing, colleges, retail/commercial uses, entertainment, hotels, restaurants/breweries, and office uses). A full-access connection to Hodges Boulevard is proposed at the existing Publix median opening. A right-in/right-out connection located further south on Hodges Boulevard and a direct connection to Glen Kernan Parkway are also proposed.

## VI. Safety Improvements

At the westbound J. Turner Butler Boulevard On-Ramp from southbound Hodges Boulevard, seven (7) off-road collisions were reported between 2017 and 2019. During the AM peak hour 1,255 motorists complete this movement and during the PM peak hour 1,163 motorists complete this movement. Given the significant volume of traffic making these right turns and the off-road collisions, consideration should be given to increasing the on-ramp's turning radius. By increasing this radius, delays/queues should be decreased and the separation distance between the northbound left-turn motorists and the southbound right-turn motorists will be increased.

At the median opening for the Publix just north of J. Turner Butler Boulevard, 25 left-turn collisions were reported (southbound left-turn vs northbound through) between 2017 and 2019. Additionally, there were three (3) angle collisions and eight (8) rear-end collisions. Given the significant crash history, closing the median opening is recommended. Because the existing collision trend involves southbound left turns versus northbound throughs, a directional median would not improve safety. Also, motorists have access to the shopping plaza by way of the Sutton Park Drive South signal (800' to the north). Recommendations at this signal include the construction of a second southbound left-turn bay to help address the additional traffic at this intersection. It should be noted that the planned development in the southeast corner of Glen Kernan Parkway and Hodges Boulevard is proposing to provide a full connection at the existing Publix median opening. If this connection is approved, this intersection will likely require the installation of a new traffic signal. If a new signal is installed, coordinated timings for the Hodges Boulevard traffic signals in this area is recommended.

Flexible retroreflective backplates are recommended on all signal heads that currently do not have backplates. Signal heads that have backplates equipped with retroreflective borders are more visible and conspicuous during both daytime and nighttime conditions. Installing flexible retroreflective backplates has been shown to reduce crashes by 15%.

## **VII. Traffic Operational Analyses**

### **A. 2020 Existing Year Results**

Existing conditions were analyzed using Synchro/SimTraffic analysis software. Intersection turning-movement counts were collected to accurately reflect traffic flows at each intersection within the study area. The existing roadway network was analyzed using 2020 traffic volumes and the LOS results for the various intersections were determined. The analyses at the signalized intersections were based on existing traffic signal timing obtained from the City of Jacksonville. The Hodges Boulevard and Beach Boulevard corridors were both retimed in 2020. Due to COVID, many roadways saw a decrease in traffic volumes. However, the traffic monitoring site on Hodges Boulevard north of Chauny Road saw no change in AADT volume between 2019 and 2020. For this reason, no modifications were made to the 2020 traffic volumes used in the study's analyses.

Synchro software was used to model the roadway network and provide a detailed analysis of the signalized operations. This program considers the effects of signal spacing and signal coordination, including actuated and semi-actuated signal operations, and incorporates traffic volumes, signal timing and vehicle detection. The model output includes intersection approach delays, volume-to-capacity ratios, estimated queue lengths and level-of-service (LOS) results. SimTraffic uses the Synchro model to simulate system-wide traffic operations and produces a visual model of the operating roadway network. This software was used to form a complete and detailed analysis of the system operations. Please see Table 6 for the 2020 LOS and Delay results (next page).

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**Table 6 – Hodges Boulevard Signalized Intersections – Synchro Results 2020 AM and PM Peak Hours**

Hodges Boulevard Corridor Study Signalized Intersections Synchro Results 2020 AM and PM Peak									
Hodges Boulevard Intersection	Approach	Approach Delay (veh/Sec)		Approach LOS		Intersection Delay (veh/Sec)		Intersection LOS	
		AM	PM	AM	PM	AM	PM	AM	PM
J Turner Butler Blvd EB Off-Ramp (SR 202)	Hodges Blvd NB	71	86	E	F	47.1	56.7	D	E
	Hodges Blvd SB	41.3	66.4	D	E				
	JTB EB Off-Ramp	48.8	54.6	D	D				
Glen Kernan / Sutton Park	Hodges Blvd NB	46.3	88.6	D	F	45.5	70.2	D	E
	Hodges Blvd SB	35.4	42.2	D	D				
	Glen Kernan Pkwy EB	60.9	65.2	E	E				
	Sutton Park Drive WB	65.1	78.7	E	E				
Chets Creek / Sutton Park	Hodges Blvd NB	48.6	50.5	D	D	57.1	46	E	D
	Hodges Blvd SB	34.6	34	C	C				
	Chets Creek Blvd EB	115.1	70.7	F	E				
	Sutton Park Dr WB	58.4	43	E	D				
Hunt Club	Hodges Blvd NB	13.1	11.8	B	B	20.5	13.2	C	B
	Hodges Blvd SB	26.9	14.5	C	B				
	Hunt Club Rd EB	13.1	21.2	B	C				
Montebello Way / Danforth Drive	Hodges Blvd NB	14.8	56.9	B	E	14.2	40.1	B	D
	Hodges Blvd SB	14.4	21.9	B	C				
	Montebello Way EB	6.1	11.5	A	B				
	Dansforth Dr WB	12	29.7	B	C				
Pablo Creek (Super Target / Walmart)	Hodges Blvd NB	15.7	29.4	B	C	14.8	35.4	B	D
	Hodges Blvd SB	6.3	14.7	A	B				
	Walmart EB	50.1	76.5	D	E				
	Super Target WB	43	80.7	D	F				
Beach Boulevard	Hodges Blvd NB	92.4	95.8	F	F	66.3	81.1	E	F
	Hodges Blvd SB	67.6	50.4	E	D				
	Beach Blvd EB	58.7	91.3	E	F				
	Beach Blvd WB	49.7	75.7	D	E				
Bentwater Drive	Hodges Blvd NB	33	15.8	C	B	25.4	17.2	C	B
	Hodges Blvd SB	18.8	20.1	B	C				
	Bentwater Dr EB	28.4	7.6	C	A				
	Bentwater Dr WB	61	19.6	E	B				
Woods Park	Hodges Blvd NB	23.6	26.4	C	C	34.9	26.6	C	C
	Hodges Blvd SB	46.3	27.7	D	C				
	The Woods Park Dr EB	20	19.1	C	B				
	The Woods Park Dr WB	28.9	29.5	C	C				
Atlantic Boulevard	Hodges Blvd NB	62.2	88.7	E	F	69.6	84.1	E	F
	Hodges Blvd SB	134	105.4	F	F				
	Atlantic Blvd EB	68.8	115.2	E	F				
	Atlantic Blvd WB	50.8	46.4	D	D				

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## Corridor Capacity – Existing Conditions

Table 7 contains the results of the City of Jacksonville’s 2019 Local Traffic Counts. These counts show that the 2019 AADT between J. Turner Butler Boulevard and Hunt Club Road already exceeds the roadway’s capacity. This information also indicates that the traffic volumes between J. Turner Butler and Beach Boulevards are significantly higher when compared to the volumes between Beach and Atlantic Boulevards.

**Table 7: COJ 2019 Local Traffic Counts**

Link Id Number	Facility Name	From To	Roadway Type	Max Daily Capacity *	2019 Average Daily Traffic	2019 PM Peak Hour Traffic	Daily % Cap Used	Daily Capacity Available	Volume to Capacity Ratio
407	HODGES BLVD	BEACH BLVD TO BENT WATER DR	MINOR ARTERIAL	39,492	27,241	2,270	68.98%	12,251	0.69
408	HODGES BLVD	JT BUTLER BLVD TO HUNT CLUB RD	MINOR ARTERIAL	39,492	39,588	3,453	100.24%	-96	1
840	HODGES BLVD	BENT WATER DR TO ATLANTIC BLVD	MINOR ARTERIAL	39,492	25,793	2,196	65.31%	13,699	0.65
841	HODGES BLVD	HUNT CLUB RD TO BEACH BLVD	MINOR ARTERIAL	39,492	35,055	3,024	88.77%	4,437	0.89

### B. 2045 Projected Conditions Results

To determine future traffic growth on Hodges Boulevard and the intersecting streets, comparative analyses of historical and projected growth rates were completed using FDOT’s Traffic Online historical volumes and the model (NERPM) projections, with the following results:

- FDOT’s Traffic Online Count Station – average growth rate from 2008 to 2019 (north of Beach Boulevard – 1.68 percent/year
- NERPM-AB AADT growth rate on Hodges Boulevard from 2015 to 2030
  - between J. Turner Butler and Beach Boulevards – 1 percent/year
  - between Beach and Atlantic Boulevards – 0.5 percent/year
- NERPM-AB AADT growth rate on Hodges Boulevard from 2030 to 2045
  - between J. Turner Butler and Beach Boulevards – 0.65 percent/year
  - between Beach and Atlantic Boulevards – 0.8 percent/year

Considering these results, a 1.0 percent annual growth rate was used and applied to the counted 2020 traffic volumes.

An operational analysis of future conditions was also conducted using Synchro/SimTraffic analysis software. These analyses included optimizing the signal timing only, no roadway improvements were included. Please see Table 8 (next page) for the 2045 LOS and Delay results and refer to **Appendix I** for the supporting traffic-analysis results.

**Table 8 – Hodges Boulevard Signalized Intersections – Synchro Results 2045 AM and PM Peak Hours**

Hodges Boulevard Corridor Study Signalized Intersections Synchro Results 2045 AM and PM Peak (Signal Timing Optimized ONLY)									
Hodges Boulevard Intersection	Approach	Approach Delay (veh/Sec)		Approach LOS		Intersection Delay (veh/Sec)		Intersection LOS	
		AM	PM	AM	PM	AM	PM	AM	PM
J Turner Butler Blvd EB Off-Ramp (SR 202)	Hodges Blvd NB	39.5	55	D	D	47.6	52.7	D	D
	Hodges Blvd SB	28.8	44.4	C	D				
	JTB EB Off-Ramp	53.2	54.5	D	D				
Glen Kernan / Sutton Park	Hodges Blvd NB	39.3	115.2	D	F	59.4	101.4	E	F
	Hodges Blvd SB	76.5	61.4	E	E				
	Glen Kernan Pkwy EB	65.3	97.8	E	F				
	Sutton Park Drive WB	68.9	152.6	E	F				
Chets Creek / Sutton Park	Hodges Blvd NB	40.7	55	D	E	54.9	49.7	D	D
	Hodges Blvd SB	55.9	40.8	E	D				
	Chets Creek Blvd EB	69.2	53.5	E	D				
	Sutton Park Dr WB	64.9	52	E	D				
Hunt Club	Hodges Blvd NB	10.5	16.5	B	B	16.8	18	B	B
	Hodges Blvd SB	18.3	19.6	B	B				
	Hunt Club Rd EB	35.2	24.5	D	C				
Montebello Way / Danforth Drive	Hodges Blvd NB	13.1	54.4	B	D	13.7	42.3	B	D
	Hodges Blvd SB	12.9	27.7	B	C				
	Montebello Way EB	14.8	56.5	B	E				
	Dansforth Dr WB	25.4	30.3	C	C				
Pablo Creek (Super Target / Walmart)	Hodges Blvd NB	22.8	44	C	D	22.7	42.1	C	D
	Hodges Blvd SB	21.3	33.3	C	C				
	Walmart EB	29.7	48.2	C	D				
	Super Target WB	25.7	54	C	D				
Beach Boulevard	Hodges Blvd NB	136.2	160.8	F	F	107.9	124.4	F	F
	Hodges Blvd SB	113.9	101.3	F	F				
	Beach Blvd EB	99.7	134.7	F	F				
	Beach Blvd WB	86.6	96.2	F	F				
Bentwater Drive	Hodges Blvd NB	39.6	17.9	D	B	31.8	19.6	C	B
	Hodges Blvd SB	24.1	22.7	C	C				
	Bentwater Dr EB	41.6	14.4	D	B				
	Bentwater Dr WB	64	18.2	E	B				
Woods Park	Hodges Blvd NB	25	29	C	C	49.6	31.3	D	C
	Hodges Blvd SB	71.2	36.1	E	D				
	The Woods Park Dr EB	33.7	16.5	C	B				
	The Woods Park Dr WB	40.7	30.4	D	C				
Atlantic Boulevard	Hodges Blvd NB	178.3	161.5	F	F	125.3	129.4	F	F
	Hodges Blvd SB	156.3	233.6	F	F				
	Atlantic Blvd EB	132.1	142.1	F	F				
	Atlantic Blvd WB	83.6	76.1	F	E				

As shown in Table 8, numerous deficiencies (LOS E and LOS F results) will need to be addressed. The following summaries are provided for these intersections:

- Hodges Boulevard at Glen Kernan Parkway / Sutton Park Drive South**

If no improvements are implemented, this intersection will experience unacceptable congestion during the AM and PM peak hours. The 2045 AM peak hour is expected to be LOS E with 59.4 seconds of delay, and the 2045 PM peak hour is expected to be worse (LOS F with 101.4 seconds of delay).
- Hodges Boulevard at Beach Boulevard**

If no improvements are implemented, this intersection will experience unacceptable congestion during the AM and PM peak hours. The 2045 AM peak hour is expected to be LOS F with 107.9 seconds of delay, and the 2045 PM peak hour is also expected to be LOS F with 124.4 seconds of delay.

- Hodges Boulevard at Atlantic Boulevard

If no improvements are implemented, this intersection will experience unacceptable congestion during the AM and PM peak hours. The 2045 AM peak hour is expected to be LOS F with 125.3 seconds of delay, and the 2045 PM peak hour is also expected to be LOS F with 129.4 seconds of delay.

### **Sidewalk Gaps**

Sidewalks exist along both sides of Hodges Boulevard within the study corridor. No sidewalk gaps were identified within the project limits.

### **Missing Bike Lanes**

Between J. Turner Butler and Beach Boulevards, paved shoulders exist on Hodges Boulevard, although there are many areas where grass has grown into the paved shoulders. This could be improved with maintenance efforts. Also, when Hodges Boulevard is resurfaced, bike lanes could be added in this segment.

There are existing, marked bike lanes on Hodges Boulevard between Beach and Atlantic Boulevards.

### **Speed Limits**

Starting from the south, the posted speed limit between J. Turner Butler and Beach Boulevards is 45 mph. Between Beach Boulevard and Otway Road, the posted speed limit reduces to 35 mph. Between Otway Road and Woods Park Drive, the posted speed limit increases back to 45 mph. Finally, between Woods Park Drive and Atlantic Boulevard, the speed limit is again decreased to 35 mph.

Research has shown that when drivers travel at different rates of speed, the resulting crash frequency increases, especially crashes involving more than one vehicle. The greater the speed variance between motorists, the more likely potential interactions between vehicles will occur.

Because Hodges Boulevard is a four-lane roadway between Butler Boulevard and Atlantic Boulevard, and because the travel lanes are 12' wide, it appears the posted speed limit changes (switching between 45 mph and 35 mph limits) are not necessary.

For these reasons, consideration should be given to removing the 35-mph speed zones within Hodges Boulevard's four-lane sections. Based on the travel-lane widths, a consistent 45-mph speed limit is recommended. It should be noted that during field visits, motorists did not reduce their speeds within the two existing 35-mph segments.

## **VIII. Potential Operational Improvements**

### **Intersection Level of Service (LOS) – Future Conditions**

Once the intersections expected to experience unacceptable delays (by 2045) were identified, potential improvements were considered and additional operational analyses were completed. On the next page, please see Table 9 for the 2045 (With Improvements) LOS and Delay results. **Appendix J** contains the supporting traffic-analyses for these results.

**Table 9 – Hodges Boulevard (With Proposed Improvements) – 2045 AM/PM Synchro Results**

Hodges Boulevard Corridor Study Signalized Intersections Synchro Results 2045 AM and PM Peak (Signal Timing Optimized with Intersection Improvements)									
Hodges Boulevard Intersection	Approach	Approach Delay (veh/Sec)		Approach LOS		Intersection Delay (veh/Sec)		Intersection LOS	
		AM	PM	AM	PM	AM	PM	AM	PM
J Turner Butler Blvd EB Off-Ramp (SR 202)	Hodges Blvd NB	39.5	55.0	D	D	48.1	53.5	D	D
	Hodges Blvd SB	30.9	48.8	C	D				
	JTB EB Off-Ramp	53.2	54.5	D	D				
Glen Kernan / Sutton Park	Hodges Blvd NB	35.8	79.8	D	E	45.3	70.0	D	E
	Hodges Blvd SB	53.1	57.8	D	E				
	Glen Kernan Pkwy EB	43.2	68.9	D	E				
	Sutton Park Drive WB	54.9	67.2	D	E				
Chets Creek / Sutton Park	Hodges Blvd NB	35.5	52.0	D	D	44.5	45.7	D	D
	Hodges Blvd SB	53.4	39.3	D	D				
	Chets Creek Blvd EB	46.7	40.1	D	D				
	Sutton Park Dr WB	25.6	41.0	C	D				
Hunt Club	Hodges Blvd NB	10.5	16.5	B	B	16.8	18.0	B	B
	Hodges Blvd SB	18.3	19.6	B	B				
	Hunt Club Rd EB	35.2	24.5	D	C				
Montebello Way / Danforth Drive	Hodges Blvd NB	13.1	47.4	B	D	13.7	41.4	B	D
	Hodges Blvd SB	12.9	34.5	B	C				
	Montebello Way EB	14.8	54.9	B	D				
	Dansforth Dr WB	25.4	28.0	C	C				
Pablo Creek (Super Target / Walmart)	Hodges Blvd NB	22.8	44.0	C	D	22.7	42.1	C	D
	Hodges Blvd SB	21.3	33.3	C	C				
	Walmart EB	29.7	48.2	C	D				
	Super Target WB	25.7	54.0	C	D				
Beach Boulevard	Hodges Blvd NB	113.9	160.8	F	F	107.9	124.4	F	F
	Hodges Blvd SB	136.2	101.3	F	F				
	Beach Blvd EB	86.6	134.7	F	F				
	Beach Blvd WB	99.7	96.2	F	F				
Bentwater Drive	Hodges Blvd NB	37.9	17.9	D	B	32.3	19.6	C	B
	Hodges Blvd SB	27.5	22.7	C	C				
	Bentwater Dr EB	33.1	14.4	C	B				
	Bentwater Dr WB	52.5	18.2	D	B				
Woods Park	Hodges Blvd NB	27.6	29.0	C	C	36.1	31.3	D	C
	Hodges Blvd SB	41	36.1	D	D				
	The Woods Park Dr EB	40.9	16.5	D	B				
	The Woods Park Dr WB	40.2	30.4	D	C				
Atlantic Boulevard	Hodges Blvd NB	178.3	161.5	F	F	125.3	129.4	F	F
	Hodges Blvd SB	156.3	233.6	F	F				
	Atlantic Blvd EB	132.1	142.1	F	F				
	Atlantic Blvd WB	83.6	76.1	F	E				

The following summaries are provided for each intersection:

- Hodges Boulevard at Glen Kernan Parkway/ Sutton Park Drive South

If no improvements are implemented, this intersection will experience unacceptable congestion during the 2045 peak hours. If a second southbound left-turn bay is constructed and dedicated right-turn bays are provided for Glen Kernan Parkway and for Sutton Park Drive South, the intersection delay will decrease to 45.3 seconds during the AM peak hour and 70.0 seconds during the PM peak hour. As discussed previously, if the second southbound left-turn bay is added, the City should consider closing the median opening at the Publix driveway (due to the significant crash trend at this location). Providing the second southbound left-turn bay will allow motorists to use this signalized intersection to access the Publix shopping center. It should be noted that the traffic mast-arm for the southbound movements will need to be replaced.

As the City of Jacksonville’s traffic counts indicate, the AADT between J. Turner Butler Boulevard and Hunt Club Road already exceeds the roadway’s theoretical capacity. For this reason, widening Hodges Boulevard to six-lanes may be necessary (as conditions warrant and as funding becomes available). If the development in the southeast corner of Glen Kernan Parkway and Hodges Boulevard constructs a connection to Glen Kernan Parkway, the possibility of constructing a second northbound left-turn bay and a second ingress lane on Glen Kernan Parkway should be considered to address these anticipated impacts.

- Hodges Boulevard at Chets Creek Boulevard/Sutton Park Drive North

If no improvements are implemented, this intersection will approach unacceptable congestion levels during the 2045 AM peak hour (LOS D with 54.9 seconds of delay). If dedicated right-turn bays are constructed on Chets Creek Boulevard and on Sutton Park Drive North, the intersection delay will decrease to 44.5 seconds during the AM peak hour. Installing right-turn bays has also been shown to reduce rear-end collisions by 30%.

- Hodges Boulevard at Beach Boulevard

According to the 2019 FDOT D2 LOS Report, Beach Boulevard is anticipated to have an AADT of 61,614 in 2045. Per FDOT’s Generalized Annual Average Daily Volume Tables, the capacity threshold for acceptable LOS results is 59,900 vehicles for a 6-lane divided arterial. As a result, significant improvements to Beach Boulevard will be required (as reflected in the 124 seconds of delay anticipated during the 2045 PM peak hour). FDOT requires an Intersection Control Evaluation (ICE) when major reconstruction is proposed at an existing signalized intersection. The purpose of ICE is to consider multiple context-sensitive control strategies when planning a new or modified intersection. As a result, no short-term solutions or long-term improvements were identified as part of this study.

- Hodges Boulevard at Atlantic Boulevard (SR 10)

According to the 2019 FDOT D2 LOS Report, Atlantic Boulevard is anticipated to have an AADT of 68,911 in 2045. Per FDOT’s Generalized Annual Average Daily Volume Tables, the capacity threshold for acceptable LOS results is 59,900 vehicles for a 6-lane divided arterial. As a result, significant improvements to Atlantic Boulevard will be required (as reflected in the 129 seconds of delay anticipated during the 2045 PM peak hour). FDOT requires an Intersection Control Evaluation (ICE) when major reconstruction is proposed at an existing signalized intersection. The purpose of ICE is to consider multiple context-sensitive control strategies when planning a new or modified intersection. As a result, no short-term solutions or long-term improvements were identified as part of this study.

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## IX. Summary of Recommendations

Potential traffic-flow improvements were identified and analyzed. A proactive plan is suggested and numerous options to improve traffic flow within the study area were considered and/or identified.

Short-term improvements are recommended and include the following:

- Install flexible retroreflective backplates on all signal heads.
- Retime the traffic signals within the project limits.
- Restripe the signalized intersections to include high-emphasis crosswalk markings.
- Restripe the eastbound left-turn white guide stripe (between the dual left-turn lanes) at J. Turner Butler Boulevard.

The estimated cost for these short-term improvements is **\$277,777**.

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

- At the SR 202/J. Turner Butler Boulevard On-Ramp from southbound Hodges Boulevard, increasing the on-ramp radius should be considered. It is anticipated this improvement will be funded by the Florida Department of Transportation.
- At the Publix Shopping Center median opening south of the Glen Kernan Parkway intersection, closing this opening should be considered.
- At the Hodges Boulevard and Glen Kernan Parkway/Sutton Park Drive South intersection, adding a second southbound left-turn bay, as well as dedicated right-turn bays on Glen Kernan Parkway and on Sutton Park Drive South should be considered.
- At the Hodges Boulevard and Chets Creek Boulevard/Sutton Park Drive North intersection, adding dedicated right-turn bays on Chets Creek Boulevard and on Sutton Park Drive North should be considered.

The estimated cost for these long-term improvements is **\$927,989**.

Details for the cost estimates are included in **Appendix E**.

# APPENDIX

Appendix A: Existing Condition Diagrams

Appendix B: Crash Tables

Appendix C: Collision Diagrams

Appendix D: Concept Plans

Appendix E: Opinion of Probable Costs

Appendix F: 2020 Peak Hour Turning Movement Volumes

Appendix G: Study Area Historical AADT Volume and Growth Rates

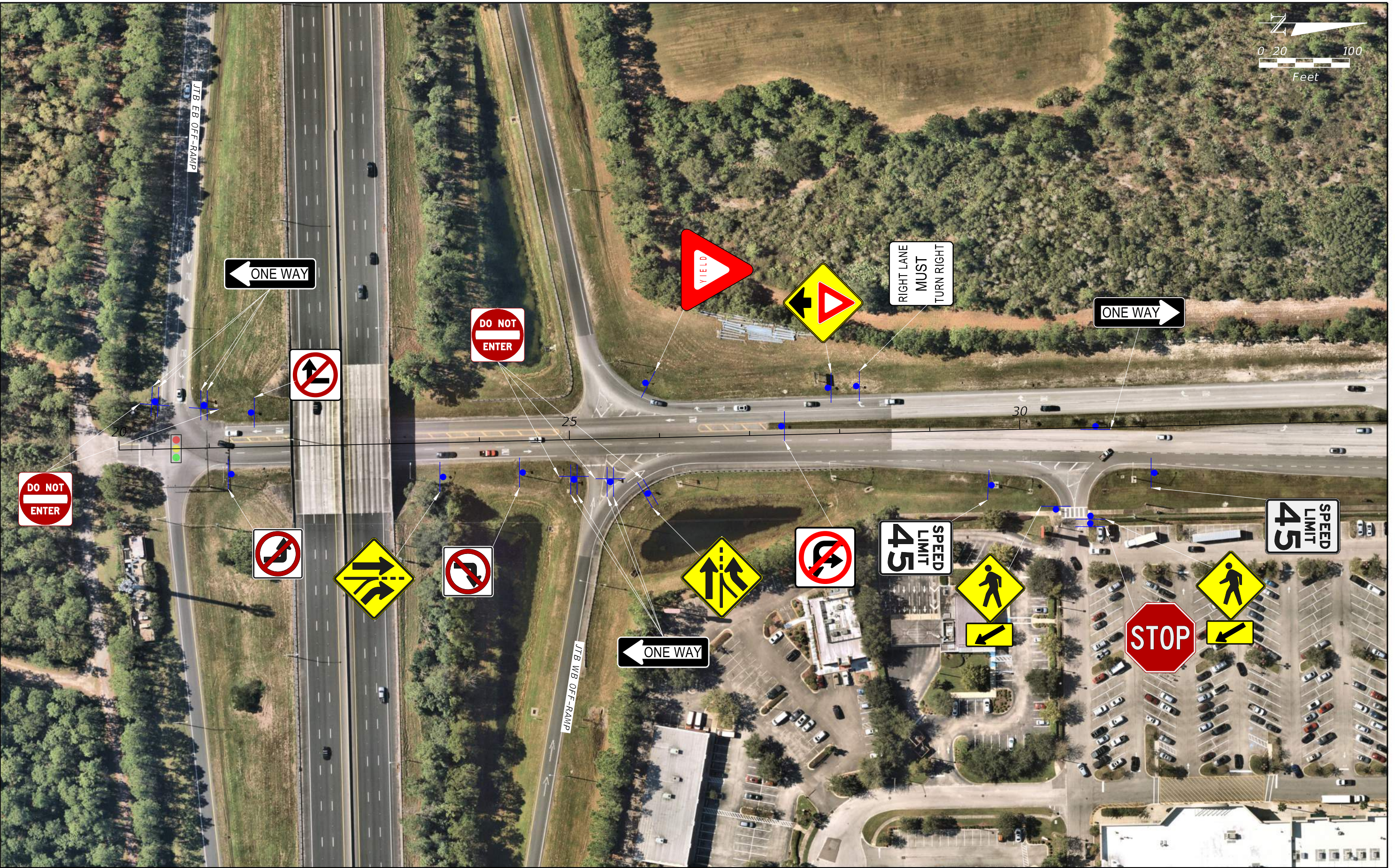
Appendix H: 2020 Volumes Synchro Analysis Results

Appendix I: 2045 Projected Volumes Synchro Analysis Results

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

## **Appendix A:**

### Existing Condition Diagrams



	TRAFFIC SIGNAL		BUS STOP		UTILITY POLE		LIGHT POLE
	TRAFFIC SIGN		RIGHT-OF-WAY				

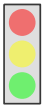





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*HODGES BLVD  
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SHEET NO.  
 1



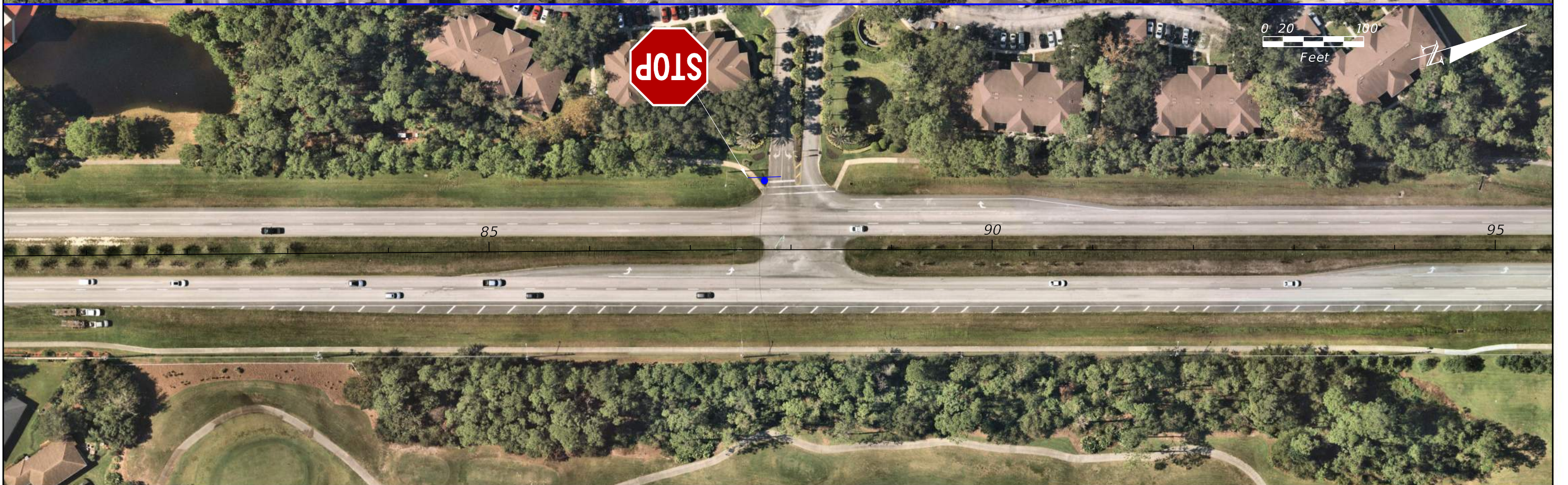
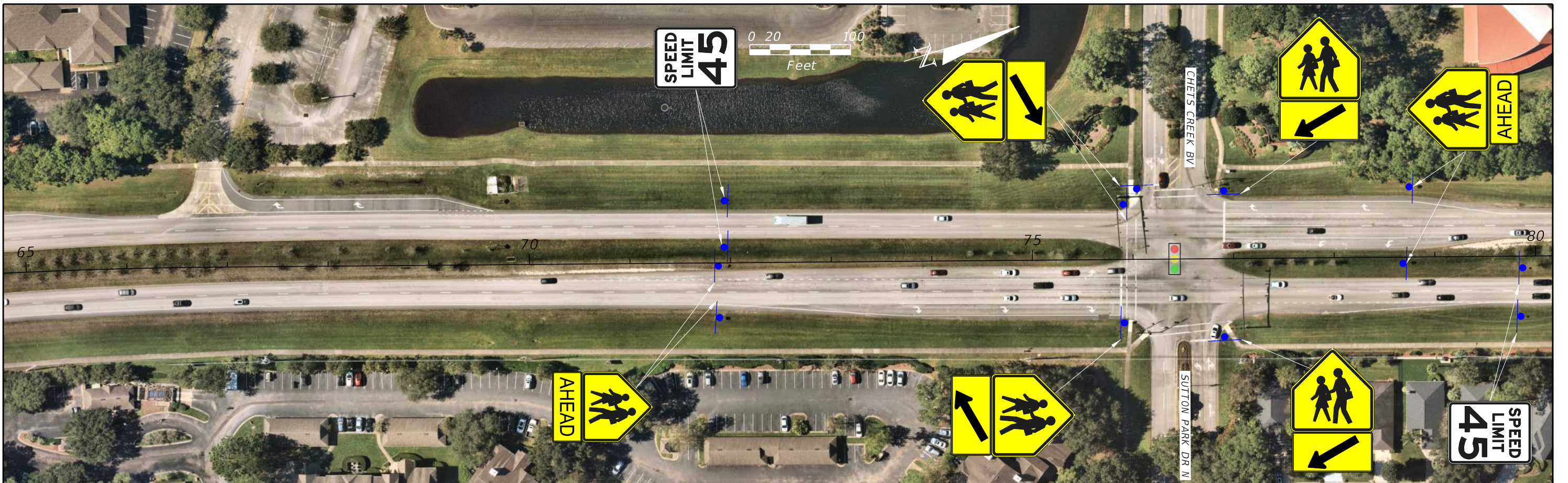
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			TRAFFIC SIGN		RIGHT-OF-WAY		

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<p>TRAFFIC SIGNAL</p>	<p>BUS STOP</p>	<p>UTILITY POLE</p>	<p>LIGHT POLE</p>	<p><b>ETM</b> VISION • EXPERIENCE • RESULTS England-Thing &amp; Miller, Inc. 14775 Old St. Augustine Road Jacksonville, FL 32258 TEL: (904) 642-8990 FAX: (904) 646-9485 Registry - 2584 LC - 0000316 Lic. No. NUMBER 53938</p>	<p><b>North Florida TPO</b> Transportation Planning Organization PLAN • FUND • MOBILIZE</p>	<p><i>HODGES BLVD EXISTING CONDITIONS</i></p>	<p>SHEET NO. 3</p>
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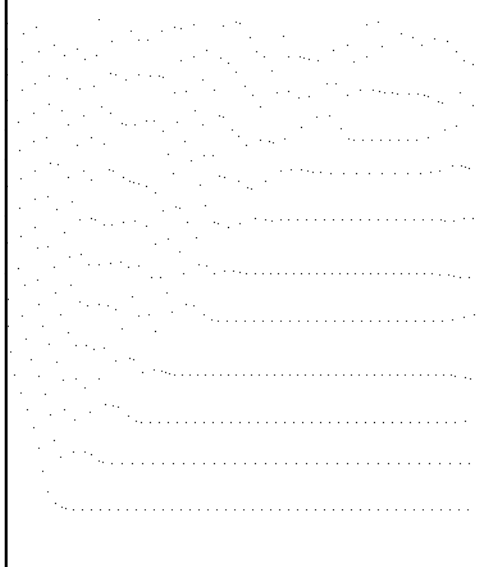
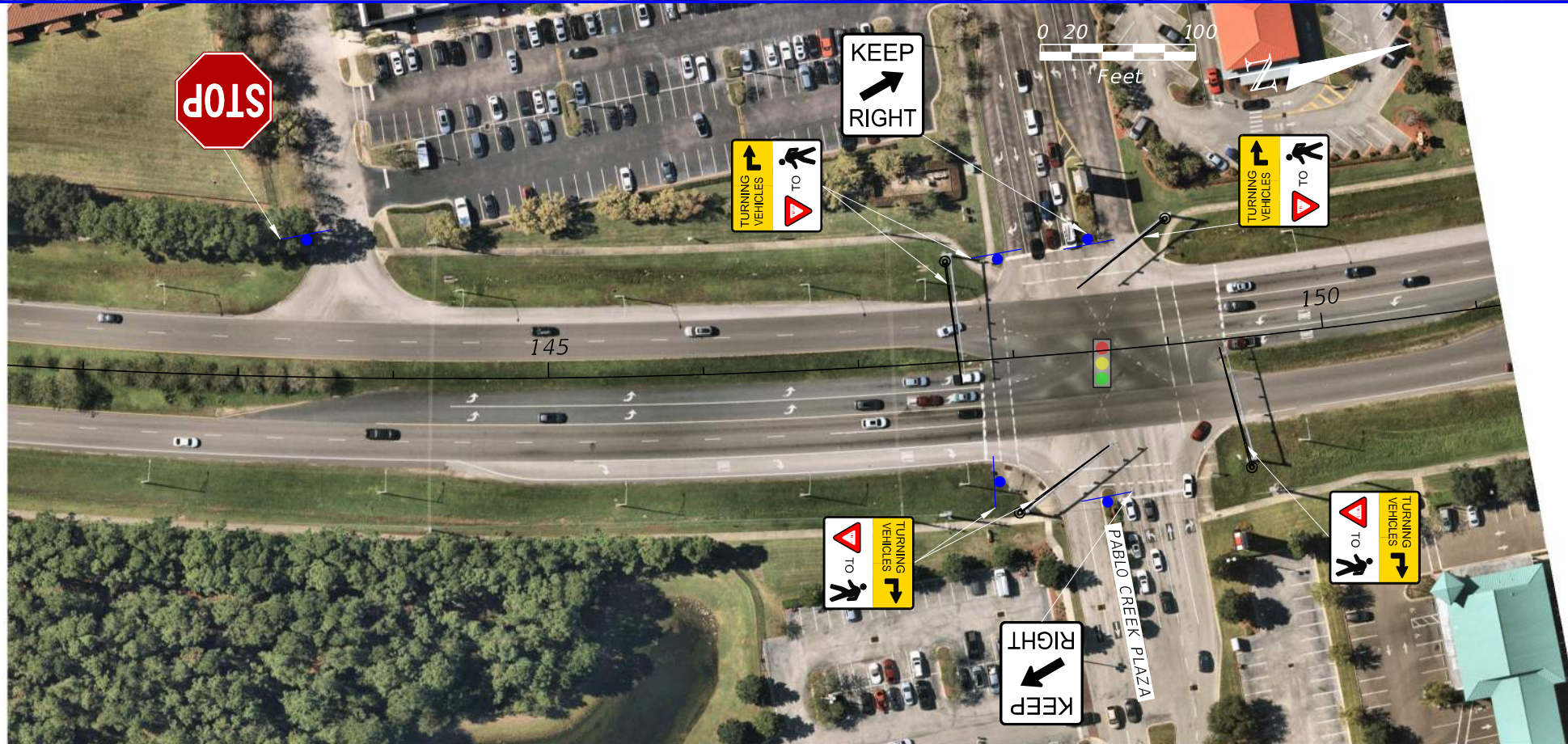
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			TRAFFIC SIGN		RIGHT-OF-WAY		

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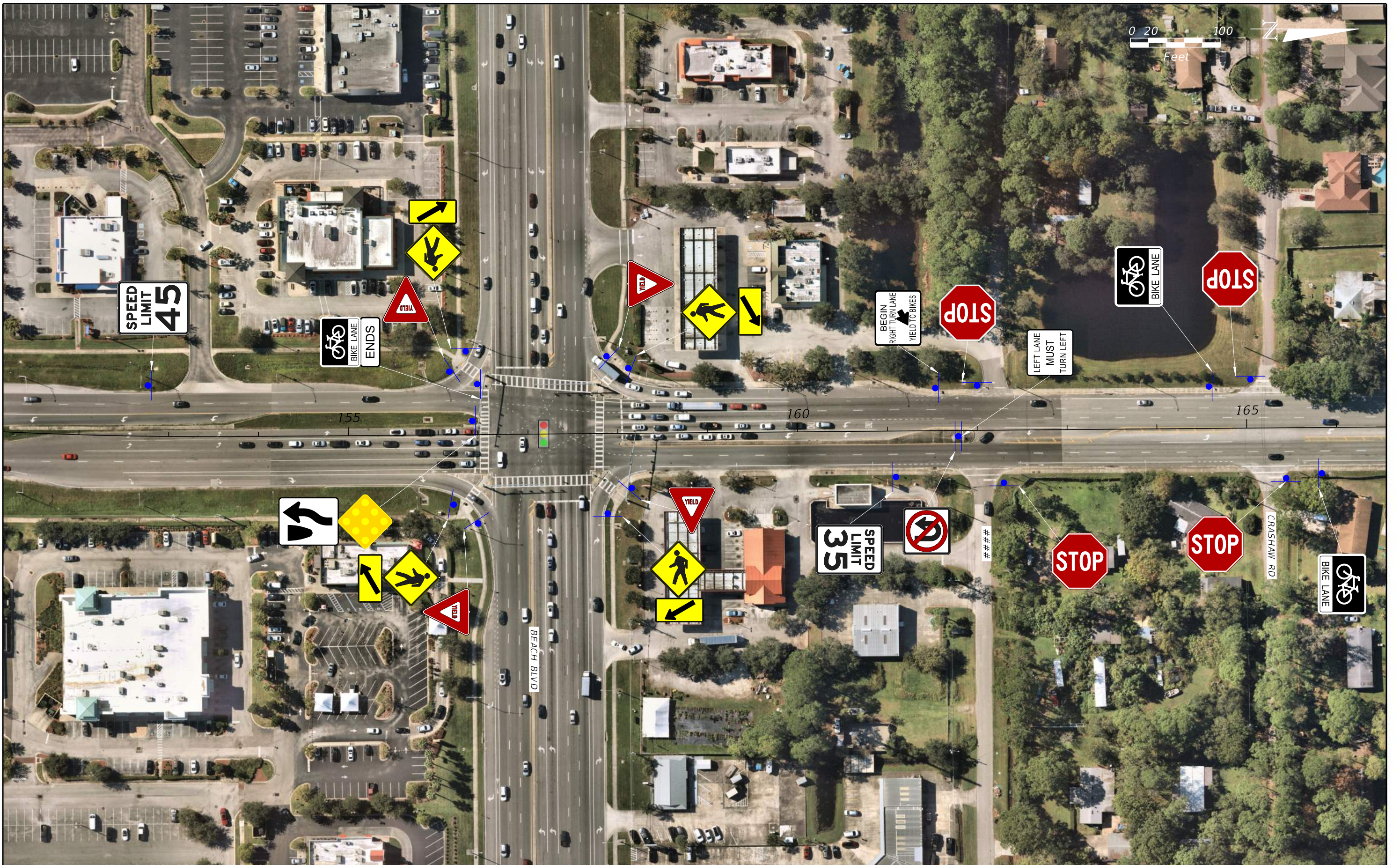
*HODGES BLVD  
 EXISTING CONDITIONS*

SHEET NO.  
 4



<p>TRAFFIC SIGNAL</p>	<p>BUS STOP</p>	<p>UTILITY POLE</p>	<p>LIGHT POLE</p>	<p><b>ETM</b> England-Thing &amp; Miller, Inc. 14775 Old St. Augustine Road Jacksonville, FL 32258 TEL: (904) 642-8990 FAX: (904) 646-9485 Registry - 2584 LC - 0000316 MARK S. MANWELL, P.E. Lic. No. NUMBER 53938</p>	<p><b>North Florida TPO</b> Transportation Planning Organization PLAN • FUND • MOBILIZE</p>	<p><i>HODGES BLVD EXISTING CONDITIONS</i></p>	<p>SHEET NO. 5</p>
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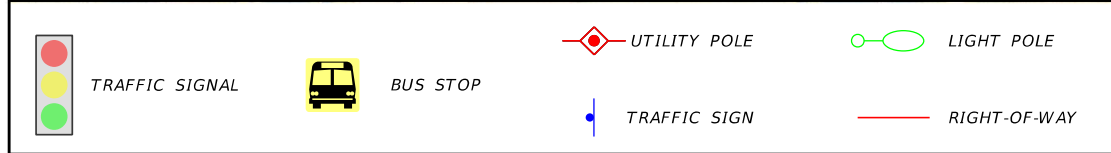
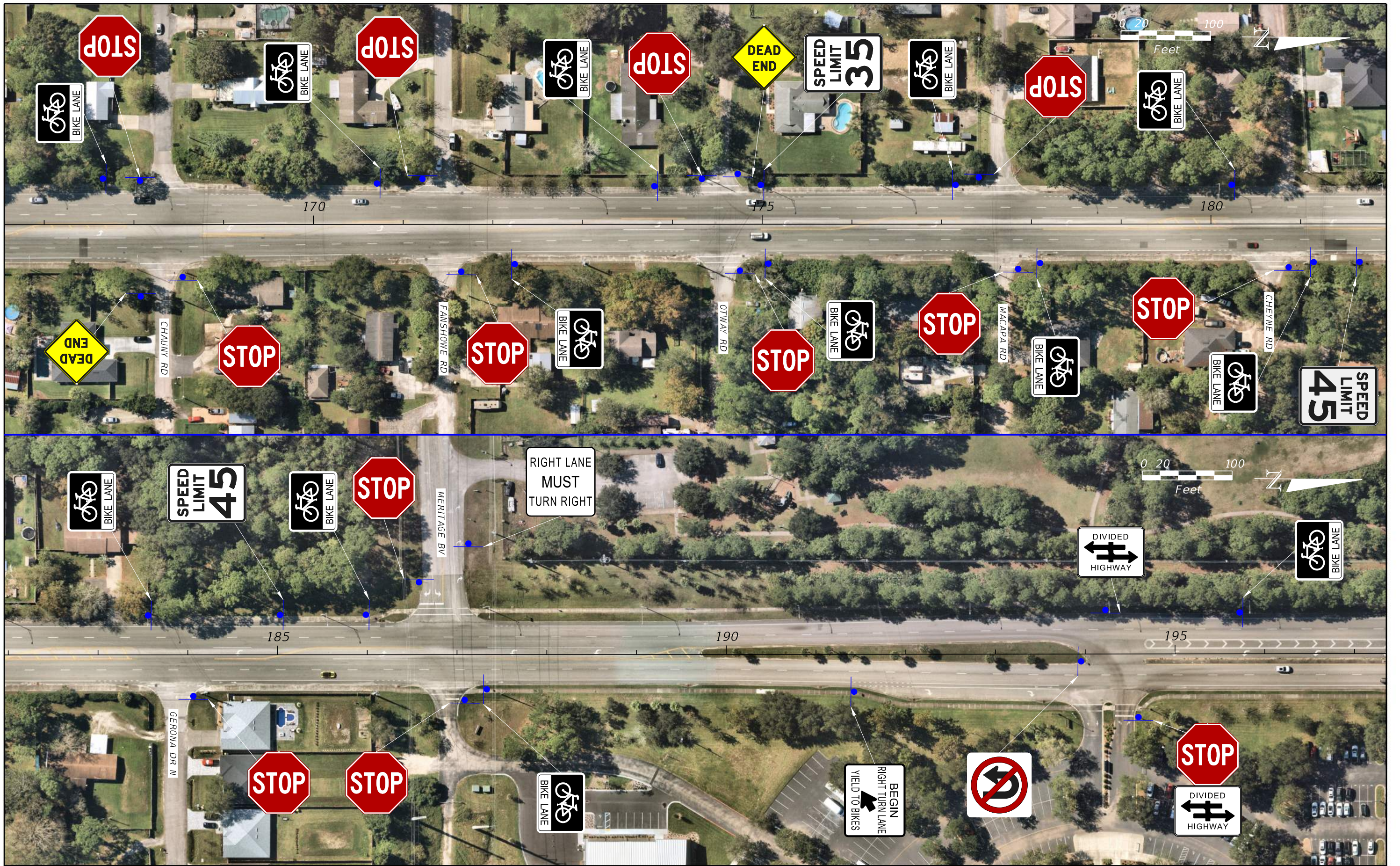
	TRAFFIC SIGNAL		BUS STOP		UTILITY POLE		LIGHT POLE
	TRAFFIC SIGN		RIGHT-OF-WAY				

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 EXISTING CONDITIONS**

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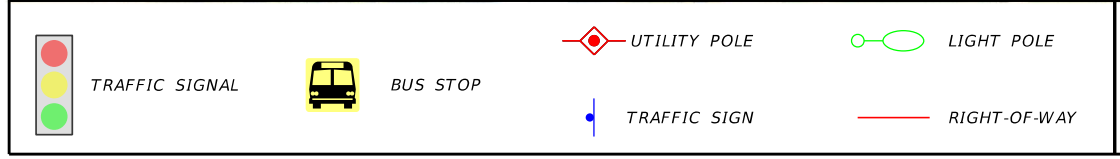
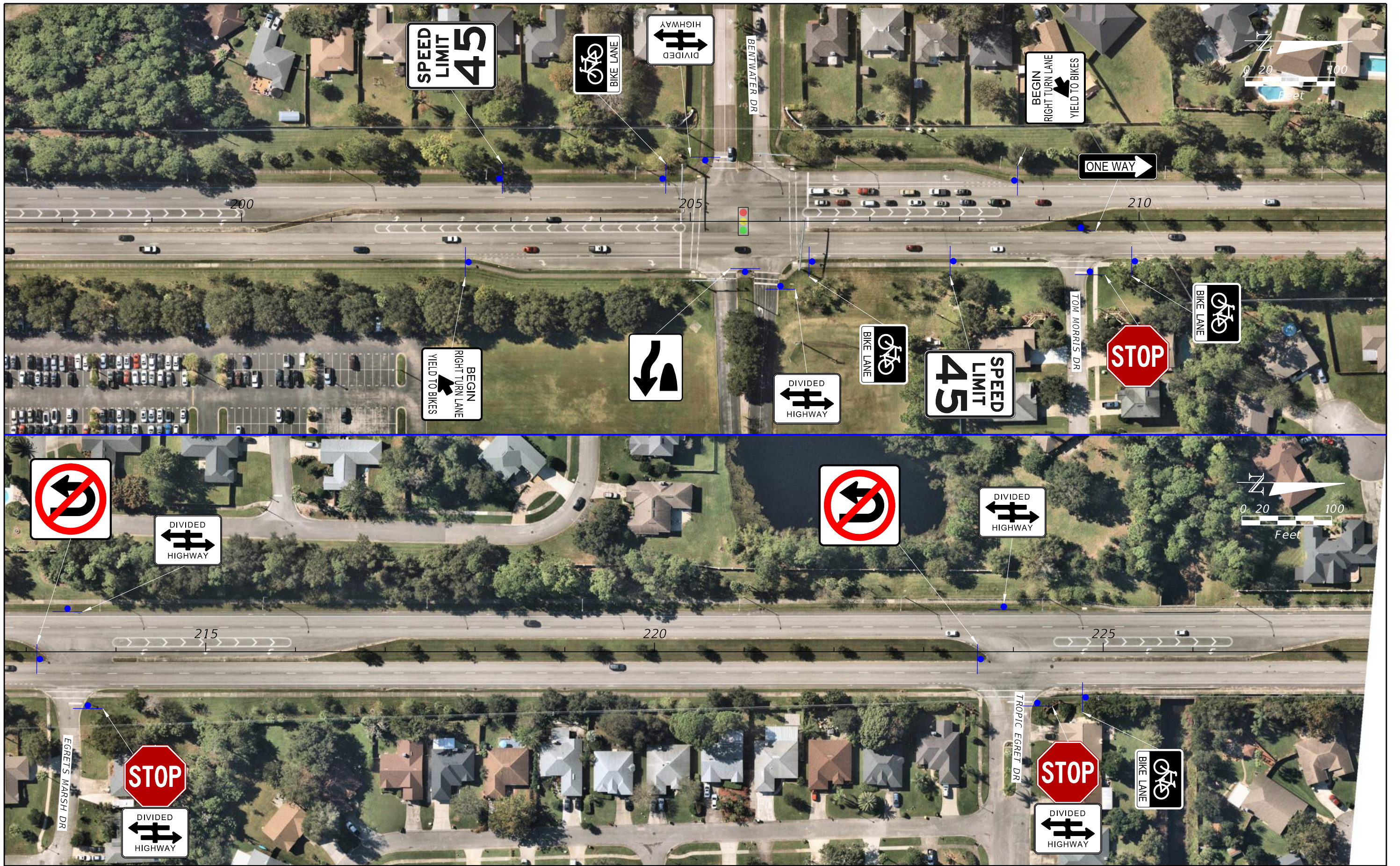


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 EXISTING CONDITIONS

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 7

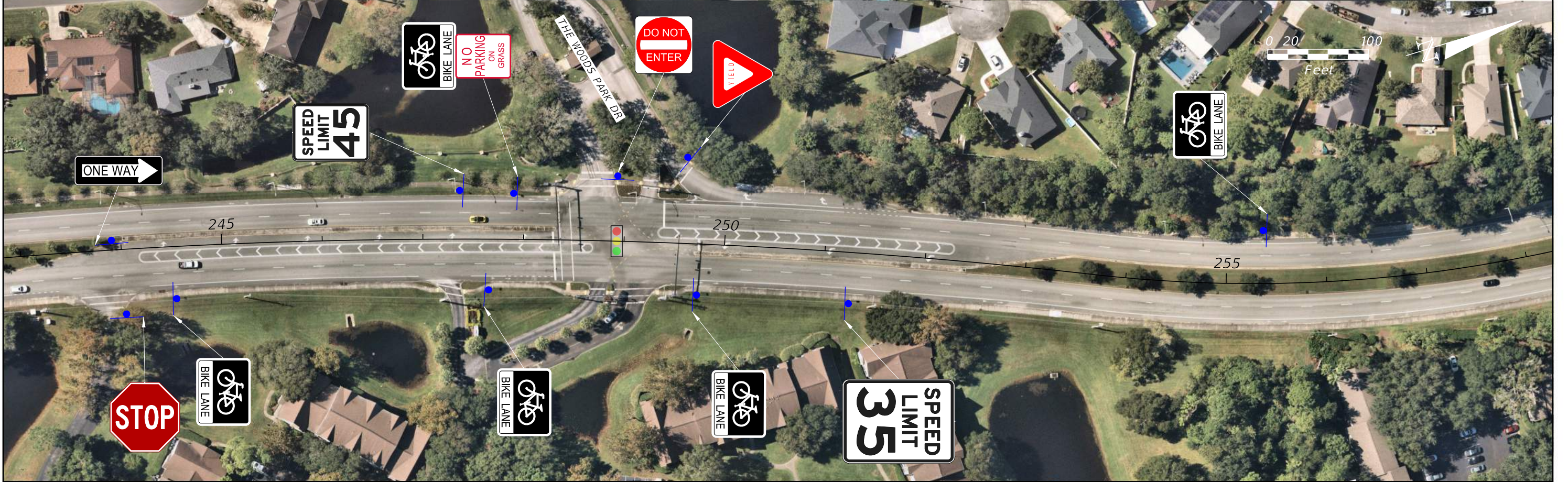
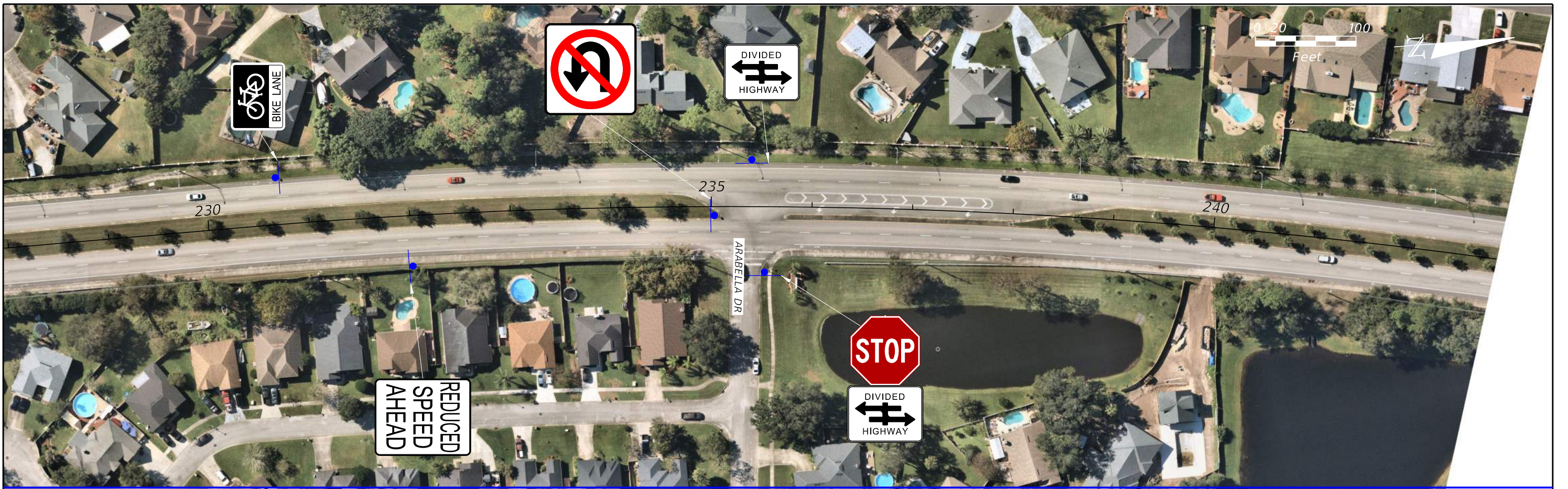


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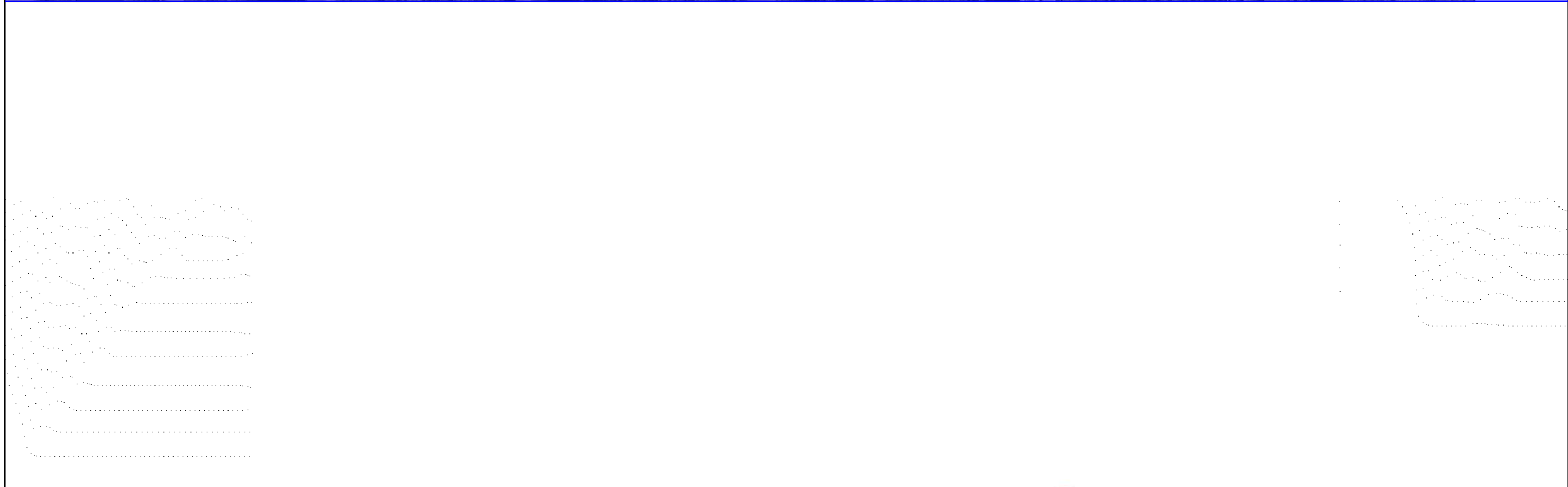
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*HODGES BLVD*  
 EXISTING CONDITIONS

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TRAFFIC SIGNAL BUS STOP	UTILITY POLE TRAFFIC SIGN	LIGHT POLE RIGHT-OF-WAY	<b>ETM</b> VISION • EXPERIENCE • RESULTS England-Thing & Miller, Inc. 14775 Old St. Augustine Road Jacksonville, FL 32258 TEL: (904) 642-8990 FAX: (904) 646-9485 Registry - 2584 LC - 0000316 MARK S. MANWELL, P.E. Lic. No. NUMBER 53938	<b>North Florida TPO</b> Transportation Planning Organization PLAN • FUND • MOBILIZE	<p style="text-align: center;"><i>HODGES BLVD</i>          EXISTING CONDITIONS</p>	SHEET NO. <p style="text-align: center;">9</p>
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<p>TRAFFIC SIGNAL</p>	<p>BUS STOP</p>	<p>UTILITY POLE</p>	<p>LIGHT POLE</p>	<p><b>ETM</b> VISION • EXPERIENCE • RESULTS MARK S. MANWELL, P.E.</p>	<p>England-Thibault &amp; Miller, Inc. 14775 Old St. Augustine Road Jacksonville, FL 32258 TEL: (904) 642-8990 FAX: (904) 646-9485 Registry - 2584 LC - 0000316 Lic. No. NUMBER 53938</p>	<p><b>North Florida TPO</b> Transportation Planning Organization PLAN • FUND • MOBILIZE</p>	<p><i>HODGES BLVD</i> <i>EXISTING CONDITIONS</i></p>	<p>SHEET NO. 10</p>
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	TRAFFIC SIGNAL		BUS STOP		UTILITY POLE		LIGHT POLE
	TRAFFIC SIGN		RIGHT-OF-WAY				

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*HODGES BLVD  
 EXISTING CONDITIONS*

SHEET NO.  
 11

**Appendix B:**  
Crash Tables

**COLLISION SUMMARY**

**General Information**

Road:	Hodges Blvd	Study Period:	1/1/17	To:	12/31/19
Section:		Data by:	ETM		
County:	Duval	Date:	3/1/2021		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
1	1/1/2017	Sun	10:44 AM	0	0	\$5,000	Sideswipe	Day	Dry	Improper Lane Change
2	1/1/2017	Sun	10:30 PM	0	0	\$1,500	Rear End	Night	Dry	Careless Driving
3	1/3/2017	Tue	12:23 AM	0	0	\$15,000	Off Road	Night	Dry	DUI
4	1/3/2017	Tue	5:19 PM	0	0	\$5,000	Rear End	Night	Dry	Careless Driving
5	1/8/2017	Sun	11:40 PM	0	0	\$6,000	Right Turn	Night	Dry	Failed to Yield ROW
6	1/11/2017	Wed	7:08 AM	0	0	\$7,500	Rear End	Day	Dry	Careless Driving
7	1/13/2017	Fri	2:10 PM	0	0	\$8,000	Rear End	Day	Dry	Careless Driving
8	1/15/2017	Sun	5:14 PM	0	0	\$4,000	Sideswipe	Day	Dry	Careless Driving
9	1/16/2017	Mon	12:42 AM	0	1	\$0	Bicycle	Night	Dry	Hit and Run
10	1/16/2017	Mon	7:40 AM	0	1	\$9,200	Rear End	Day	Dry	Careless Driving
11	1/17/2017	Tue	5:00 PM	0	0	\$700	Rear End	Day	Dry	Hit and Run
12	1/19/2017	Thu	12:09 PM	0	1	\$1,500	Sideswipe	Day	Dry	Improper Lane Change
13	1/19/2017	Thu	7:30 PM	0	0	\$2,000	Rear End	Night	Dry	Hit and Run
14	1/20/2017	Fri	3:15 PM	0	0	\$500	Sideswipe	Day	Dry	Hit and Run
15	1/22/2017	Sun	1:30 PM	0	0	\$250	Rear End	Day	Wet	Careless Driving
16	1/22/2017	Sun	2:25 PM	0	1	\$1,000	Rear End	Day	Wet	Unknown
17	1/22/2017	Sun	4:10 PM	0	0	\$700	Rear End	Day	Wet	Careless Driving
18	1/23/2017	Mon	5:06 PM	0	0	\$1,250	Right Turn	Day	Dry	Failed to Yield ROW
19	1/25/2017	Wed	1:45 AM	0	0	\$5,200	Off Road	Night	Dry	Careless Driving
20	1/25/2017	Wed	3:04 PM	0	0	\$3,000	Rear End	Day	Dry	Vehicle Malfunction
21	1/26/2017	Thu	4:30 PM	0	0	\$4,600	Rear End	Day	Dry	Followed too Closely
22	1/27/2017	Fri	4:40 PM	0	0	\$20,000	Angle	Day	Dry	Failed to Yield ROW
23	2/3/2017	Fri	8:16 PM	0	2	\$2,000	Off Road	Night	Dry	Careless Driving
24	2/4/2017	Sat	11:25 PM	0	0	\$1,500	Left Turn	Night	Dry	Hit and Run
<b>TOTAL</b>				<b>0</b>	<b>6</b>	<b>\$105,400</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	5	19	12	0	1	1	2	4	3	1	0
PERCENT	0%	21%	79%	50%	0%	4%	4%	8%	17%	13%	4%	0%
Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	15	9	3	21	0	1	1	10	2	3	0	7
PERCENT	63%	38%	13%	88%	0%	4%	4%	42%	8%	13%	0%	29%

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



**COLLISION SUMMARY**

**General Information**

Road:	Hodges Blvd	Study Period:	1/1/17	To:	12/31/19
Section:		Data by:	ETM		
County:	Duval	Date:	3/1/2021		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
25	2/7/2017	Tue	6:40 AM	0	1	\$5,000	Rear End	Night	Dry	Followed too Closely
26	2/9/2017	Thu	5:25 PM	0	0	\$2,800	Unknown	Day	Dry	Improper Lane Change
27	2/10/2017	Fri	12:19 AM	0	1	\$9,000	Angle	Night	Dry	Disregarded Control Devices
28	2/10/2017	Fri	8:55 PM	0	1	\$14,100	Left Turn	Night	Dry	Hit and Run
29	2/12/2017	Sun	3:10 PM	0	0	\$8,000	Rear End	Day	Dry	Unknown
30	2/13/2017	Mon	7:50 PM	0	0	\$18,000	Rear End	Night	Dry	Careless Driving
31	2/15/2017	Wed	7:58 AM	0	1	\$500	Rear End	Day	Dry	Careless Driving
32	2/16/2017	Thu	7:00 PM	0	0	\$2,000	Off Road	Night	Dry	Unknown
33	2/17/2017	Fri	7:25 PM	0	0	\$500	Rear End	Night	Dry	Improper Lane Change
34	2/21/2017	Tue	9:48 AM	0	0	\$3,500	Other	Day	Dry	Improper Lane Change
35	2/21/2017	Tue	8:23 PM	0	0	\$5,000	Rear End	Night	Dry	Careless Driving
36	2/22/2017	Wed	3:31 PM	0	0	\$2,000	Rear End	Day	Wet	Careless Driving
37	2/22/2017	Wed	5:51 PM	0	1	\$12,500	Rear End	Night	Wet	Exceeded Speed
38	2/23/2017	Thu	8:20 PM	0	0	\$2,000	Rear End	Night	Dry	Hit and Run
39	2/24/2017	Fri	6:52 PM	0	1	\$20,000	Left Turn	Night	Dry	Failed to Yield ROW
40	2/25/2017	Sat	3:48 PM	0	0	\$2,500	Sideswipe	Day	Dry	Unknown
41	2/28/2017	Tue	8:23 AM	0	0	\$7,000	Rear End	Day	Dry	Careless Driving
42	3/4/2017	Sat	10:25 AM	0	0	\$800	Rear End	Day	Dry	Careless Driving
43	3/7/2017	Tue	5:00 PM	0	1	\$8,500	Left Turn	Day	Dry	Failed to Yield ROW
44	3/8/2017	Wed	12:30 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving
45	3/12/2017	Sun	8:10 PM	0	0	\$6,000	Left Turn	Night	Dry	Disregarded Control Devices
46	3/13/2017	Mon	10:35 AM	0	0	\$600	Rear End	Day	Wet	Careless Driving
47	3/14/2017	Tue	7:38 AM	0	0	\$5,100	Rear End	Day	Wet	Careless Driving
48	3/15/2017	Wed	9:33 AM	0	1	\$1,500	Rear End	Day	Dry	Careless Driving
<b>TOTAL</b>				<b>0</b>	<b>8</b>	<b>\$138,900</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	8	16	15	0	1	4	0	1	1	0	2
PERCENT	0%	33%	67%	63%	0%	4%	17%	0%	4%	4%	0%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	13	11	4	20	0	1	0	10	3	2	0	8
PERCENT	54%	46%	17%	83%	0%	4%	0%	42%	13%	8%	0%	33%

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

**COLLISION SUMMARY**

**General Information**

Road:	Hodges Blvd	Study Period:	1/1/17	To:	12/31/19
Section:		Data by:	ETM		
County:	Duval	Date:	3/1/2021		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
49	3/17/2017	Fri	3:56 PM	0	0	\$6,000	Rear End	Day	Dry	Careless Driving
50	3/19/2017	Sun	7:24 PM	0	0	\$12,500	Rear End	Day	Dry	Careless Driving
51	3/22/2017	Wed	8:58 AM	0	1	\$10,000	Left Turn	Day	Dry	Disregarded Control Devices
52	3/29/2017	Wed	11:03 AM	0	0	\$6,500	Left Turn	Day	Dry	Unknown
53	4/2/2017	Sun	10:34 AM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving
54	4/3/2017	Mon	8:13 AM	0	0	\$4,500	Rear End	Day	Dry	Careless Driving
55	4/3/2017	Mon	9:40 AM	0	0	\$200	Rear End	Day	Dry	Careless Driving
56	4/4/2017	Tue	12:05 AM	0	0	\$4,000	Other	Night	Wet	DUI
57	4/5/2017	Wed	4:25 PM	0	2	\$15,800	Angle	Day	Dry	Failed to Yield ROW
58	4/6/2017	Thu	7:28 AM	0	1	\$33,000	Angle	Day	Wet	Failed to Yield ROW
59	4/8/2017	Sat	11:20 PM	0	3	\$23,000	Angle	Night	Dry	Disregarded Control Devices
60	4/12/2017	Wed	12:31 PM	0	1	\$500	Rear End	Day	Dry	Careless Driving
61	4/12/2017	Wed	4:27 PM	0	0	\$1,300	Rear End	Day	Dry	Unknown
62	4/14/2017	Fri	3:29 PM	0	2	\$10,000	Right Turn	Day	Dry	Failed to Yield ROW
63	4/15/2017	Sat	1:39 PM	0	0	\$7,000	Rear End	Day	Dry	Careless Driving
64	4/19/2017	Wed	5:23 PM	0	0	\$20,000	Left Turn	Day	Dry	Failed to Yield ROW
65	4/20/2017	Thu	10:48 AM	0	0	\$7,000	Rear End	Day	Dry	Careless Driving
66	4/21/2017	Fri	4:20 PM	0	1	\$2,000	Head On	Day	Dry	Unknown
67	4/23/2017	Sun	1:00 PM	0	0	\$12,500	Rear End	Day	Dry	Careless Driving
68	4/23/2017	Sun	9:14 PM	0	2	\$25,000	Head On	Night	Dry	Careless Driving
69	4/25/2017	Tue	4:47 PM	0	0	\$7,000	Rear End	Day	Dry	Careless Driving
70	4/26/2017	Wed	2:07 PM	0	0	\$750	Rear End	Day	Dry	Careless Driving
71	4/27/2017	Thu	11:21 AM	0	1	\$70	Bicycle	Day	Dry	Wrong-way Riding or Walking
72	4/28/2017	Fri	8:40 AM	0	0	\$3,500	Sideswipe	Day	Dry	Unknown
<b>TOTAL</b>				<b>0</b>	<b>14</b>	<b>\$216,120</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	9	15	12	2	3	3	1	1	0	1	1
PERCENT	0%	38%	63%	50%	8%	13%	13%	4%	4%	0%	4%	4%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	21	3	2	22	0	0	1	12	0	4	0	7
PERCENT	88%	13%	8%	92%	0%	0%	4%	50%	0%	17%	0%	29%

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

**General Information**

Road: Hodges Blvd Study Period: 1/1/17 To: 12/31/19  
 Section: \_\_\_\_\_ Data by: ETM  
 County: Duval Date: 3/1/2021

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
73	4/29/2017	Sat	12:36 AM	0	0	\$1,000	Off Road	Night	Dry	Unknown
74	4/30/2017	Sun	2:35 AM	0	0	\$8,000	Other	Night	Dry	Failed to Yield ROW
75	5/1/2017	Mon	8:31 AM	0	0	\$1,200	Unknown	Day	Dry	Load Dropping/Shifting/Leaking/Blow
76	5/2/2017	Tue	8:35 AM	0	0	\$6,000	Sideswipe	Day	Dry	Failed to Yield ROW
77	5/2/2017	Tue	6:13 PM	0	0	\$6,000	Left Turn	Day	Dry	Failed to Yield ROW
78	5/3/2017	Wed	8:26 AM	0	1	\$2,500	Rear End	Day	Dry	Careless Driving
79	5/4/2017	Thu	12:20 PM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving
80	5/5/2017	Fri	8:54 AM	0	0	\$2,000	Sideswipe	Day	Dry	Improper Lane Change
81	5/9/2017	Tue	8:14 AM	0	0	\$500	Rear End	Day	Dry	Careless Driving
82	5/9/2017	Tue	3:40 PM	0	0	\$2,000	Angle	Day	Dry	Failed to Yield ROW
83	5/16/2017	Tue	9:18 AM	0	1	\$3,000	Rear End	Day	Dry	Careless Driving
84	5/21/2017	Sun	11:29 AM	0	0	\$2,300	Sideswipe	Day	Dry	Improper Lane Change
85	5/24/2017	Wed	6:02 PM	0	0	\$2,000	Sideswipe	Day	Wet	Improper Lane Change
86	5/25/2017	Thu	3:59 AM	0	1	\$27,000	Off Road	Night	Dry	Unknown
87	5/26/2017	Fri	4:24 PM	0	0	\$750	Left Turn	Day	Dry	Hit and Run
88	5/26/2017	Fri	4:35 PM	0	3	\$31,000	Rear End	Day	Dry	Failed to Yield ROW
89	5/27/2017	Sat	10:23 AM	0	0	\$7,000	Left Turn	Day	Dry	Disregarded Control Devices
90	6/2/2017	Fri	11:49 AM	0	0	\$5,500	Sideswipe	Day	Dry	Failed to Yield ROW
91	6/2/2017	Fri	7:14 PM	0	0	\$4,500	Left Turn	Day	Wet	Unknown
92	6/5/2017	Mon	2:13 PM	0	1	\$200	Rear End	Day	Dry	Followed too Closely
93	6/13/2017	Tue	5:15 PM	0	0	\$501	Rear End	Day	Dry	Careless Driving
94	6/15/2017	Thu	5:04 PM	0	2	\$19,500	Rear End	Day	Wet	Careless Driving
95	6/16/2017	Fri	2:30 PM	0	0	\$3,500	Rear End	Day	Wet	Careless Driving
96	6/17/2017	Sat	5:40 PM	0	8	\$2,000	Rear End	Day	Dry	Followed too Closely
<b>TOTAL</b>				<b>0</b>	<b>17</b>	<b>\$141,951</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	7	17	10	0	1	4	0	5	2	0	2
PERCENT	0%	29%	71%	42%	0%	4%	17%	0%	21%	8%	0%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	21	3	4	20	0	2	0	7	3	6	0	6
PERCENT	88%	13%	17%	83%	0%	8%	0%	29%	13%	25%	0%	25%

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

**COLLISION SUMMARY**

**General Information**

Road: Hodges Blvd Study Period: 1/1/17 To: 12/31/19  
 Section: \_\_\_\_\_ Data by: ETM  
 County: Duval Date: 3/1/2021

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
97	6/21/2017	Wed	8:55 AM	0	0	\$500	Angle	Day	Dry	Hit and Run
98	6/22/2017	Thu	12:22 PM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving
99	6/23/2017	Fri	6:33 AM	0	1	\$3,600	Rear End	Day	Dry	Careless Driving
100	6/23/2017	Fri	5:15 PM	0	0	\$1,200	Rear End	Day	Dry	Careless Driving
101	6/24/2017	Sat	11:00 AM	0	2	\$8,000	Angle	Day	Dry	Failed to Yield ROW
102	7/6/2017	Thu	11:52 AM	0	1	\$6,000	Rear End	Day	Dry	Careless Driving
103	7/7/2017	Fri	11:40 AM	0	0	\$7,000	Other	Day	Dry	Failed to Yield ROW
104	7/7/2017	Fri	2:42 PM	0	0	\$3,500	Rear End	Day	Dry	Careless Driving
105	7/7/2017	Fri	3:15 PM	0	0	\$2,000	Unknown	Day	Dry	Careless Driving
106	7/9/2017	Sun	7:52 PM	0	1	\$20,000	Left Turn	Night	Wet	Unknown
107	7/10/2017	Mon	9:58 AM	0	1	\$1,800	Rear End	Day	Dry	Careless Driving
108	7/11/2017	Tue	1:16 PM	0	2	\$1,600	Rear End	Day	Dry	Careless Driving
109	7/14/2017	Fri	5:10 PM	0	0	\$2,500	Rear End	Day	Dry	Careless Driving
110	7/14/2017	Fri	6:30 PM	0	0	\$8,000	Rear End	Day	Dry	Careless Driving
111	7/17/2017	Mon	11:45 AM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving
112	7/17/2017	Mon	4:09 PM	0	2	\$8,500	Rear End	Day	Wet	Careless Driving
113	7/17/2017	Mon	9:00 PM	0	0	\$4,000	Rear End	Night	Dry	Careless Driving
114	7/18/2017	Tue	8:55 PM	0	0	\$3,500	Left Turn	Night	Wet	Failed to Yield ROW
115	7/19/2017	Wed	5:19 PM	0	0	\$2,500	Sideswipe	Day	Dry	Improper Lane Change
116	7/25/2017	Tue	1:07 PM	0	0	\$15,000	Sideswipe	Day	Dry	Improper Lane Change
117	7/26/2017	Wed	3:00 PM	0	0	\$2,300	Sideswipe	Day	Dry	Improper Lane Change
118	7/29/2017	Sat	6:25 PM	0	0	\$200	Rear End	Day	Dry	Careless Driving
119	7/29/2017	Sat	9:20 PM	0	0	\$6,000	Off Road	Night	Dry	DUI
120	7/30/2017	Sun	1:48 AM	0	3	\$9,000	Angle	Night	Wet	Disregarded Control Devices
<b>TOTAL</b>				<b>0</b>	<b>13</b>	<b>\$122,700</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	8	16	13	0	3	2	0	3	1	0	2
PERCENT	0%	33%	67%	54%	0%	13%	8%	0%	13%	4%	0%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	19	5	4	20	0	0	1	14	3	3	0	3
PERCENT	79%	21%	17%	83%	0%	0%	4%	58%	13%	13%	0%	13%

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

**COLLISION SUMMARY**

**General Information**

Road: Hodges Blvd Study Period: 1/1/17 To: 12/31/19  
 Section: \_\_\_\_\_ Data by: ETM  
 County: Duval Date: 3/1/2021

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
121	7/31/2017	Mon	1:23 PM	0	0	\$2,000	Other	Day	Dry	Improper Backing
122	8/1/2017	Tue	1:35 PM	0	2	\$10,000	Rear End	Day	Dry	Careless Driving
123	8/2/2017	Wed	7:41 AM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving
124	8/3/2017	Thu	8:09 AM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
125	8/3/2017	Thu	3:40 PM	0	0	\$2,000	Right Turn	Day	Dry	Failed to Yield ROW
126	8/5/2017	Sat	3:22 PM	0	0	\$10,000	Left Turn	Day	Dry	Unknown
127	8/7/2017	Mon	7:48 AM	0	0	\$3,000	Unknown	Day	Dry	Improper Lane Change
128	8/7/2017	Mon	2:09 PM	0	2	\$4,000	Angle	Day	Wet	Careless Driving
129	8/7/2017	Mon	7:10 PM	0	0	\$1,750	Off Road	Night	Dry	Careless Driving
130	8/11/2017	Fri	7:20 PM	0	0	\$500	Rear End	Day	Dry	Hit and Run
131	8/13/2017	Sun	12:33 PM	0	3	\$16,000	Angle	Day	Dry	Careless Driving
132	8/20/2017	Sun	11:48 AM	0	1	\$12,000	Off Road	Day	Dry	Careless Driving
133	8/22/2017	Tue	4:35 PM	0	1	\$9,000	Left Turn	Day	Dry	Failed to Yield ROW
134	8/24/2017	Thu	3:15 PM	0	0	\$7,000	Rear End	Day	Dry	Unknown
135	8/25/2017	Fri	1:50 PM	0	0	\$700	Rear End	Day	Dry	Careless Driving
136	8/25/2017	Fri	4:20 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
137	8/26/2017	Sat	4:25 PM	0	1	\$1,700	Left Turn	Day	Dry	Unknown
138	8/27/2017	Sun	3:50 PM	0	0	\$2,500	Rear End	Day	Dry	Careless Driving
139	8/29/2017	Tue	3:55 PM	0	1	\$2,000	Rear End	Day	Dry	DUI
140	9/1/2017	Fri	3:00 PM	0	0	\$1,000	Rear End	Day	Wet	Careless Driving
141	9/1/2017	Fri	3:50 PM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving
142	9/2/2017	Sat	10:20 AM	0	1	\$5,000	Rear End	Day	Dry	Careless Driving
143	9/5/2017	Tue	4:00 PM	0	0	\$5,000	Rear End	Day	Wet	Careless Driving
144	9/10/2017	Sun	2:40 PM	0	0	\$15,900	Angle	Day	Wet	Careless Driving
<b>TOTAL</b>				<b>0</b>	<b>12</b>	<b>\$120,050</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	8	16	13	0	3	3	1	0	2	0	2
PERCENT	0%	33%	67%	54%	0%	13%	13%	4%	0%	8%	0%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	23	1	4	20	0	0	1	15	1	2	0	5
PERCENT	96%	4%	17%	83%	0%	0%	4%	63%	4%	8%	0%	21%

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

**COLLISION SUMMARY**

**General Information**

Road:	<u>Hodges Blvd</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u></u>	Data by:	<u>ETM</u>		
County:	<u>Duval</u>	Date:	<u>3/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
145	9/20/2017	Wed	1:49 AM	0	1	\$9,000	Other	Night	Dry	Careless Driving
146	9/21/2017	Thu	6:45 AM	0	0	\$8,500	Rear End	Day	Dry	Careless Driving
147	9/22/2017	Fri	10:40 AM	0	1	\$750	Rear End	Day	Dry	Careless Driving
148	9/23/2017	Sat	6:30 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving
149	9/25/2017	Mon	7:46 AM	0	0	\$6,800	Rear End	Day	Dry	Careless Driving
150	9/28/2017	Thu	7:45 AM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving
151	10/5/2017	Thu	5:05 PM	0	1	\$7,000	Angle	Day	Dry	Failed to Yield ROW
152	10/5/2017	Thu	5:31 PM	0	0	\$20,000	Left Turn	Day	Dry	Careless Driving
153	10/13/2017	Fri	4:00 PM	0	0	\$350	Unknown	Day	Dry	Hit and Run
154	10/13/2017	Fri	7:57 PM	0	0	\$1,000	Sideswipe	Night	Dry	Hit and Run
155	10/16/2017	Mon	9:25 PM	0	0	\$7,500	Other	Night	Wet	Unknown
156	10/17/2017	Tue	7:15 AM	0	0	\$350	Rear End	Day	Wet	Followed too Closely
157	10/20/2017	Fri	4:20 PM	0	1	\$400	Rear End	Day	Dry	Careless Driving
158	10/21/2017	Sat	2:30 PM	0	0	\$2,000	Other	Day	Dry	Careless Driving
159	10/21/2017	Sat	9:20 PM	0	0	\$500	Rear End	Night	Dry	Hit and Run
160	10/24/2017	Tue	6:02 PM	0	0	\$10,000	Rear End	Day	Dry	Careless Driving
161	10/26/2017	Thu	7:10 AM	0	1	\$7,000	Left Turn	Day	Dry	Failed to Yield ROW
162	10/26/2017	Thu	1:57 PM	0	0	\$6,000	Rear End	Day	Dry	Careless Driving
163	10/26/2017	Thu	4:00 PM	0	0	\$100	Other	Day	Dry	Unknown
164	10/27/2017	Fri	4:40 PM	0	0	\$4,000	Right Turn	Day	Dry	Careless Driving
165	10/27/2017	Fri	4:41 PM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving
166	10/28/2017	Sat	12:00 AM	0	0	\$2,400	Other	Night	Dry	Careless Driving
167	10/29/2017	Sun	2:10 PM	0	0	\$5,500	Right Turn	Day	Dry	Improper Turn
168	10/30/2017	Mon	6:35 AM	0	0	\$1,600	Rear End	Night	Dry	Careless Driving
<b>TOTAL</b>				<b>0</b>	<b>5</b>	<b>\$110,250</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	5	19	12	0	1	2	2	1	0	0	6
PERCENT	0%	21%	79%	50%	0%	4%	8%	8%	4%	0%	0%	25%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	18	6	2	22	0	1	0	15	0	2	0	6
PERCENT	75%	25%	8%	92%	0%	4%	0%	63%	0%	8%	0%	25%

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

**General Information**

Road:	<u>Hodges Blvd</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u></u>	Data by:	<u>ETM</u>		
County:	<u>Duval</u>	Date:	<u>3/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
169	10/30/2017	Mon	3:47 PM	0	0	\$9,000	Rear End	Day	Dry	Careless Driving
170	10/30/2017	Mon	5:00 PM	0	0	\$3,500	Sideswipe	Day	Dry	Careless Driving
171	10/31/2017	Tue	12:17 PM	0	0	\$2,000	Unknown	Day	Dry	Hit and Run
172	11/2/2017	Thu	9:09 AM	0	0	\$9,000	Rear End	Day	Dry	Careless Driving
173	11/4/2017	Sat	2:55 AM	0	0	\$13,000	Off Road	Night	Dry	Careless Driving
174	11/8/2017	Wed	11:50 AM	0	0	\$500	Rear End	Day	Dry	Hit and Run
175	11/9/2017	Thu	1:51 PM	0	0	\$6,000	Left Turn	Day	Dry	Failed to Yield ROW
176	11/9/2017	Thu	5:50 PM	0	0	\$500	Rear End	Night	Dry	Hit and Run
177	11/10/2017	Fri	2:53 PM	0	1	\$27,000	Rear End	Day	Dry	Careless Driving
178	11/10/2017	Fri	5:25 PM	0	0	\$5,000	Rear End	Day	Dry	Careless Driving
179	11/13/2017	Mon	7:09 AM	0	0	\$2,300	Rear End	Day	Dry	Careless Driving
180	11/14/2017	Tue	3:23 PM	0	1	\$5,000	Left Turn	Day	Dry	Disregarded Control Devices
181	11/14/2017	Tue	6:30 PM	0	1	\$3,000	Rear End	Night	Dry	Careless Driving
182	11/15/2017	Wed	8:12 AM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving
183	11/17/2017	Fri	11:00 AM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving
184	11/18/2017	Sat	12:18 PM	0	0	\$8,000	Rear End	Day	Dry	Followed too Closely
185	11/20/2017	Mon	8:45 AM	0	0	\$5,500	Rear End	Day	Dry	Careless Driving
186	11/21/2017	Tue	9:30 PM	0	0	\$3,000	Off Road	Night	Wet	DUI
187	11/22/2017	Wed	3:00 PM	0	1	\$1,000	Rear End	Day	Dry	Careless Driving
188	11/24/2017	Fri	6:35 AM	0	0	\$31,000	Angle	Night	Wet	Unknown
189	11/25/2017	Sat	3:17 AM	0	0	\$20,000	Off Road	Night	Dry	Careless Driving
190	11/25/2017	Sat	11:14 AM	0	0	\$270	Other	Day	Dry	Improper Backing
191	11/26/2017	Sun	12:00 AM	0	0	\$2,000	Left Turn	Night	Dry	Disregarded Control Devices
192	11/27/2017	Mon	12:20 PM	0	0	\$2,000	Angle	Day	Dry	Improper Turn
<b>TOTAL</b>				<b>0</b>	<b>4</b>	<b>\$164,570</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	4	20	13	0	2	3	0	1	3	0	2
PERCENT	0%	17%	83%	54%	0%	8%	13%	0%	4%	13%	0%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	17	7	2	22	0	1	1	13	0	1	0	8
PERCENT	71%	29%	8%	92%	0%	4%	4%	54%	0%	4%	0%	33%

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

**General Information**

Road: Hodges Blvd Study Period: 1/1/17 To: 12/31/19  
 Section: \_\_\_\_\_ Data by: ETM  
 County: Duval Date: 3/1/2021

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
193	11/28/2017	Tue	12:00 AM	0	0	\$5,000	Left Turn	Night	Dry	Failed to Yield ROW
194	11/28/2017	Tue	3:30 PM	0	2	\$2,000	Rear End	Day	Dry	Careless Driving
195	11/29/2017	Wed	8:24 AM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving
196	11/29/2017	Wed	4:35 PM	0	0	\$500	Sideswipe	Day	Dry	Unknown
197	12/4/2017	Mon	4:15 AM	0	0	\$12,000	Off Road	Night	Dry	Unknown
198	12/4/2017	Mon	7:45 AM	0	0	\$7,750	Rear End	Day	Dry	Careless Driving
199	12/5/2017	Tue	5:51 PM	0	0	\$10,000	Left Turn	Night	Dry	Failed to Yield ROW
200	12/5/2017	Tue	6:20 PM	0	1	\$0	Left Turn	Night	Dry	Failed to Yield ROW
201	12/5/2017	Tue	9:20 PM	0	0	\$8,000	Rear End	Night	Dry	Followed too Closely
202	12/8/2017	Fri	9:00 AM	0	2	\$10,000	Right Turn	Day	Dry	Failed to Yield ROW
203	12/11/2017	Mon	7:45 AM	0	1	\$850	Rear End	Day	Dry	Careless Driving
204	12/11/2017	Mon	5:45 PM	0	1	\$2,000	Rear End	Night	Dry	Followed too Closely
205	12/13/2017	Wed	5:33 PM	0	1	\$3,200	Left Turn	Night	Dry	Failed to Yield ROW
206	12/14/2017	Thu	1:48 PM	0	1	\$100	Rear End	Day	Dry	Hit and Run
207	12/16/2017	Sat	3:00 PM	0	0	\$750	Rear End	Day	Dry	Careless Driving
208	12/17/2017	Sun	6:45 PM	0	1	\$7,000	Rear End	Night	Dry	Careless Driving
209	12/20/2017	Wed	5:30 PM	0	0	\$600	Rear End	Night	Dry	Followed too Closely
210	12/23/2017	Sat	12:15 PM	0	1	\$530	Rear End	Day	Dry	Followed too Closely
211	12/27/2017	Wed	2:20 AM	1	1	\$5,000	Other	Night	Dry	DUI
212	1/3/2018	Wed	8:20 AM	0	0	\$4,000	Right Turn	Night	Wet	Careless Driving
213	1/3/2018	Wed	8:25 PM	0	0	\$18,000	Left Turn	Night	Dry	Failed to Yield ROW
214	1/5/2018	Fri	2:55 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
215	1/5/2018	Fri	4:34 PM	0	0	\$0	Rear End	Night	Dry	Followed too Closely
216	1/5/2018	Fri	9:20 PM	0	0	\$10,000	Unknown	Night	Dry	Careless Driving
<b>TOTAL</b>				<b>1</b>	<b>12</b>	<b>\$111,280</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	1	10	13	13	0	0	5	2	1	1	0	2
PERCENT	4%	42%	54%	54%	0%	0%	21%	8%	4%	4%	0%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	10	14	1	23	0	5	1	9	0	6	0	3
PERCENT	42%	58%	4%	96%	0%	21%	4%	38%	0%	25%	0%	13%

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



**COLLISION SUMMARY**

**General Information**

Road:	<u>Hodges Blvd</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u></u>	Data by:	<u>ETM</u>		
County:	<u>Duval</u>	Date:	<u>3/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
217	1/8/2018	Mon	11:40 AM	0	0	\$0	Rear End	Day	Dry	Careless Driving
218	1/10/2018	Wed	2:20 PM	0	0	\$1,800	Unknown	Day	Wet	Drove too Fast for Conditions
219	1/11/2018	Thu	6:30 PM	0	0	\$3,000	Left Turn	Night	Dry	Failed to Yield ROW
220	1/13/2018	Sat	2:17 AM	0	0	\$2,000	Off Road	Night	Dry	Hit and Run
221	1/18/2018	Thu	7:55 AM	0	0	\$7,000	Rear End	Day	Dry	Careless Driving
222	1/19/2018	Fri	4:08 PM	0	0	\$1	Rear End	Day	Dry	Careless Driving
223	1/19/2018	Fri	6:10 PM	0	0	\$3,500	Other	Night	Dry	Improper Lane Change
224	1/19/2018	Fri	8:00 PM	0	1	\$1,000	Other	Night	Dry	Failed to Yield ROW
225	1/20/2018	Sat	12:45 PM	0	0	\$800	Unknown	Day	Dry	Careless Driving
226	1/21/2018	Sun	6:30 PM	0	1	\$20,000	Rear End	Night	Dry	DUI
227	1/22/2018	Mon	4:31 PM	0	0	\$1,100	Unknown	Day	Dry	Improper Lane Change
228	1/22/2018	Mon	5:30 PM	0	0	\$600	Other	Day	Dry	Followed too Closely
229	1/26/2018	Fri	7:26 AM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving
230	1/26/2018	Fri	8:11 AM	0	0	\$2,800	Rear End	Day	Dry	Careless Driving
231	1/27/2018	Sat	11:45 PM	0	0	\$500	Other	Night	Dry	Unknown
232	1/29/2018	Mon	11:27 AM	0	0	\$1,000	Other	Day	Dry	Careless Driving
233	1/31/2018	Wed	12:59 PM	0	0	\$200	Unknown	Day	Dry	Hit and Run
234	2/2/2018	Fri	10:15 AM	0	1	\$20,000	Left Turn	Day	Dry	Failed to Yield ROW
235	2/3/2018	Sat	9:50 AM	0	0	\$1,000	Unknown	Day	Dry	Unknown
236	2/5/2018	Mon	8:53 AM	0	0	\$3,000	Sideswipe	Day	Dry	Improper Lane Change
237	2/6/2018	Tue	4:50 PM	0	1	\$500	Rear End	Day	Dry	Followed too Closely
238	2/8/2018	Thu	7:50 PM	0	0	\$10,000	Off Road	Night	Dry	Unknown
239	2/9/2018	Fri	2:42 PM	0	0	\$5,000	Rear End	Day	Dry	Careless Driving
240	2/10/2018	Sat	7:25 PM	0	0	\$6,000	Unknown	Night	Dry	Careless Driving
<b>TOTAL</b>				<b>0</b>	<b>4</b>	<b>\$92,801</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	4	20	8	0	0	2	0	1	2	0	11
PERCENT	0%	17%	83%	33%	0%	0%	8%	0%	4%	8%	0%	46%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	16	8	1	23	0	2	1	9	3	3	0	6
PERCENT	67%	33%	4%	96%	0%	8%	4%	38%	13%	13%	0%	25%

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

State of Florida Department of Transportation

**COLLISION SUMMARY**

**General Information**

Road:	<u>Hodges Blvd</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u></u>	Data by:	<u>ETM</u>		
County:	<u>Duval</u>	Date:	<u>3/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
241	2/12/2018	Mon	10:01 AM	0	1	\$3,800	Rear End	Day	Wet	Careless Driving
242	2/12/2018	Mon	10:53 PM	0	0	\$10,000	Off Road	Night	Dry	Careless Driving
243	2/13/2018	Tue	8:45 AM	0	0	\$2,300	Rear End	Day	Wet	Careless Driving
244	2/13/2018	Tue	9:04 AM	0	0	\$1,250	Other	Day	Wet	Careless Driving
245	2/15/2018	Thu	1:00 PM	0	1	\$2,500	Off Road	Day	Dry	Careless Driving
246	2/16/2018	Fri	7:00 PM	0	1	\$6,000	Rear End	Night	Dry	Careless Driving
247	2/18/2018	Sun	7:30 PM	0	2	\$2,000	Other	Night	Dry	Careless Driving
248	2/19/2018	Mon	3:55 PM	0	0	\$2,000	Other	Day	Dry	Careless Driving
249	2/20/2018	Tue	3:19 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
250	2/21/2018	Wed	10:30 PM	0	0	\$5,000	Rear End	Night	Dry	Hit and Run
251	2/27/2018	Tue	3:20 PM	0	0	\$155	Rear End	Day	Dry	Followed too Closely
252	2/27/2018	Tue	4:24 PM	0	0	\$1,300	Rear End	Day	Dry	Careless Driving
253	2/28/2018	Wed	5:16 PM	0	0	\$1,250	Rear End	Day	Dry	Careless Driving
254	3/1/2018	Thu	4:46 PM	0	0	\$8,500	Angle	Day	Dry	Failed to Yield ROW
255	3/1/2018	Thu	6:45 PM	0	3	\$13,500	Rear End	Night	Dry	Careless Driving
256	3/5/2018	Mon	4:45 PM	0	0	\$300	Unknown	Day	Dry	Improper Lane Change
257	3/5/2018	Mon	7:45 PM	0	0	\$1,500	Rear End	Night	Dry	Careless Driving
258	3/8/2018	Thu	6:40 AM	0	0	\$6,000	Rear End	Day	Dry	Careless Driving
259	3/8/2018	Thu	7:00 PM	0	0	\$4,000	Rear End	Night	Dry	Careless Driving
260	3/10/2018	Sat	1:30 AM	0	0	\$10,000	Off Road	Night	Dry	Careless Driving
261	3/13/2018	Tue	12:40 PM	0	0	\$200	Unknown	Day	Dry	Followed too Closely
262	3/15/2018	Thu	1:00 PM	0	1	\$20	Rear End	Day	Dry	Careless Driving
263	3/15/2018	Thu	3:47 PM	0	0	\$5,000	Other	Day	Dry	Careless Driving
264	3/19/2018	Mon	4:33 PM	0	0	\$300	Unknown	Day	Dry	Hit and Run
<b>TOTAL</b>				<b>0</b>	<b>9</b>	<b>\$87,875</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	6	18	13	0	1	0	0	0	3	0	7
PERCENT	0%	25%	75%	54%	0%	4%	0%	0%	0%	13%	0%	29%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	16	8	3	21	0	2	0	18	1	1	0	2
PERCENT	67%	33%	13%	88%	0%	8%	0%	75%	4%	4%	0%	8%

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

**COLLISION SUMMARY**

**General Information**

Road:	<u>Hodges Blvd</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u></u>	Data by:	<u>ETM</u>		
County:	<u>Duval</u>	Date:	<u>3/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
265	3/19/2018	Mon	8:33 PM	0	0	\$7,000	Left Turn	Night	Wet	Disregarded Control Devices
266	3/20/2018	Tue	11:30 AM	0	0	\$700	Other	Day	Wet	Improper Backing
267	3/29/2018	Thu	8:00 AM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
268	3/29/2018	Thu	8:01 AM	0	2	\$13,000	Rear End	Day	Dry	Careless Driving
269	3/31/2018	Sat	12:25 PM	0	0	\$2,500	Rear End	Day	Dry	Careless Driving
270	4/2/2018	Mon	8:20 AM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving
271	4/2/2018	Mon	9:46 AM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
272	4/4/2018	Wed	5:00 PM	0	0	\$3,000	Right Turn	Day	Dry	Failed to Yield ROW
273	4/5/2018	Thu	8:57 AM	0	0	\$1,200	Angle	Day	Dry	Failed to Yield ROW
274	4/5/2018	Thu	3:50 PM	0	3	\$10,000	Left Turn	Day	Dry	Failed to Yield ROW
275	4/6/2018	Fri	3:40 PM	0	1	\$2,100	Rear End	Day	Dry	Followed too Closely
276	4/7/2018	Sat	7:42 AM	0	0	\$2,000	Left Turn	Day	Dry	Careless Driving
277	4/10/2018	Tue	5:01 PM	0	1	\$10,000	Left Turn	Night	Wet	Failed to Yield ROW
278	4/10/2018	Tue	11:10 PM	0	1	\$9,000	Angle	Night	Wet	Careless Driving
279	4/13/2018	Fri	3:35 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
280	4/20/2018	Fri	4:18 PM	0	0	\$750	Unknown	Day	Dry	Hit and Run
281	4/23/2018	Mon	12:44 PM	0	0	\$4,000	Rear End	Day	Wet	Careless Driving
282	4/23/2018	Mon	3:28 PM	0	1	\$9,700	Left Turn	Day	Dry	Failed to Yield ROW
283	4/23/2018	Mon	5:20 PM	0	1	\$110	Rear End	Day	Wet	Followed too Closely
284	4/25/2018	Wed	9:02 AM	0	0	\$1,600	Rear End	Day	Dry	Careless Driving
285	4/27/2018	Fri	6:47 PM	0	0	\$6,000	Off Road	Day	Dry	Careless Driving
286	4/30/2018	Mon	3:10 PM	0	0	\$600	Rear End	Day	Dry	Careless Driving
287	5/2/2018	Wed	7:12 AM	0	0	\$2,000	Right Turn	Day	Dry	Failed to Yield ROW
288	5/2/2018	Wed	10:05 AM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
<b>TOTAL</b>				<b>0</b>	<b>10</b>	<b>\$91,260</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	7	17	12	0	2	5	2	0	1	0	2
PERCENT	0%	29%	71%	50%	0%	8%	21%	8%	0%	4%	0%	8%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	21	3	6	18	0	2	0	13	0	6	0	3
PERCENT	88%	13%	25%	75%	0%	8%	0%	54%	0%	25%	0%	13%

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

**General Information**

Road:	<u>Hodges Blvd</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u></u>	Data by:	<u>ETM</u>		
County:	<u>Duval</u>	Date:	<u>3/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
289	5/3/2018	Thu	2:32 PM	0	0	\$1,750	Rear End	Day	Dry	Careless Driving		
290	5/6/2018	Sun	2:20 AM	0	0	\$3,000	Rear End	Night	Dry	Unknown		
291	5/9/2018	Wed	3:27 PM	0	0	\$2,000	Other	Day	Dry	Failed to Yield ROW		
292	5/10/2018	Thu	7:51 AM	0	1	\$2,000	Rear End	Day	Dry	Careless Driving		
293	5/11/2018	Fri	10:54 AM	0	1	\$25,000	Left Turn	Day	Dry	Failed to Yield ROW		
294	5/11/2018	Fri	8:55 PM	0	0	\$10,000	Rear End	Night	Dry	DUI		
295	5/16/2018	Wed	9:58 AM	0	0	\$1,000	Sideswipe	Day	Dry	Improper Lane Change		
296	5/23/2018	Wed	7:37 AM	0	1	\$2,300	Rear End	Day	Dry	Careless Driving		
297	5/23/2018	Wed	5:15 PM	0	1	\$1,200	Rear End	Day	Dry	Careless Driving		
298	5/25/2018	Fri	7:54 PM	0	1	\$10,000	Off Road	Night	Dry	Failed to Drive in Single Lane		
299	5/30/2018	Wed	5:00 PM	0	1	\$5,000	Left Turn	Day	Wet	Failed to Yield ROW		
300	6/1/2018	Fri	3:50 PM	0	1	\$500	Unknown	Day	Wet	Hit and Run		
301	6/2/2018	Sat	7:20 AM	0	0	\$500	Pedestrian	Day	Dry	Disregarded Control Devices		
302	6/2/2018	Sat	4:17 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving		
303	6/4/2018	Mon	5:33 PM	0	0	\$400	Other	Day	Dry	Failed to Yield ROW		
304	6/9/2018	Sat	1:50 PM	0	2	\$12,500	Angle	Day	Dry	Careless Driving		
305	6/10/2018	Sun	10:20 PM	0	1	\$1,500	Rear End	Night	Dry	Careless Driving		
306	6/11/2018	Mon	5:19 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving		
307	6/16/2018	Sat	5:18 PM	0	1	\$4,000	Rear End	Day	Dry	Careless Driving		
308	6/19/2018	Tue	4:38 PM	0	1	\$1,700	Rear End	Day	Dry	Careless Driving		
309	6/22/2018	Fri	9:51 AM	0	0	\$800	Rear End	Day	Dry	Careless Driving		
310	6/22/2018	Fri	11:20 AM	0	1	\$6,000	Rear End	Day	Dry	Careless Driving		
311	6/22/2018	Fri	12:50 PM	0	1	\$500	Unknown	Day	Dry	Hit and Run		
312	6/26/2018	Tue	7:15 AM	0	1	\$12,000	Left Turn	Day	Dry	Failed to Yield ROW		
<b>TOTAL</b>				<b>0</b>	<b>15</b>	<b>\$107,650</b>						

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

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	20	4	2	22	0	0	1	12	1	5	0	5
PERCENT	83%	17%	8%	92%	0%	0%	4%	50%	4%	21%	0%	21%

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

**General Information**

Road:	<u>Hodges Blvd</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u></u>	Data by:	<u>ETM</u>		
County:	<u>Duval</u>	Date:	<u>3/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
313	6/26/2018	Tue	7:45 AM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving
314	6/26/2018	Tue	5:50 PM	0	0	\$2,000	Rear End	Day	Wet	Improper Lane Change
315	6/27/2018	Wed	4:45 PM	0	0	\$500	Unknown	Day	Dry	Hit and Run
316	6/28/2018	Thu	8:37 AM	0	0	\$250	Bicycle	Day	Dry	Disregarded Control Devices
317	6/28/2018	Thu	2:30 PM	0	0	\$200	Unknown	Day	Wet	Hit and Run
318	6/28/2018	Thu	2:46 PM	0	0	\$1,750	Rear End	Day	Wet	Careless Driving
319	6/29/2018	Fri	9:20 PM	0	0	\$3,000	Unknown	Night	Dry	Careless Driving
320	7/2/2018	Mon	1:50 PM	0	1	\$100	Other	Day	Dry	Failed to Yield ROW
321	7/3/2018	Tue	4:30 PM	0	0	\$1,700	Sideswipe	Day	Dry	Unknown
322	7/3/2018	Tue	9:45 PM	0	2	\$20,000	Left Turn	Night	Dry	Careless Driving
323	7/6/2018	Fri	12:15 AM	0	0	\$6,000	Off Road	Night	Dry	Unknown
324	7/8/2018	Sun	1:10 PM	0	1	\$3,000	Rear End	Day	Dry	Unknown
325	7/9/2018	Mon	2:54 PM	0	0	\$1,000	Left Turn	Day	Dry	Failed to Yield ROW
326	7/12/2018	Thu	6:27 PM	0	0	\$1,500	Other	Day	Dry	Improper Turn
327	7/13/2018	Fri	12:50 PM	0	0	\$1,600	Sideswipe	Day	Dry	Improper Lane Change
328	7/16/2018	Mon	4:52 PM	0	1	\$30,000	Rear End	Day	Dry	Careless Driving
329	7/17/2018	Tue	9:25 AM	0	0	\$2,000	Left Turn	Day	Dry	Failed to Yield ROW
330	7/18/2018	Wed	4:29 PM	0	1	\$6,000	Left Turn	Day	Dry	Failed to Yield ROW
331	7/19/2018	Thu	4:45 PM	0	0	\$6,000	Left Turn	Day	Dry	Failed to Yield ROW
332	7/21/2018	Sat	5:20 PM	0	0	\$15,000	Rear End	Day	Dry	Careless Driving
333	7/23/2018	Mon	8:00 PM	0	0	\$6,000	Rear End	Night	Wet	Careless Driving
334	7/24/2018	Tue	9:30 AM	0	0	\$1,200	Unknown	Day	Dry	Careless Driving
335	7/25/2018	Wed	1:22 PM	0	1	\$17,000	Rear End	Day	Dry	Careless Driving
336	7/25/2018	Wed	4:02 PM	0	0	\$6,600	Rear End	Day	Dry	Careless Driving
<b>TOTAL</b>				<b>0</b>	<b>7</b>	<b>\$134,400</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	6	18	9	0	0	5	0	2	1	1	6
PERCENT	0%	25%	75%	38%	0%	0%	21%	0%	8%	4%	4%	25%

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

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

**General Information**

Road:	<u>Hodges Blvd</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u></u>	Data by:	<u>ETM</u>		
County:	<u>Duval</u>	Date:	<u>3/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
337	7/26/2018	Thu	6:05 PM	0	0	\$2,500	Left Turn	Day	Dry	Failed to Yield ROW
338	7/27/2018	Fri	7:50 PM	0	0	\$2,000	Unknown	Night	Wet	Unknown
339	7/29/2018	Sun	8:38 PM	0	0	\$3,000	Unknown	Night	Dry	Hit and Run
340	8/2/2018	Thu	6:25 PM	0	4	\$20,000	Left Turn	Day	Wet	Unknown
341	8/3/2018	Fri	1:42 PM	0	0	\$200	Rear End	Day	Dry	Careless Driving
342	8/3/2018	Fri	5:30 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
343	8/4/2018	Sat	5:55 PM	0	0	\$5,500	Sideswipe	Day	Dry	Improper Lane Change
344	8/5/2018	Sun	5:00 PM	0	0	\$200	Rear End	Day	Dry	Followed too Closely
345	8/6/2018	Mon	11:45 AM	0	0	\$200	Unknown	Day	Dry	Hit and Run
346	8/11/2018	Sat	8:35 PM	0	0	\$12,000	Left Turn	Night	Dry	Unknown
347	8/13/2018	Mon	12:15 PM	0	0	\$2,800	Rear End	Day	Dry	Careless Driving
348	8/16/2018	Thu	7:36 AM	0	0	\$2,500	Left Turn	Day	Dry	Failed to Yield ROW
349	8/19/2018	Sun	2:38 AM	0	1	\$1,000	Off Road	Night	Dry	Unknown
350	8/21/2018	Tue	7:23 AM	0	1	\$1,300	Rear End	Day	Dry	Careless Driving
351	8/21/2018	Tue	6:54 PM	0	1	\$4,000	Angle	Day	Dry	Careless Driving
352	8/22/2018	Wed	7:45 AM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving
353	8/27/2018	Mon	8:15 AM	0	0	\$100	Rear End	Day	Dry	Careless Driving
354	8/28/2018	Tue	12:20 PM	0	0	\$400	Rear End	Day	Wet	Careless Driving
355	8/29/2018	Wed	10:12 AM	0	0	\$900	Other	Day	Dry	Careless Driving
356	8/29/2018	Wed	11:40 AM	0	0	\$150	Rear End	Day	Dry	Followed too Closely
357	8/30/2018	Thu	8:15 AM	0	1	\$10,000	Rear End	Day	Dry	Careless Driving
358	8/31/2018	Fri	10:03 AM	0	1	\$2,000	Rear End	Day	Dry	Careless Driving
359	8/31/2018	Fri	1:30 PM	0	0	\$550	Rear End	Day	Wet	Careless Driving
360	9/1/2018	Sat	12:10 PM	0	0	\$500	Rear End	Day	Dry	Followed too Closely
<b>TOTAL</b>				<b>0</b>	<b>9</b>	<b>\$76,800</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	6	18	13	0	1	4	0	1	1	0	4
PERCENT	0%	25%	75%	54%	0%	4%	17%	0%	4%	4%	0%	17%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	20	4	4	20	0	3	0	12	1	2	0	6
PERCENT	83%	17%	17%	83%	0%	13%	0%	50%	4%	8%	0%	25%

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

**General Information**

Road:	<u>Hodges Blvd</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u></u>	Data by:	<u>ETM</u>		
County:	<u>Duval</u>	Date:	<u>3/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
361	9/2/2018	Sun	3:25 PM	0	0	\$8,000	Off Road	Day	Dry	Careless Driving		
362	9/5/2018	Wed	7:36 AM	0	1	\$250	Rear End	Day	Dry	Followed too Closely		
363	9/5/2018	Wed	8:25 AM	0	0	\$1,400	Sideswipe	Day	Dry	Careless Driving		
364	9/5/2018	Wed	4:10 PM	0	0	\$8,100	Right Turn	Day	Dry	Failed to Yield ROW		
365	9/8/2018	Sat	11:56 AM	0	0	\$7,000	Rear End	Night	Dry	DUI		
366	9/9/2018	Sun	1:21 PM	0	1	\$8,000	Rear End	Day	Dry	Careless Driving		
367	9/13/2018	Thu	3:30 PM	0	1	\$2,000	Unknown	Day	Dry	Careless Driving		
368	9/14/2018	Fri	9:48 AM	0	0	\$4,500	Rear End	Day	Dry	Followed too Closely		
369	9/14/2018	Fri	3:30 PM	0	0	\$6,000	Rear End	Day	Dry	Followed too Closely		
370	9/19/2018	Wed	6:30 PM	0	0	\$5,600	Unknown	Day	Wet	Hit and Run		
371	9/20/2018	Thu	2:19 PM	0	0	\$1,000	Unknown	Day	Dry	Careless Driving		
372	9/22/2018	Sat	8:27 AM	0	0	\$5,000	Other	Day	Dry	Vehicle Malfunction		
373	9/22/2018	Sat	12:12 PM	0	3	\$12,500	Rear End	Day	Dry	Careless Driving		
374	9/23/2018	Sun	2:15 PM	0	1	\$7,500	Other	Day	Dry	Careless Driving		
375	9/23/2018	Sun	6:55 PM	0	1	\$15,000	Other	Day	Dry	Careless Driving		
376	9/24/2018	Mon	8:45 AM	0	2	\$16,000	Left Turn	Day	Dry	Failed to Yield ROW		
377	9/28/2018	Fri	7:45 AM	0	0	\$7,900	Other	Day	Dry	Improper Lane Change		
378	9/28/2018	Fri	8:48 AM	0	0	\$5,000	Left Turn	Day	Dry	Disregarded Control Devices		
379	9/28/2018	Fri	4:10 PM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving		
380	9/30/2018	Sun	2:00 AM	0	0	\$3,000	Off Road	Night	Dry	Careless Driving		
381	10/1/2018	Mon	11:20 AM	0	0	\$10,000	Left Turn	Day	Wet	Failed to Yield ROW		
382	10/2/2018	Tue	12:03 PM	0	0	\$300	Unknown	Day	Dry	Hit and Run		
383	10/2/2018	Tue	2:57 PM	0	0	\$300	Unknown	Day	Dry	Hit and Run		
384	10/10/2018	Wed	6:52 PM	0	0	\$300	Rear End	Unknown	Dry	Careless Driving		
<b>TOTAL</b>				<b>0</b>	<b>10</b>	<b>\$137,650</b>						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	7	17	8	0	0	3	1	1	2	0	9
PERCENT	0%	29%	71%	33%	0%	0%	13%	4%	4%	8%	0%	38%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	21	2	2	22	0	3	1	11	1	3	0	5
PERCENT	88%	8%	8%	92%	0%	13%	4%	46%	4%	13%	0%	21%

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

**General Information**

Road: Hodges Blvd Study Period: 1/1/17 To: 12/31/19  
 Section: \_\_\_\_\_ Data by: ETM  
 County: Duval Date: 3/1/2021

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
385	10/11/2018	Thu	2:01 PM	0	3	\$30,000	Angle	Day	Dry	Disregarded Control Devices
386	10/11/2018	Thu	2:40 PM	0	2	\$5,000	Left Turn	Day	Dry	Failed to Yield ROW
387	10/12/2018	Fri	2:18 PM	0	0	\$3,000	Rear End	Day	Dry	Careless Driving
388	10/15/2018	Mon	1:20 PM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving
389	10/17/2018	Wed	1:20 PM	0	0	\$150	Other	Day	Dry	Careless Driving
390	10/17/2018	Wed	3:50 PM	0	0	\$5,300	Other	Day	Dry	Careless Driving
391	10/18/2018	Thu	5:40 PM	0	0	\$1,000	Unknown	Day	Dry	Unknown
392	10/19/2018	Fri	11:25 AM	0	0	\$1,000	Rear End	Day	Dry	Followed too Closely
393	10/23/2018	Tue	3:30 PM	0	0	\$3,000	Rear End	Day	Wet	Followed too Closely
394	10/23/2018	Tue	6:00 PM	0	0	\$5,000	Rear End	Night	Wet	Careless Driving
395	10/24/2018	Wed	4:00 PM	0	1	\$9,500	Left Turn	Day	Dry	Failed to Yield ROW
396	10/24/2018	Wed	7:20 PM	0	1	\$3,000	Bicycle	Night	Dry	Disregarded Control Devices
397	10/25/2018	Thu	12:50 AM	0	0	\$10,000	Off Road	Night	Dry	DUI
398	10/28/2018	Sun	11:45 PM	0	0	\$1,001	Unknown	Night	Dry	Hit and Run
399	10/29/2018	Mon	2:35 PM	0	0	\$200	Rear End	Day	Dry	Improper Lane Change
400	10/30/2018	Tue	7:36 AM	0	0	\$6,000	Left Turn	Day	Dry	Failed to Yield ROW
401	10/31/2018	Wed	8:10 AM	0	0	\$3,000	Left Turn	Day	Dry	Failed to Yield ROW
402	10/31/2018	Wed	3:40 PM	0	1	\$900	Rear End	Day	Dry	Followed too Closely
403	11/1/2018	Thu	5:30 PM	0	2	\$18,000	Left Turn	Day	Dry	Failed to Yield ROW
404	11/1/2018	Thu	7:40 PM	0	0	\$4,000	Unknown	Night	Dry	Improper Backing
405	11/5/2018	Mon	5:30 AM	0	0	\$8,000	Off Road	Night	Wet	Careless Driving
406	11/7/2018	Wed	8:55 PM	0	0	\$200	Off Road	Night	Dry	Careless Driving
407	11/7/2018	Wed	10:11 PM	0	0	\$1,000	Unknown	Night	Dry	Hit and Run
408	11/8/2018	Thu	5:52 PM	0	0	\$100	Rear End	Night	Dry	Careless Driving
<b>TOTAL</b>				<b>0</b>	<b>10</b>	<b>\$122,351</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	6	18	8	0	1	5	0	0	3	1	6
PERCENT	0%	25%	75%	33%	0%	4%	21%	0%	0%	13%	4%	25%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	15	9	3	21	0	3	1	8	1	5	0	6
PERCENT	63%	38%	13%	88%	0%	13%	4%	33%	4%	21%	0%	25%

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



State of Florida Department of Transportation

**COLLISION SUMMARY**

**General Information**

Road: Hodges Blvd Study Period: 1/1/17 To: 12/31/19  
 Section: \_\_\_\_\_ Data by: ETM  
 County: Duval Date: 3/1/2021

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
409	11/9/2018	Fri	9:35 PM	1	1	\$35,000	Left Turn	Night	Wet	Failed to Yield ROW
410	11/10/2018	Sat	9:20 AM	0	1	\$3,500	Rear End	Day	Dry	Careless Driving
411	11/10/2018	Sat	10:25 AM	0	1	\$100	Unknown	Day	Dry	Followed too Closely
412	11/12/2018	Mon	1:15 PM	0	1	\$500	Rear End	Day	Wet	Followed too Closely
413	11/12/2018	Mon	4:25 PM	0	0	\$15,000	Rear End	Day	Wet	Careless Driving
414	11/13/2018	Tue	7:40 AM	0	1	\$2,000	Rear End	Day	Wet	Careless Driving
415	11/13/2018	Tue	3:26 PM	0	0	\$7,000	Right Turn	Day	Dry	Failed to Yield ROW
416	11/15/2018	Thu	5:55 PM	0	1	\$7,500	Left Turn	Night	Dry	Failed to Yield ROW
417	11/15/2018	Thu	6:15 PM	0	0	\$4,500	Left Turn	Night	Dry	Disregarded Control Devices
418	11/19/2018	Mon	8:27 AM	0	0	\$2,100	Right Turn	Day	Dry	Unknown
419	11/20/2018	Tue	4:00 PM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving
420	11/20/2018	Tue	4:12 PM	0	0	\$600	Rear End	Day	Dry	Improper Lane Change
421	11/25/2018	Sun	2:35 AM	0	1	\$25,000	Off Road	Night	Dry	Careless Driving
422	11/26/2018	Mon	7:14 AM	0	1	\$1,700	Rear End	Day	Dry	Careless Driving
423	11/26/2018	Mon	6:52 PM	0	1	\$2,200	Other	Night	Wet	Followed too Closely
424	11/28/2018	Wed	6:06 PM	0	1	\$2,000	Left Turn	Day	Dry	Failed to Yield ROW
425	11/30/2018	Fri	2:45 PM	0	1	\$16,000	Other	Day	Dry	Failed to Yield ROW
426	12/2/2018	Sun	9:45 AM	0	0	\$11,000	Left Turn	Day	Dry	Careless Driving
427	12/2/2018	Sun	2:14 PM	0	1	\$5,000	Rear End	Day	Wet	Careless Driving
428	12/4/2018	Tue	6:02 PM	0	0	\$600	Left Turn	Night	Dry	Failed to Yield ROW
429	12/5/2018	Wed	8:24 PM	0	0	\$500	Unknown	Night	Dry	Hit and Run
430	12/6/2018	Thu	7:57 AM	0	1	\$1,250	Rear End	Day	Dry	Careless Driving
431	12/7/2018	Fri	4:20 PM	0	0	\$6,000	Rear End	Day	Dry	Followed too Closely
432	12/9/2018	Sun	12:30 PM	0	1	\$2,000	Off Road	Day	Wet	Failed to Yield ROW
<b>TOTAL</b>				<b>1</b>	<b>14</b>	<b>\$155,050</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	1	14	9	10	0	0	6	2	0	2	0	4
PERCENT	4%	58%	38%	42%	0%	0%	25%	8%	0%	8%	0%	17%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	17	7	7	17	0	4	0	9	1	7	0	3
PERCENT	71%	29%	29%	71%	0%	17%	0%	38%	4%	29%	0%	13%

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

**COLLISION SUMMARY**

**General Information**

Road: Hodges Blvd Study Period: 1/1/17 To: 12/31/19  
 Section: \_\_\_\_\_ Data by: ETM  
 County: Duval Date: 3/1/2021

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
433	12/10/2018	Mon	4:45 PM	0	1	\$1,200	Left Turn	Day	Dry	Failed to Yield ROW
434	12/10/2018	Mon	5:16 PM	0	0	\$400	Rear End	Day	Dry	Careless Driving
435	12/11/2018	Tue	6:50 AM	0	0	\$12,050	Rear End	Day	Dry	Careless Driving
436	12/12/2018	Wed	12:01 PM	0	0	\$4,000	Left Turn	Day	Dry	Failed to Yield ROW
437	12/12/2018	Wed	9:40 PM	0	1	\$2,000	Rear End	Night	Dry	Careless Driving
438	12/13/2018	Thu	3:10 AM	0	0	\$2,500	Rear End	Night	Dry	Careless Driving
439	12/13/2018	Thu	12:46 PM	0	2	\$10,000	Other	Day	Dry	Careless Driving
440	12/13/2018	Thu	2:35 PM	0	0	\$500	Other	Day	Dry	Improper Backing
441	12/14/2018	Fri	10:35 AM	0	1	\$10,000	Rear End	Night	Wet	Careless Driving
442	12/20/2018	Thu	1:40 PM	0	1	\$3,000	Rear End	Day	Wet	Careless Driving
443	12/21/2018	Fri	8:40 AM	0	0	\$5,500	Other	Day	Wet	Failed to Yield ROW
444	12/21/2018	Fri	9:30 PM	0	0	\$7,000	Off Road	Night	Dry	DUI
445	12/23/2018	Sun	6:34 PM	0	1	\$1,000	Unknown	Night	Dry	Failed to Yield ROW
446	12/26/2018	Wed	4:15 PM	0	0	\$1,000	Rear End	Day	Dry	Followed too Closely
447	12/30/2018	Sun	1:25 PM	0	2	\$11,000	Left Turn	Day	Dry	Disregarded Control Devices
448	1/7/2019	Mon	12:35 PM	0	0	\$4,000	Sideswipe	Day	Dry	Improper turn
449	1/7/2019	Mon	3:30 PM	0	0	\$600	Rear End	Day	Dry	Followed too Closely
450	1/7/2019	Mon	4:15 PM	0	1	\$1,000	Other	Day	Dry	Failed to Yield ROW
451	1/10/2019	Thu	10:56 AM	0	1	\$700	Sideswipe	Day	Dry	Improper Lane Change
452	1/11/2019	Fri	1:36 PM	0	0	\$2,000	Unknown	Day	Dry	Failed to Yield ROW
453	1/12/2019	Sat	9:20 PM	0	0	\$2,500	Off Road	Night	Dry	Hit and Run
454	1/15/2019	Tue	6:38 PM	0	1	\$1,000	Off Road	Night	Dry	Careless Driving
455	1/16/2019	Wed	7:48 PM	0	0	\$1,000	Rear End	Night	Dry	Careless Driving
456	1/22/2019	Tue	5:00 PM	0	0	\$4,000	Rear End	Day	Dry	Followed too Closely
<b>TOTAL</b>				<b>0</b>	<b>12</b>	<b>\$87,950</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	10	14	10	0	0	3	0	2	3	0	6
PERCENT	0%	42%	58%	42%	0%	0%	13%	0%	8%	13%	0%	25%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	16	8	3	21	0	3	1	9	1	6	0	4
PERCENT	67%	33%	13%	88%	0%	13%	4%	38%	4%	25%	0%	17%

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

**COLLISION SUMMARY**

**General Information**

Road:	<u>Hodges Blvd</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u></u>	Data by:	<u>ETM</u>		
County:	<u>Duval</u>	Date:	<u>3/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
457	1/23/2019	Wed	5:15 PM	0	0	\$750	Right Turn	Day	Dry	Failed to Yield ROW
458	1/23/2019	Wed	6:03 PM	0	0	\$6,000	Sideswipe	Day	Dry	Improper Lane Change
459	1/24/2019	Thu	5:00 PM	0	0	\$3,800	Rear End	Day	Dry	Followed too Closely
460	1/25/2019	Fri	6:05 PM	0	1	\$3,000	Left Turn	Night	Dry	Careless Driving
461	1/27/2019	Sun	5:50 PM	0	1	\$5,500	Rear End	Night	Wet	Unknown
462	1/28/2019	Mon	8:04 AM	0	1	\$7,000	Angle	Day	Dry	Failed to Yield ROW
463	1/29/2019	Tue	7:57 AM	0	0	\$7,000	Rear End	Day	Dry	Careless Driving
464	1/29/2019	Tue	8:43 AM	0	0	\$6,000	Rear End	Day	Dry	Careless Driving
465	1/29/2019	Tue	6:30 PM	0	0	\$8,000	Rear End	Night	Dry	Careless Driving
466	2/1/2019	Fri	1:55 PM	0	0	\$2,000	Sideswipe	Day	Wet	Careless Driving
467	2/2/2019	Sat	11:00 AM	0	1	\$8,000	Left Turn	Day	Wet	Careless Driving
468	2/5/2019	Tue	8:24 AM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving
469	2/10/2019	Sun	7:30 PM	0	0	\$200	Sideswipe	Night	Dry	Hit and Run
470	2/12/2019	Tue	4:54 PM	0	0	\$1,000	Sideswipe	Day	Dry	Unknown
471	2/12/2019	Tue	9:15 PM	0	0	\$500	Unknown	Night	Dry	Hit and Run
472	2/16/2019	Sat	3:10 PM	0	0	\$1,000	Sideswipe	Day	Dry	Hit and Run
473	2/16/2019	Sat	7:25 PM	0	0	\$6,500	Angle	Night	Dry	Improper Lane Change
474	2/17/2019	Sun	2:19 PM	0	0	\$6,000	Sideswipe	Day	Dry	Careless Driving
475	2/18/2019	Mon	4:15 PM	0	0	\$4,500	Off Road	Day	Dry	Careless Driving
476	2/21/2019	Thu	11:12 AM	0	0	\$200	Rear End	Day	Dry	Careless Driving
477	2/22/2019	Fri	3:40 PM	0	0	\$400	Rear End	Day	Dry	Followed too Closely
478	3/2/2019	Sat	11:00 AM	0	0	\$700	Rear End	Day	Wet	Unknown
479	3/3/2019	Sun	7:40 AM	0	2	\$10,000	Left Turn	Night	Wet	Failed to Yield ROW
480	3/3/2019	Sun	7:25 PM	0	2	\$18,000	Rear End	Night	Dry	Careless Driving
<b>TOTAL</b>				<b>0</b>	<b>8</b>	<b>\$110,050</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	6	18	10	0	2	3	1	6	1	0	1
PERCENT	0%	25%	75%	42%	0%	8%	13%	4%	25%	4%	0%	4%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	16	8	5	19	0	2	0	11	2	3	0	6
PERCENT	67%	33%	21%	79%	0%	8%	0%	46%	8%	13%	0%	25%

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

**COLLISION SUMMARY**

**General Information**

Road:	<u>Hodges Blvd</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u></u>	Data by:	<u>ETM</u>		
County:	<u>Duval</u>	Date:	<u>3/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause	
				Fatal	Injury						
481	3/7/2019	Thu	9:22 AM	0	0	\$2,000	Unknown	Day	Dry	Careless Driving	
482	3/9/2019	Sat	10:45 PM	0	0	\$515	Rear End	Night	Dry	Careless Driving	
483	3/11/2019	Mon	3:27 PM	0	0	\$2,500	Rear End	Day	Dry	Careless Driving	
484	3/14/2019	Thu	7:55 AM	0	0	\$1,000	Left Turn	Day	Dry	Failed to Yield ROW	
485	3/14/2019	Thu	10:10 AM	0	0	\$1,700	Left Turn	Day	Dry	Failed to Yield ROW	
486	3/14/2019	Thu	5:29 PM	0	0	\$20,000	Left Turn	Day	Dry	Failed to Yield ROW	
487	3/16/2019	Sat	3:44 AM	0	0	\$8,000	Other	Night	Dry	Careless Driving	
488	3/19/2019	Tue	3:27 PM	0	1	\$1,000	Rear End	Day	Dry	Followed too Closely	
489	3/21/2019	Thu	9:45 AM	0	0	\$4,000	Sideswipe	Day	Dry	Failed to Yield ROW	
490	3/21/2019	Thu	3:00 PM	0	0	\$500	Rear End	Day	Dry	Careless Driving	
491	3/24/2019	Sun	12:22 PM	0	0	\$17,000	Left Turn	Day	Dry	Hit and Run	
492	3/25/2019	Mon	3:28 PM	0	0	\$1,500	Rear End	Day	Dry	Careless Driving	
493	3/26/2019	Tue	11:50 AM	0	3	\$6,000	Rear End	Day	Dry	Careless Driving	
494	3/26/2019	Tue	6:00 PM	0	2	\$10,000	Left Turn	Day	Dry	Failed to Yield ROW	
495	3/28/2019	Thu	11:20 AM	0	0	\$600	Rear End	Day	Dry	Careless Driving	
496	3/28/2019	Thu	6:40 PM	0	3	\$21,000	Other	Day	Dry	Failed to Yield ROW	
497	3/28/2019	Thu	10:21 PM	0	1	\$1,500	Pedestrian	Night	Dry	Failed to Yield ROW	
498	3/29/2019	Fri	10:29 AM	0	2	\$14,000	Left Turn	Day	Dry	Failed to Yield ROW	
499	4/2/2019	Tue	3:20 PM	0	0	\$500	Rear End	Day	Dry	Followed too Closely	
500	4/2/2019	Tue	6:15 PM	0	0	\$1,200	Angle	Day	Dry	Hit and Run	
501	4/3/2019	Wed	8:48 AM	0	0	\$6,000	Left Turn	Day	Dry	Failed to Yield ROW	
502	4/3/2019	Wed	9:00 AM	0	0	\$6,500	Other	Day	Dry	Failed to Yield ROW	
503	4/3/2019	Wed	10:36 AM	0	0	\$1,200	Rear End	Day	Dry	Careless Driving	
504	4/4/2019	Thu	12:38 PM	0	0	\$5,500	Rear End	Day	Dry	Careless Driving	
<b>TOTAL</b>				<b>0</b>	<b>12</b>	<b>\$128,215</b>					

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	6	18	10	0	1	7	0	1	0	1	4
PERCENT	0%	25%	75%	42%	0%	4%	29%	0%	4%	0%	4%	17%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	21	3	0	24	0	2	0	10	0	10	0	2
PERCENT	88%	13%	0%	100%	0%	8%	0%	42%	0%	42%	0%	8%

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

**General Information**

Road:	<u>Hodges Blvd</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u></u>	Data by:	<u>ETM</u>		
County:	<u>Duval</u>	Date:	<u>3/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
505	4/9/2019	Tue	6:27 AM	0	0	\$100	Left Turn	Night	Dry	Hit and Run
506	4/9/2019	Tue	4:20 PM	0	0	\$1,000	Sideswipe	Day	Wet	Hit and Run
507	4/10/2019	Wed	1:08 AM	0	5	\$6,600	Off Road	Night	Dry	Unknown
508	4/11/2019	Thu	12:00 PM	0	0	\$500	Rear End	Day	Dry	Followed too Closely
509	4/11/2019	Thu	5:20 PM	0	0	\$7,000	Rear End	Day	Dry	Careless Driving
510	4/16/2019	Tue	8:03 AM	0	4	\$13,500	Rear End	Day	Dry	Careless Driving
511	4/16/2019	Tue	11:50 AM	0	3	\$1,000	Rear End	Day	Dry	Followed too Closely
512	4/23/2019	Tue	7:43 AM	0	0	\$10,000	Sideswipe	Day	Dry	Improper Lane Change
513	4/24/2019	Wed	3:25 PM	0	0	\$4,000	Rear End	Day	Dry	Followed too Closely
514	4/29/2019	Mon	7:50 AM	0	1	\$7,500	Rear End	Day	Dry	Improper Lane Change
515	5/3/2019	Fri	11:20 PM	0	0	\$2,200	Rear End	Night	Unknown	Careless Driving
516	5/9/2019	Thu	1:30 PM	0	0	\$1,000	Rear End	Day	Dry	Followed too Closely
517	5/10/2019	Fri	2:50 PM	0	0	\$8,000	Left Turn	Day	Dry	Failed to Yield ROW
518	5/12/2019	Sun	8:20 PM	0	0	\$1,500	Rear End	Night	Dry	DUI
519	5/15/2019	Wed	2:35 PM	0	0	\$2,500	Rear End	Day	Dry	Followed too Closely
520	5/15/2019	Wed	4:09 PM	0	0	\$450	Rear End	Day	Dry	Careless Driving
521	5/17/2019	Fri	1:34 PM	0	0	\$100	Sideswipe	Day	Dry	Unknown
522	5/18/2019	Sat	3:20 PM	0	1	\$11,000	Sideswipe	Day	Dry	Careless Driving
523	5/19/2019	Sun	6:20 PM	0	3	\$500	Rear End	Day	Dry	Careless Driving
524	5/21/2019	Tue	7:42 AM	0	0	\$6,000	Angle	Day	Dry	Failed to Yield ROW
525	5/21/2019	Tue	4:10 PM	0	3	\$11,000	Rear End	Day	Dry	Careless Driving
526	5/22/2019	Wed	12:10 PM	0	0	\$3,000	Rear End	Day	Dry	Followed too Closely
527	5/23/2019	Thu	7:14 AM	0	0	\$800	Rear End	Day	Dry	Hit and Run
528	5/24/2019	Fri	12:08 PM	0	0	\$3,500	Left Turn	Day	Dry	Disregarded Control Devices
<b>TOTAL</b>				<b>0</b>	<b>20</b>	<b>\$102,750</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	7	17	15	0	1	3	0	4	1	0	0
PERCENT	0%	29%	71%	63%	0%	4%	13%	0%	17%	4%	0%	0%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	20	4	1	22	1	6	1	7	2	2	0	6
PERCENT	83%	17%	4%	92%	4%	25%	4%	29%	8%	8%	0%	25%

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

**General Information**

Road:	<u>Hodges Blvd</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u></u>	Data by:	<u>ETM</u>		
County:	<u>Duval</u>	Date:	<u>3/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
529	5/25/2019	Sat	6:58 AM	0	0	\$4,500	Off Road	Day	Dry	Hit and Run
530	5/26/2019	Sun	10:10 PM	0	0	\$21,000	Left Turn	Night	Dry	Failed to Yield ROW
531	5/26/2019	Sun	11:30 PM	0	0	\$20,000	Off Road	Night	Dry	Careless Driving
532	5/30/2019	Thu	4:13 PM	0	0	\$7,000	Rear End	Day	Dry	Careless Driving
533	6/3/2019	Mon	12:30 PM	0	0	\$4,000	Rear End	Day	Dry	Followed too Closely
534	6/6/2019	Thu	4:10 PM	0	0	\$1,100	Angle	Day	Dry	Failed to Yield ROW
535	6/11/2019	Tue	12:05 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving
536	6/11/2019	Tue	2:46 PM	0	0	\$2,000	Rear End	Day	Dry	Followed too Closely
537	6/12/2019	Wed	8:37 AM	0	0	\$30,000	Left Turn	Day	Dry	Disregarded Control Devices
538	6/12/2019	Wed	10:05 AM	0	0	\$500	Rear End	Day	Dry	Careless Driving
539	6/12/2019	Wed	6:30 PM	0	1	\$1,500	Rear End	Day	Wet	Followed too Closely
540	6/13/2019	Thu	1:07 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving
541	6/17/2019	Mon	5:16 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving
542	6/18/2019	Tue	4:10 PM	0	0	\$10,000	Left Turn	Day	Wet	Failed to Yield ROW
543	6/20/2019	Thu	1:10 PM	0	0	\$1,200	Rear End	Day	Dry	Unknown
544	6/20/2019	Thu	5:00 PM	0	0	\$2,000	Rear End	Day	Dry	Hit and Run
545	6/21/2019	Fri	11:50 AM	0	0	\$16,000	Angle	Day	Dry	Disregarded Control Devices
546	6/22/2019	Sat	11:10 PM	0	1	\$4,000	Angle	Night	Dry	Disregarded Control Devices
547	6/23/2019	Sun	5:17 PM	0	2	\$7,000	Rear End	Day	Dry	Unknown
548	6/25/2019	Tue	4:20 PM	0	0	\$2,500	Rear End	Day	Dry	Careless Driving
549	6/25/2019	Tue	5:47 PM	0	0	\$400	Rear End	Day	Dry	Followed too Closely
550	6/25/2019	Tue	10:05 PM	0	2	\$15,000	Left Turn	Night	Dry	Disregarded Control Devices
551	6/26/2019	Wed	5:00 PM	0	0	\$10,000	Left Turn	Day	Dry	Failed to Yield ROW
552	6/26/2019	Wed	6:10 PM	0	0	\$1,000	Left Turn	Day	Dry	Failed to Yield ROW
<b>TOTAL</b>				<b>0</b>	<b>6</b>	<b>\$165,700</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	4	20	13	0	3	6	0	0	2	0	0
PERCENT	0%	17%	83%	54%	0%	13%	25%	0%	0%	8%	0%	0%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	20	4	2	22	0	4	0	7	0	5	0	8
PERCENT	83%	17%	8%	92%	0%	17%	0%	29%	0%	21%	0%	33%

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

**General Information**

Road:	Hodges Blvd	Study Period:	1/1/17	To:	12/31/19
Section:		Data by:	ETM		
County:	Duval	Date:	3/1/2021		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
553	6/28/2019	Fri	3:40 PM	0	0	\$2,000	Angle	Day	Dry	Failed to Yield ROW		
554	7/2/2019	Tue	8:16 AM	0	0	\$600	Rear End	Day	Dry	Followed too Closely		
555	7/2/2019	Tue	1:20 PM	0	2	\$200	Rear End	Day	Dry	Careless Driving		
556	7/3/2019	Wed	8:16 AM	0	0	\$1,000	Left Turn	Day	Dry	Failed to Yield ROW		
557	7/3/2019	Wed	3:46 PM	0	1	\$4,200	Rear End	Day	Dry	Careless Driving		
558	7/4/2019	Thu	1:10 AM	0	0	\$7,500	Off Road	Night	Dry	Hit and Run		
559	7/4/2019	Thu	1:15 PM	0	1	\$20,000	Rear End	Day	Dry	Careless Driving		
560	7/5/2019	Fri	10:28 AM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving		
561	7/9/2019	Tue	5:08 PM	0	0	\$500	Rear End	Day	Dry	Careless Driving		
562	7/9/2019	Tue	6:25 PM	0	2	\$20,000	Left Turn	Day	Dry	Failed to Yield ROW		
563	7/10/2019	Wed	3:20 PM	0	0	\$2,000	Rear End	Day	Dry	Careless Driving		
564	7/13/2019	Sat	2:10 AM	0	3	\$10,000	Rear End	Night	Dry	Careless Driving		
565	7/15/2019	Mon	8:16 AM	0	0	\$2,000	Sideswipe	Day	Dry	Improper Lane Change		
566	7/15/2019	Mon	5:12 PM	0	0	\$600	Rear End	Day	Dry	Followed too Closely		
567	7/17/2019	Wed	4:10 PM	0	0	\$3,000	Rear End	Day	Dry	Followed too Closely		
568	7/21/2019	Sun	2:40 AM	0	0	\$1,000	Rear End	Night	Dry	Hit and Run		
569	7/21/2019	Sun	1:50 PM	0	0	\$10,000	Left Turn	Day	Dry	Failed to Yield ROW		
570	7/24/2019	Wed	7:40 AM	0	0	\$6,500	Rear End	Day	Wet	Careless Driving		
571	7/27/2019	Sat	7:45 AM	0	0	\$10,050	Other	Day	Dry	Failed to Yield ROW		
572	8/1/2019	Thu	2:30 PM	0	2	\$5,000	Rear End	Night	Wet	Careless Driving		
573	8/1/2019	Thu	3:52 PM	0	0	\$400	Left Turn	Day	Wet	Careless Driving		
574	8/2/2019	Fri	10:59 PM	0	1	\$7,034	Off Road	Night	Wet	Drove too Fast for Conditions		
575	8/6/2019	Tue	8:10 AM	0	1	\$8,000	Rear End	Day	Dry	Careless Driving		
576	8/7/2019	Wed	2:47 PM	0	0	\$1,500	Rear End	Day	Dry	Hit and Run		
<b>TOTAL</b>				<b>0</b>	<b>13</b>	<b>\$125,084</b>						

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	8	16	15	0	1	4	0	1	2	0	1
PERCENT	0%	33%	67%	63%	0%	4%	17%	0%	4%	8%	0%	4%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	19	5	4	20	0	3	0	11	1	5	0	4
PERCENT	79%	21%	17%	83%	0%	13%	0%	46%	4%	21%	0%	17%

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

**General Information**

Road: Hodges Blvd Study Period: 1/1/17 To: 12/31/19  
 Section: \_\_\_\_\_ Data by: ETM  
 County: Duval Date: 3/1/2021

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
577	8/8/2019	Thu	4:50 PM	0	0	\$15,000	Left Turn	Day	Dry	Failed to Yield ROW
578	8/9/2019	Fri	8:40 PM	0	1	\$6,000	Off Road	Night	Dry	Unknown
579	8/12/2019	Mon	12:08 PM	0	0	\$0	Rear End	Day	Dry	Followed too Closely
580	8/16/2019	Fri	11:47 AM	0	0	\$100	Sideswipe	Day	Dry	Improper Lane Change
581	8/18/2019	Sun	11:13 AM	0	3	\$20,200	Left Turn	Day	Dry	Failed to Yield ROW
582	8/19/2019	Mon	10:33 AM	0	0	\$2,000	Sideswipe	Day	Dry	Failed to Yield ROW
583	8/19/2019	Mon	3:00 PM	0	0	\$700	Rear End	Day	Dry	Followed too Closely
584	8/21/2019	Wed	8:58 PM	0	0	\$2,000	Left Turn	Night	Dry	Disregarded Control Devices
585	8/22/2019	Thu	12:30 AM	0	2	\$6,000	Angle	Night	Dry	Careless Driving
586	8/22/2019	Thu	8:18 AM	0	0	\$1,000	Rear End	Day	Dry	Unknown
587	8/22/2019	Thu	11:50 AM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving
588	8/23/2019	Fri	1:32 PM	0	0	\$1,500	Right Turn	Day	Dry	Failed to Yield ROW
589	8/24/2019	Sat	12:00 PM	0	1	\$1,000	Rear End	Day	Dry	Hit and Run
590	8/26/2019	Mon	11:50 AM	0	1	\$32,000	Sideswipe	Day	Dry	Improper Lane Change
591	8/28/2019	Wed	1:40 PM	0	0	\$2,500	Rear End	Day	Dry	Careless Driving
592	8/30/2019	Fri	2:10 AM	0	3	\$30,000	Right Turn	Night	Dry	Disregarded Control Devices
593	8/30/2019	Fri	2:26 PM	0	0	\$6,000	Left Turn	Day	Dry	Careless Driving
594	8/30/2019	Fri	3:20 PM	0	4	\$3,000	Rear End	Day	Dry	Careless Driving
595	8/30/2019	Fri	10:00 PM	0	2	\$20,000	Left Turn	Night	Dry	Unknown
596	8/31/2019	Sat	12:00 AM	0	0	\$4,200	Off Road	Night	Wet	Careless Driving
597	8/31/2019	Sat	11:50 AM	0	0	\$3,500	Rear End	Day	Dry	Careless Driving
598	9/5/2019	Thu	12:55 PM	0	0	\$200	Rear End	Day	Dry	Followed too Closely
599	9/6/2019	Fri	5:45 PM	0	1	\$2,000	Rear End	Day	Dry	Careless Driving
600	9/9/2019	Mon	5:55 PM	0	0	\$750	Rear End	Day	Dry	Careless Driving
<b>TOTAL</b>				<b>0</b>	<b>18</b>	<b>\$163,650</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	9	15	11	0	1	5	2	3	2	0	0
PERCENT	0%	38%	63%	46%	0%	4%	21%	8%	13%	8%	0%	0%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	18	6	1	23	0	3	0	9	2	4	0	6
PERCENT	75%	25%	4%	96%	0%	13%	0%	38%	8%	17%	0%	25%

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



**COLLISION SUMMARY**

**General Information**

Road: Hodges Blvd Study Period: 1/1/17 To: 12/31/19  
 Section: \_\_\_\_\_ Data by: ETM  
 County: Duval Date: 3/1/2021

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
601	9/10/2019	Tue	5:54 PM	0	1	\$8,000	Left Turn	Day	Dry	Careless Driving
602	9/11/2019	Wed	12:34 PM	0	1	\$1,500	Rear End	Day	Dry	Careless Driving
603	9/12/2019	Thu	9:30 AM	0	0	\$5,500	Rear End	Day	Wet	Careless Driving
604	9/12/2019	Thu	5:25 PM	0	0	\$4,500	Other	Day	Dry	Careless Driving
605	9/16/2019	Mon	1:10 PM	0	0	\$200	Rear End	Day	Dry	Careless Driving
606	9/17/2019	Tue	6:28 PM	0	1	\$600	Rear End	Day	Dry	Followed too Closely
607	9/20/2019	Fri	12:08 AM	0	0	\$10,000	Sideswipe	Night	Wet	Disregarded Control Devices
608	9/20/2019	Fri	7:53 AM	0	0	\$2,000	Head On	Day	Dry	Failed to Yield ROW
609	9/24/2019	Tue	7:18 AM	0	0	\$3,200	Off Road	Night	Dry	Careless Driving
610	9/25/2019	Wed	4:05 PM	0	1	\$1,500	Left Turn	Day	Dry	Disregarded Control Devices
611	9/25/2019	Wed	5:10 PM	0	1	\$1,500	Rear End	Day	Dry	Careless Driving
612	9/25/2019	Wed	8:55 PM	0	0	\$6,000	Rear End	Night	Dry	Careless Driving
613	9/29/2019	Sun	12:50 AM	0	3	\$20,000	Other	Night	Dry	Failed to Yield ROW
614	9/30/2019	Mon	7:00 AM	0	0	\$750	Rear End	Night	Dry	Followed too Closely
615	9/30/2019	Mon	9:55 AM	0	0	\$2,500	Other	Day	Dry	Improper Lane Change
616	10/7/2019	Mon	1:45 PM	0	0	\$700	Sideswipe	Day	Dry	Improper Lane Change
617	10/8/2019	Tue	7:00 AM	0	0	\$200	Sideswipe	Day	Wet	Hit and Run
618	10/11/2019	Fri	1:00 PM	0	0	\$200	Rear End	Day	Dry	Followed too Closely
619	10/12/2019	Sat	6:01 PM	0	0	\$1,500	Right Turn	Night	Dry	Careless Driving
620	10/13/2019	Sun	10:06 AM	0	4	\$50,000	Rear End	Day	Dry	Disregarded Control Devices
621	10/13/2019	Sun	12:00 PM	0	1	\$10,000	Left Turn	Day	Dry	Failed to Yield ROW
622	10/14/2019	Mon	8:41 AM	0	0	\$2,500	Rear End	Day	Dry	Improper Lane Change
623	10/15/2019	Tue	2:55 PM	0	0	\$2,200	Rear End	Day	Dry	Careless Driving
624	10/17/2019	Thu	5:00 PM	0	0	\$1,500	Rear End	Day	Dry	Hit and Run
<b>TOTAL</b>				<b>0</b>	<b>13</b>	<b>\$136,550</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	8	16	12	1	0	3	1	3	1	0	3
PERCENT	0%	33%	67%	50%	4%	0%	13%	4%	13%	4%	0%	13%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	18	6	3	21	0	3	0	10	3	3	0	5
PERCENT	75%	25%	13%	88%	0%	13%	0%	42%	13%	13%	0%	21%

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

**COLLISION SUMMARY**

**General Information**

Road:	<u>Hodges Blvd</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u></u>	Data by:	<u>ETM</u>		
County:	<u>Duval</u>	Date:	<u>3/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause
				Fatal	Injury					
625	10/17/2019	Thu	6:10 PM	0	0	\$1,500	Rear End	Day	Dry	Followed too Closely
626	10/19/2019	Sat	11:30 PM	0	0	\$1,000	Rear End	Night	Wet	DUI
627	10/20/2019	Sun	11:37 AM	0	0	\$10,000	Angle	Day	Dry	Disregarded Control Devices
628	10/21/2019	Mon	5:50 PM	0	1	\$11,000	Rear End	Day	Wet	Careless Driving
629	10/26/2019	Sat	11:20 AM	0	0	\$1,000	Rear End	Day	Dry	Followed too Closely
630	10/26/2019	Sat	1:50 PM	0	0	\$3,000	Rear End	Day	Dry	Hit and Run
631	10/31/2019	Thu	6:35 PM	0	2	\$2,800	Rear End	Night	Dry	Unknown
632	11/2/2019	Sat	5:10 PM	0	0	\$25,000	Unknown	Day	Dry	Careless Driving
633	11/2/2019	Sat	9:46 PM	0	0	\$600	Left Turn	Night	Dry	Failed to Yield ROW
634	11/7/2019	Thu	8:50 AM	0	0	\$4,000	Rear End	Day	Dry	Careless Driving
635	11/7/2019	Thu	3:16 PM	0	0	\$750	Rear End	Day	Dry	Followed too Closely
636	11/8/2019	Fri	8:30 PM	0	0	\$1,100	Off Road	Night	Wet	Careless Driving
637	11/12/2019	Tue	7:45 AM	0	0	\$3,500	Rear End	Day	Dry	Careless Driving
638	11/12/2019	Tue	10:19 AM	0	0	\$1,000	Rear End	Day	Dry	Followed too Closely
639	11/12/2019	Tue	2:23 PM	0	0	\$1,000	Rear End	Day	Dry	Followed too Closely
640	11/12/2019	Tue	7:50 PM	0	4	\$11,000	Off Road	Night	Wet	Careless Driving
641	11/15/2019	Fri	8:00 AM	0	0	\$3,000	Left Turn	Night	Wet	Disregarded Control Devices
642	11/18/2019	Mon	5:30 PM	0	0	\$2,000	Left Turn	Day	Dry	Failed to Yield ROW
643	11/20/2019	Wed	9:05 AM	0	0	\$450	Sideswipe	Day	Dry	Improper Lane Change
644	11/20/2019	Wed	9:20 AM	0	0	\$10,000	Left Turn	Day	Dry	Failed to Yield ROW
645	11/20/2019	Wed	4:38 PM	0	0	\$600	Right Turn	Day	Dry	Failed to Yield ROW
646	11/20/2019	Wed	5:38 PM	0	0	\$400	Rear End	Day	Dry	Followed too Closely
647	11/21/2019	Thu	9:30 PM	0	2	\$3,300	Sideswipe	Night	Dry	Careless Driving
648	11/22/2019	Fri	4:50 PM	0	0	\$1,000	Rear End	Day	Dry	Followed too Closely
<b>TOTAL</b>				<b>0</b>	<b>9</b>	<b>\$99,000</b>				

Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
24	0	4	20	13	0	1	4	1	2	2	0	1
PERCENT	0%	17%	83%	54%	0%	4%	17%	4%	8%	8%	0%	4%

Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	17	7	5	19	0	7	1	7	1	4	0	4
PERCENT	71%	29%	21%	79%	0%	29%	4%	29%	4%	17%	0%	17%

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

**General Information**

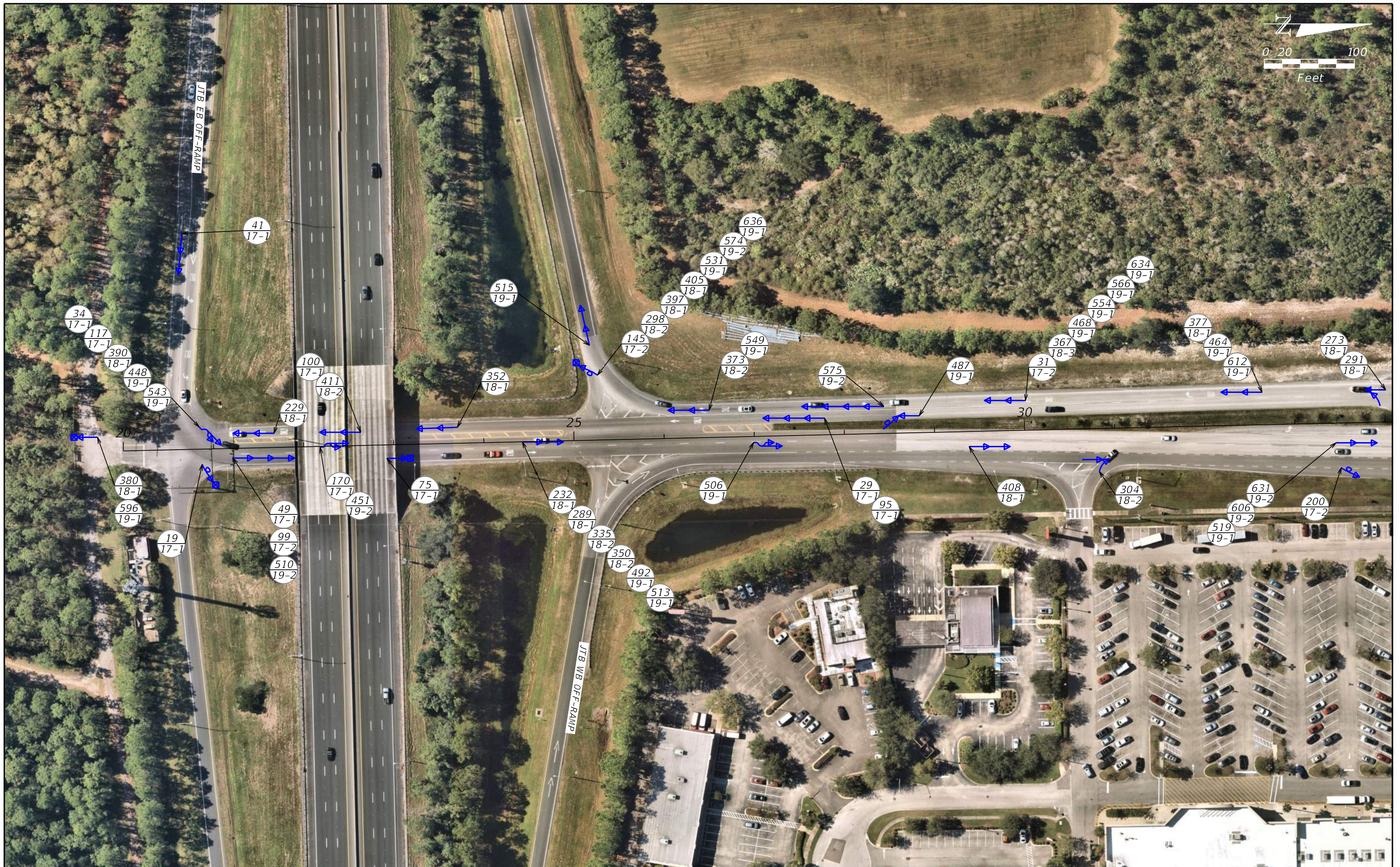
Road:	<u>Hodges Blvd</u>	Study Period:	<u>1/1/17</u>	To:	<u>12/31/19</u>
Section:	<u></u>	Data by:	<u>ETM</u>		
County:	<u>Duval</u>	Date:	<u>3/1/2021</u>		

No.	Date	Day	Time	Severity		Property Damage	Crash Type	Day / Night	Wet / Dry	Contributing Cause		
				Fatal	Injury							
649	11/22/2019	Fri	6:50 PM	0	0	\$20,000	Left Turn	Night	Dry	Failed to Yield ROW		
650	11/23/2019	Sat	8:30 PM	0	0	\$2,000	Sideswipe	Night	Dry	Careless Driving		
651	11/24/2019	Sun	6:50 PM	0	0	\$1,150	Rear End	Night	Dry	Careless Driving		
652	11/25/2019	Mon	7:40 PM	0	0	\$13,000	Rear End	Night	Dry	Followed too Closely		
653	11/30/2019	Sat	4:00 PM	0	0	\$1,000	Rear End	Day	Dry	Careless Driving		
654	12/1/2019	Sun	1:15 PM	0	0	\$6,500	Rear End	Day	Dry	Careless Driving		
655	12/3/2019	Tue	5:05 PM	0	1	\$1,200	Rear End	Night	Dry	Followed too Closely		
656	12/4/2019	Wed	3:05 PM	0	0	\$450	Rear End	Day	Dry	Careless Driving		
657	12/6/2019	Fri	3:40 PM	0	1	\$15,000	Left Turn	Day	Dry	Failed to Yield ROW		
658	12/9/2019	Mon	8:20 AM	0	0	\$10,000	Rear End	Day	Dry	Careless Driving		
659	12/12/2019	Thu	8:15 AM	0	1	\$10,500	Left Turn	Night	Dry	Failed to Yield ROW		
660	12/12/2019	Thu	5:40 PM	0	0	\$2,500	Rear End	Night	Wet	Careless Driving		
661	12/13/2019	Fri	3:00 AM	0	0	\$5,000	Off Road	Night	Wet	Careless Driving		
662	12/13/2019	Fri	3:17 PM	0	1	\$0	Pedestrian	Day	Dry	Failed to Yield ROW		
663	12/18/2019	Wed	7:14 AM	0	1	\$2,000	Rear End	Day	Dry	Failed to Yield ROW		
664	12/18/2019	Wed	10:15 AM	0	0	\$1,650	Unknown	Day	Dry	Improper Lane Change		
665	12/19/2019	Thu	3:54 PM	0	1	\$20,000	Rear End	Night	Dry	Careless Driving		
666	12/24/2019	Tue	7:30 AM	0	1	\$14,000	Off Road	Night	Wet	Careless Driving		
667	12/31/2019	Tue	10:50 AM	0	2	\$1,000	Rear End	Day	Dry	Careless Driving		
<b>TOTAL</b>				<b>0</b>	<b>9</b>	<b>\$126,950</b>						
Total No.	Fatal	Injury	PDO	Rear End	Head-on	Angle	Left Turn	Right Turn	Sideswipe	Off Road	Bicycle / Pedestrian	Other
19	0	8	11	11	0	0	3	0	1	2	1	1
PERCENT	0%	42%	58%	58%	0%	0%	16%	0%	5%	11%	5%	5%
Contrib. Cause	Day	Night	PAVEMENT CONDITIONS			Followed Too Closely	DUI	Careless Driving	Improper Lane Change	Failed to Yield ROW	Disregarded Control Devices	Other
			WET	DRY	Unknown							
TOTAL	9	10	3	16	0	2	0	11	1	5	0	0
PERCENT	47%	53%	16%	84%	0%	11%	0%	58%	5%	26%	0%	0%

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



**Appendix C:**  
Collision Diagrams



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

PEDESTRIAN  
 BICYCLE  
 FATALITY  
 VEHICLE DIRECTION

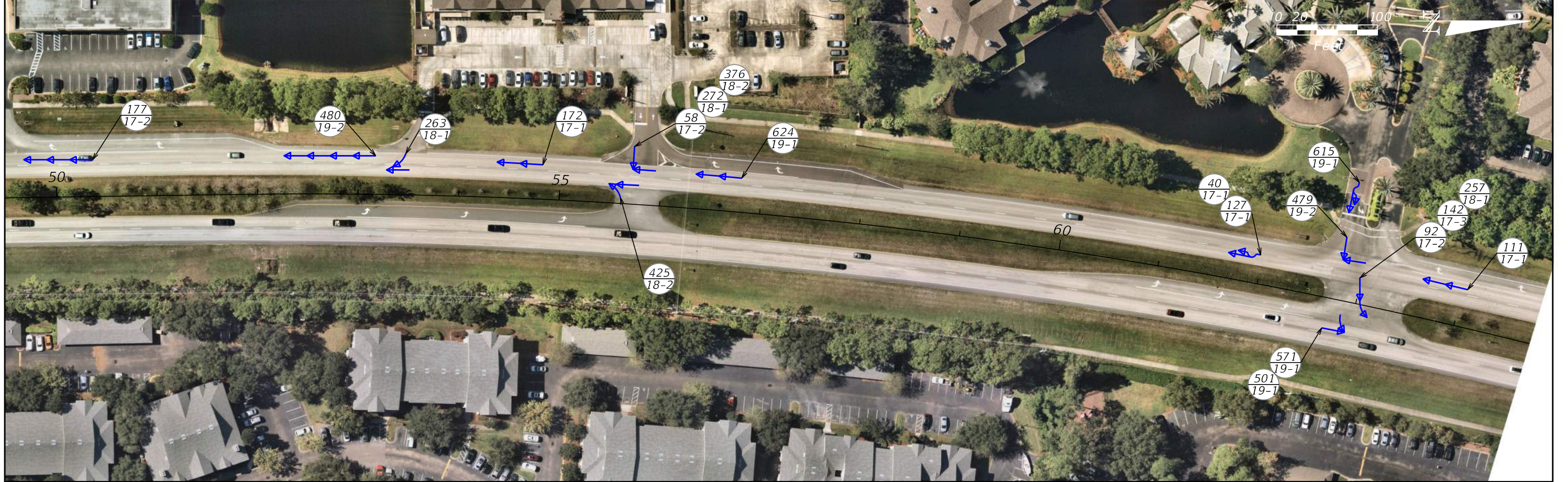
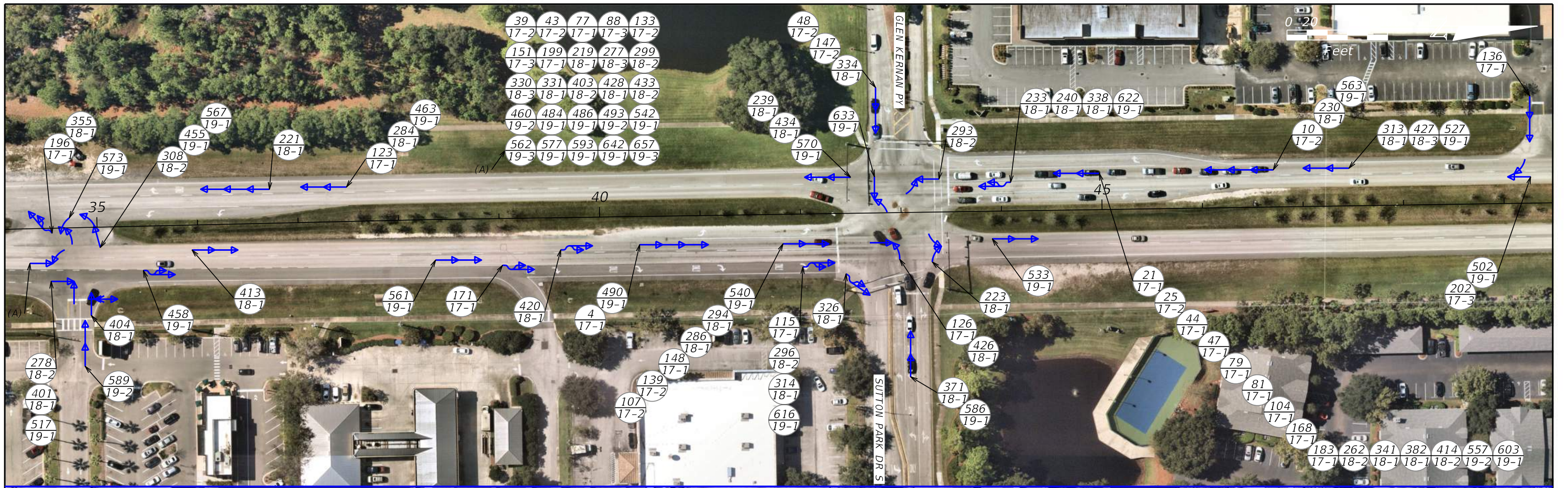
YEAR  
 XX-X

**ETM**  
 VISION • EXPERIENCE • RESULTS  
 England-Thing & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 Registry - 2584 LC - 0000316  
 MARK S. MANWELL, P.E. Lic. No. NUMBER 53938

**North Florida TPO**  
 Transportation Planning Organization  
 PLAN • FUND • MOBILIZE

**HODGES BLVD  
 COLLISION DIAGRAM**

SHEET NO.  
 1



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

PEDESTRIAN  
 BICYCLE  
 FATALITY  
 VEHICLE DIRECTION

**ETM**  
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**HODGES BLVD  
 COLLISION DIAGRAM**

SHEET NO.  
 2



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

PEDESTRIAN  
 BICYCLE  
 VEHICLE DIRECTION  
 FATALITY

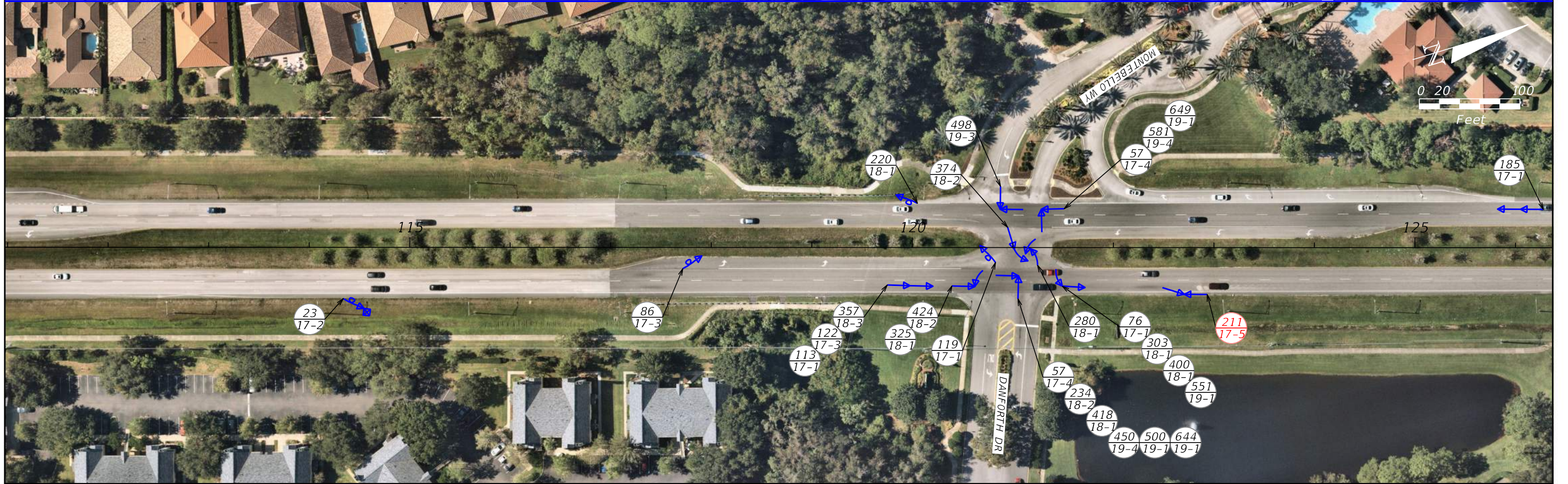
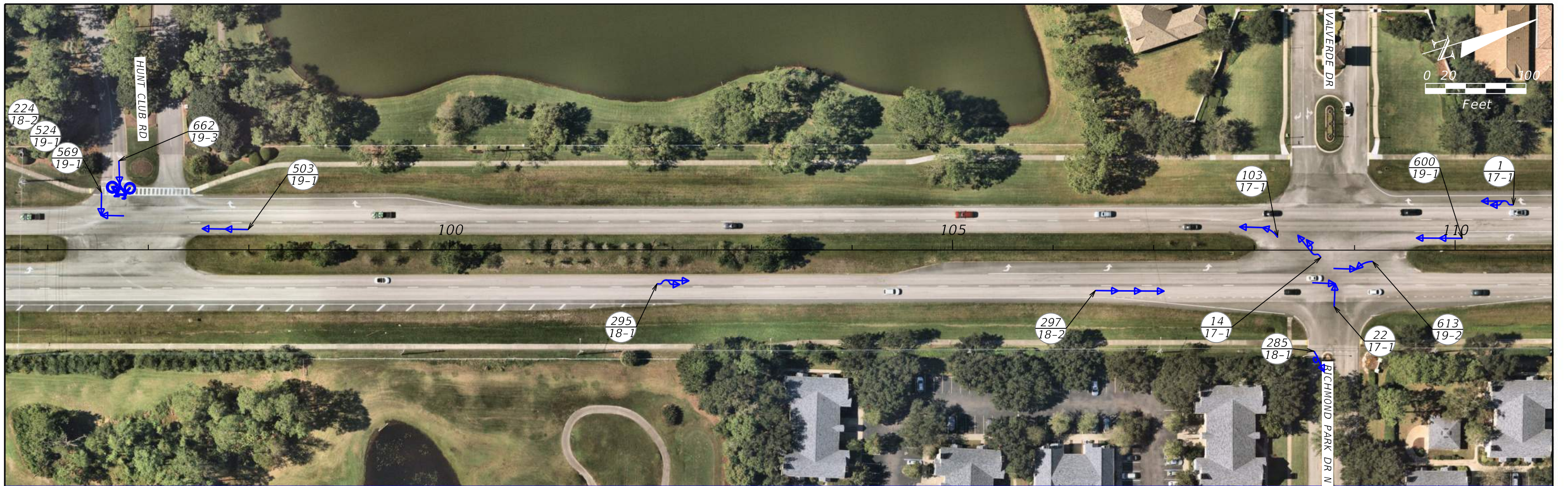
**ETM**  
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 England-Thing & Miller, Inc.  
 14775 Old St. Augustine Road  
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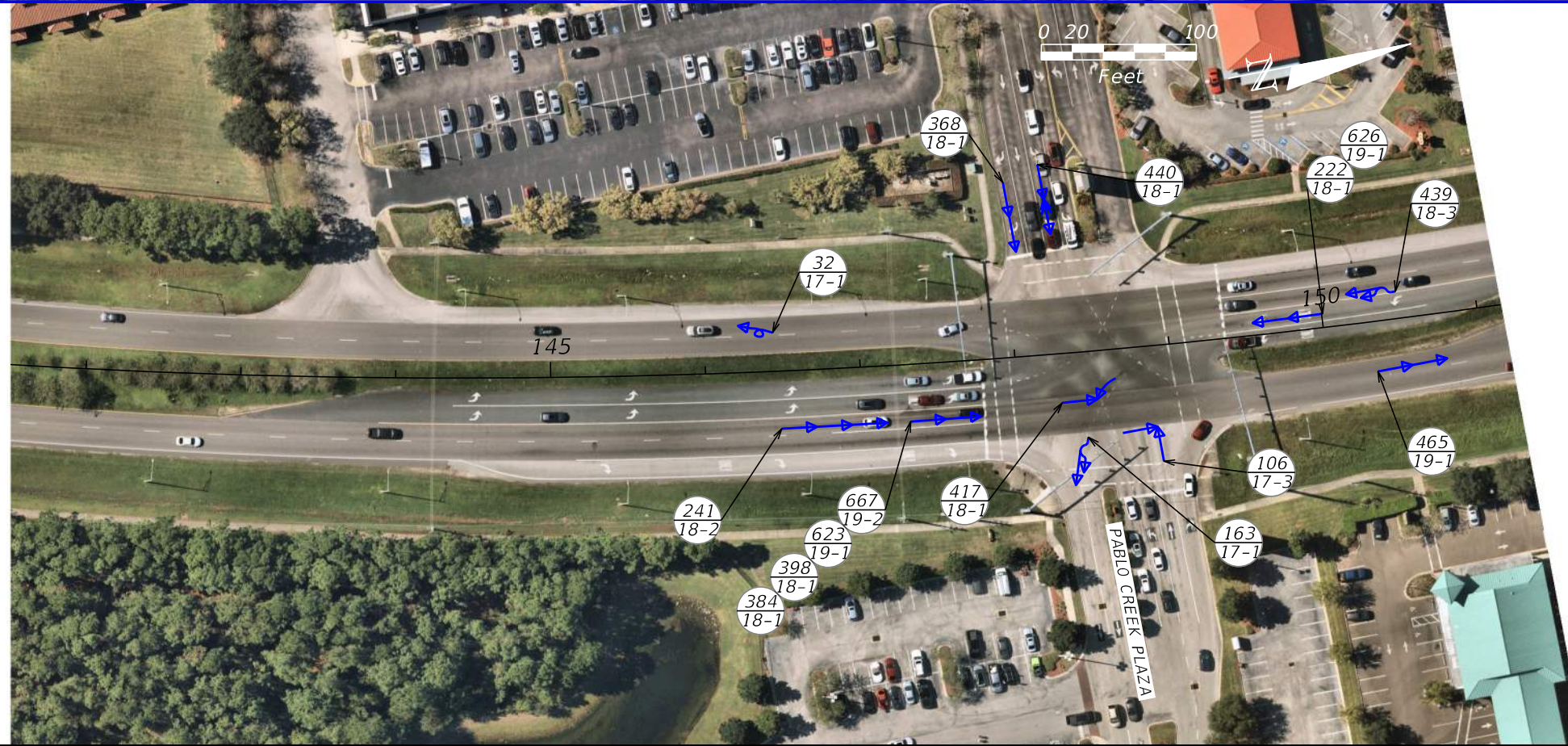
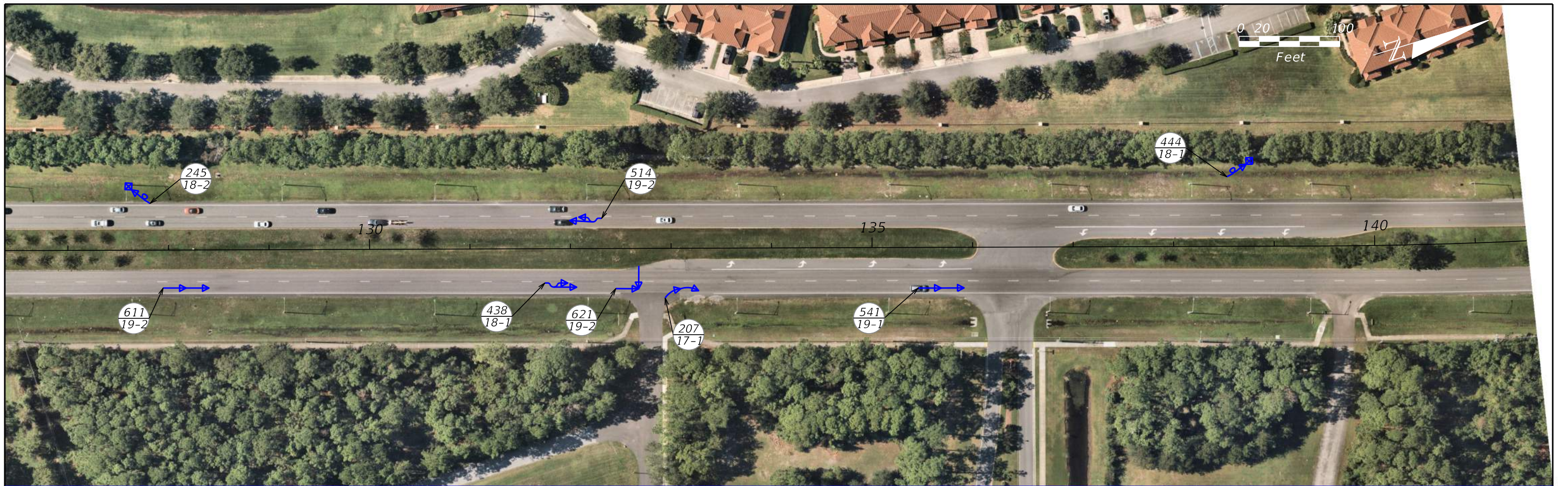
**HODGES BLVD  
 COLLISION DIAGRAM**

SHEET NO.  
 3



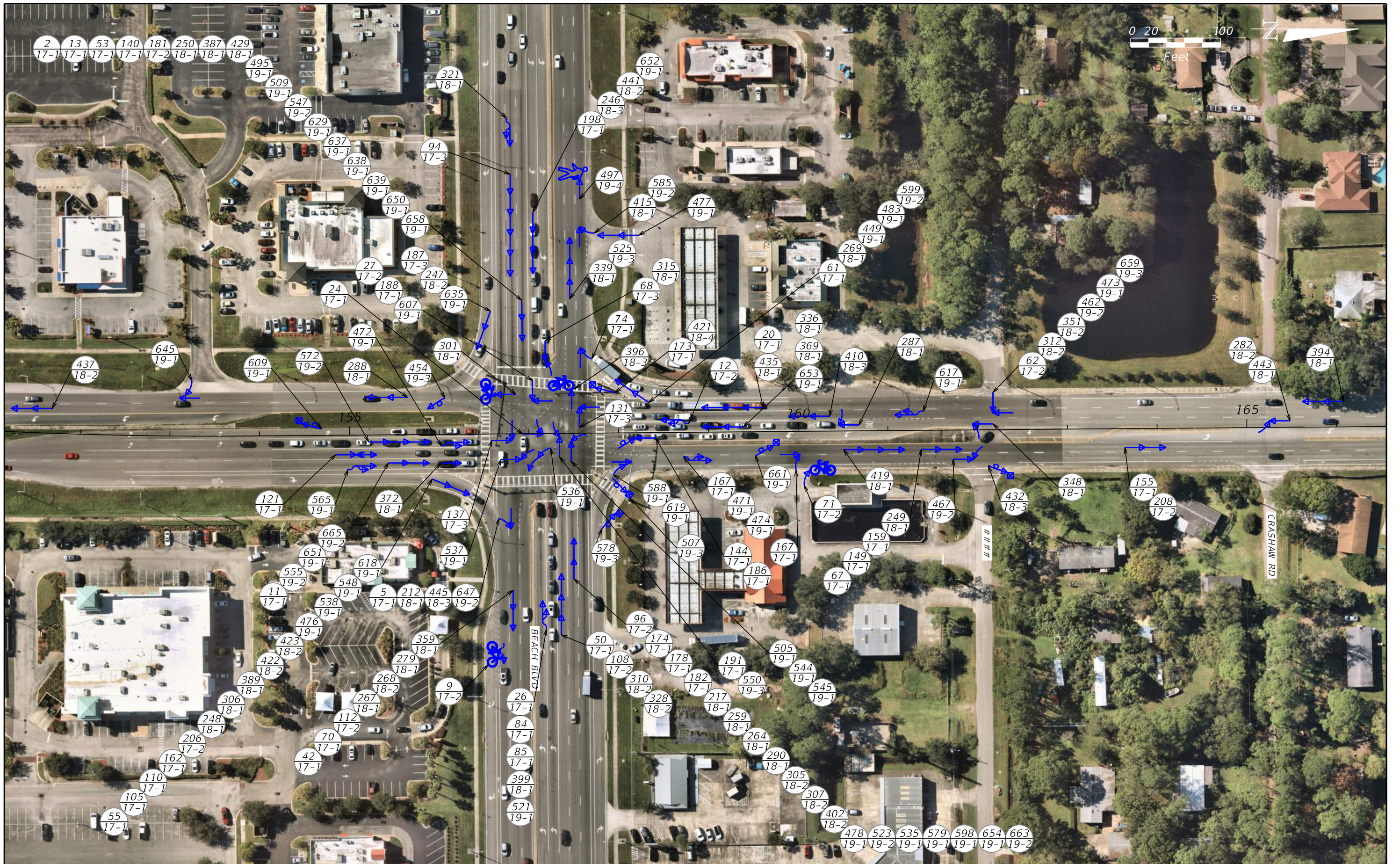


<p>CRASH NUMBER XX-X</p> <p>INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY</p> <p>YEAR</p>	<p>PEDESTRIAN</p> <p>BICYCLE</p> <p>FATALITY</p> <p>VEHICLE DIRECTION</p>	<p><b>ETM</b> VISION • EXPERIENCE • RESULTS</p> <p>England-Thing &amp; Miller, Inc. 14775 Old St. Augustine Road Jacksonville, FL 32258 TEL: (904) 642-8990 FAX: (904) 646-9485 Registry - 2584 LC - 0000316</p> <p>MARK S. MANWELL, P.E. Lic. No. NUMBER 53938</p>	<p><b>North Florida TPO</b> Transportation Planning Organization PLAN • FUND • MOBILIZE</p>	<p><b>HODGES BLVD COLLISION DIAGRAM</b></p>	<p>SHEET NO. 4</p>
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Blank area for notes or additional information.

<p>CRASH NUMBER XX-X</p> <p>INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY</p> <p>YEAR</p>	<p>PEDESTRIAN</p> <p>BICYCLE</p> <p>VEHICLE DIRECTION</p> <p>FATALITY</p>	<p><b>ETM</b> VISION • EXPERIENCE • RESULTS</p> <p>England-Thing &amp; Miller, Inc. 14775 Old St. Augustine Road Jacksonville, FL 32258 TEL: (904) 642-8990 FAX: (904) 646-9485 Registry - 2584 LC - 0000316</p> <p>MARK S. MANWELL, P.E. Lic. No. NUMBER 53938</p>	<p><b>North Florida TPO</b> Transportation Planning Organization PLAN • FUND • MOBILIZE</p>	<p><b>HODGES BLVD COLLISION DIAGRAM</b></p>	<p>SHEET NO. 5</p>
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CRASH NUMBER  
 INJURY SEVERITY  
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 4 = INCAPACITATING  
 5 = FATALITY  
 YEAR

PEDESTRIAN  
 BICYCLE  
 FATALITY

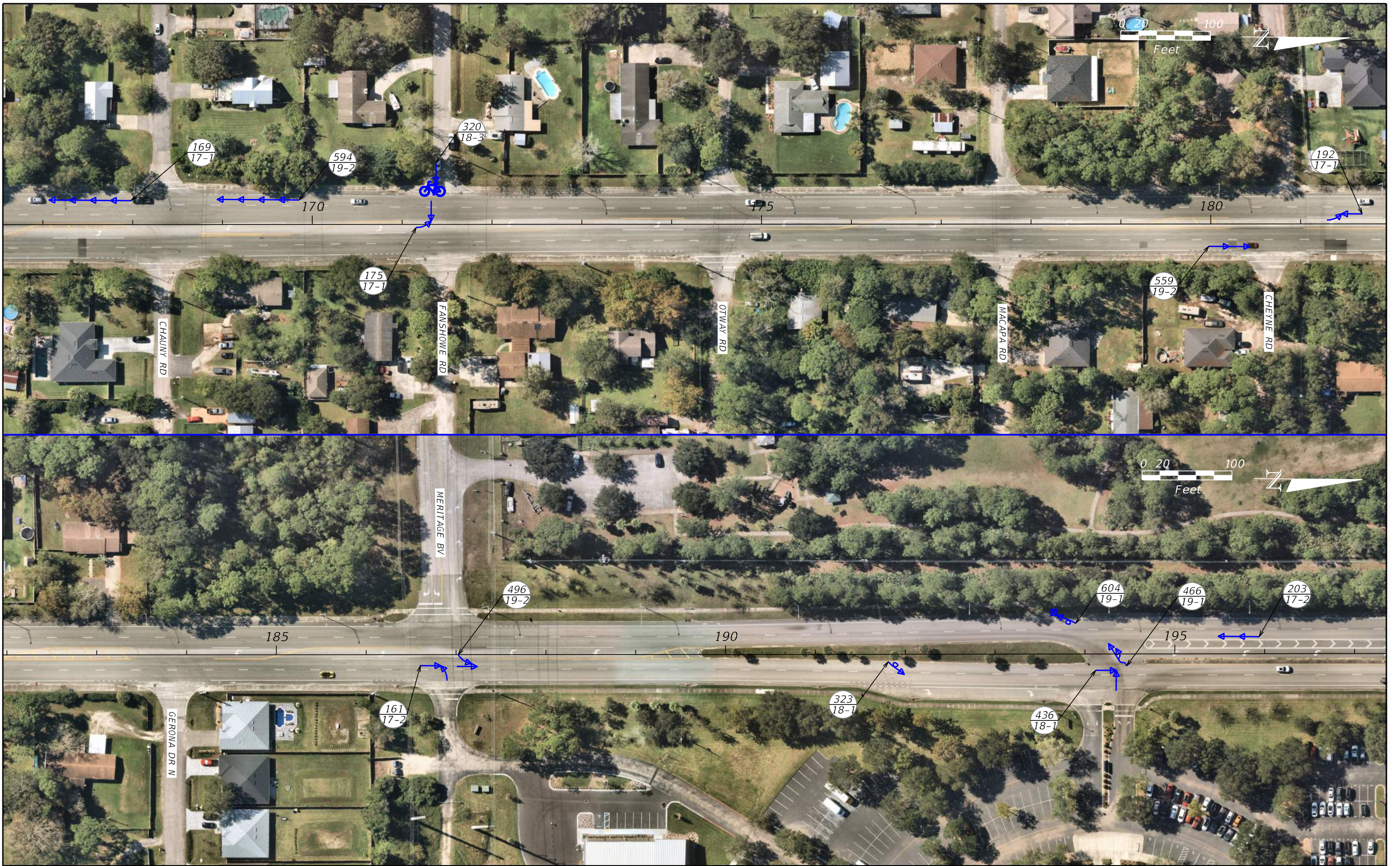
VEHICLE DIRECTION

**ETM**  
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 England-Thing & Miller, Inc.  
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 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 Registry - 2584 LC - 0000316  
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**HODGES BLVD  
 COLLISION DIAGRAM**

SHEET NO.  
 6



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

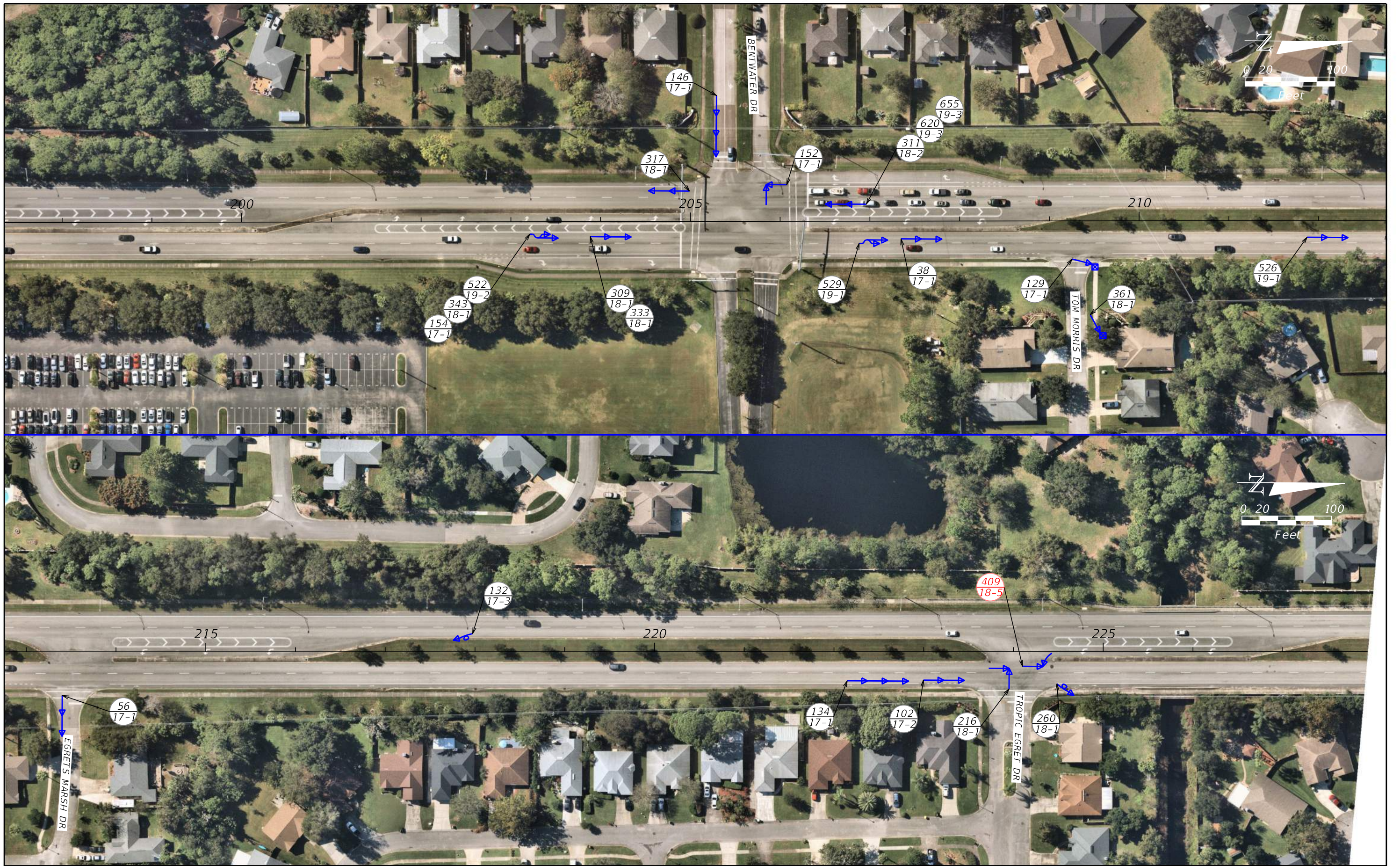
 PEDESTRIAN  
 BICYCLE  
 VEHICLE DIRECTION  
 FATALITY

**ETM**  
 VISION • EXPERIENCE • RESULTS  
 England-Thing & Miller, Inc.  
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 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 Registry - 2584 LC - 0000316  
 Lic. No. NUMBER 53938  
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**HODGES BLVD  
 COLLISION DIAGRAM**

SHEET NO.  
 7



CRASH NUMBER  
 XX-XX  
 YEAR

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

PEDESTRIAN  
 BICYCLE  
 VEHICLE DIRECTION

FATALITY

**ETM**  
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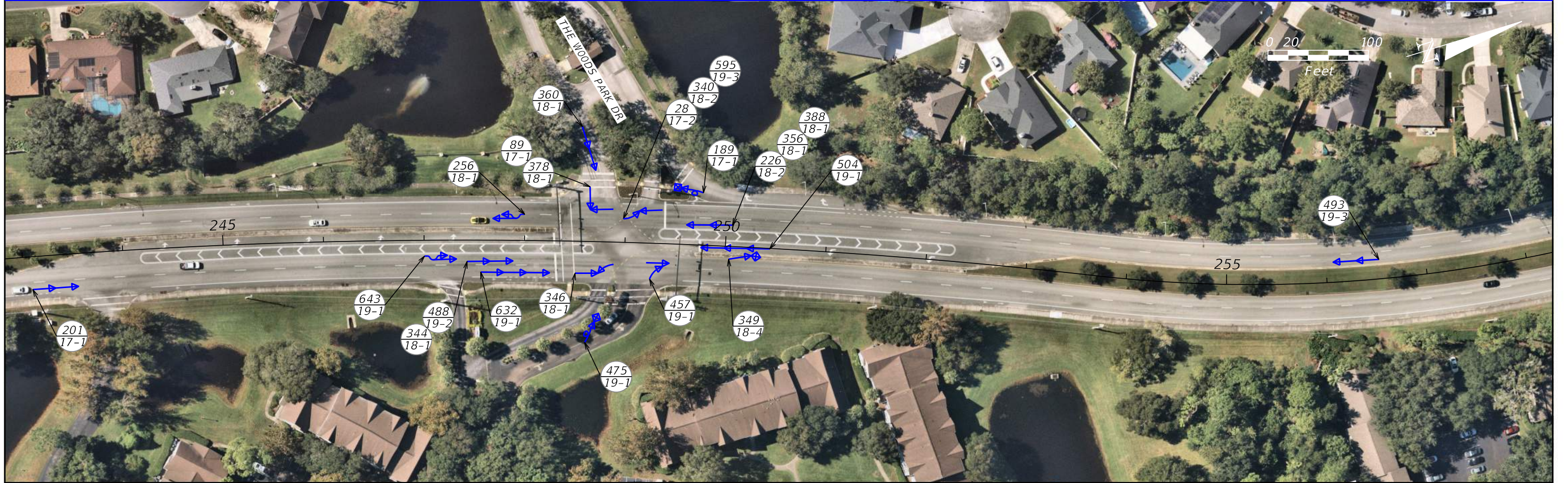
England-Thing & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 Registry - 2584 LC - 0000316  
 Lic. No. NUMBER 53938

**North Florida TPO**  
 Transportation Planning Organization  
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**HODGES BLVD  
 COLLISION DIAGRAM**

SHEET NO.  
 8



CRASH NUMBER  
 INJURY SEVERITY  
 1 = NO INJURY  
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 3 = NON-INCAPACITATING  
 4 = INCAPACITATING  
 5 = FATALITY

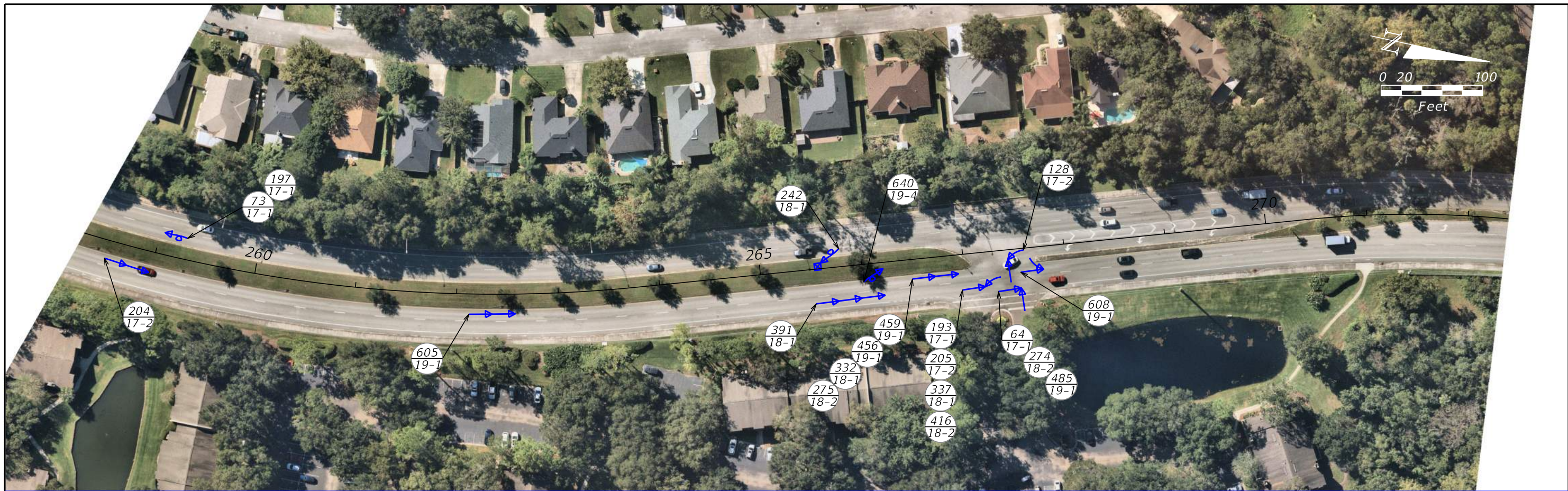
PEDESTRIAN  
 BICYCLE  
 FATALITY  
 VEHICLE DIRECTION

**ETM**  
 VISION • EXPERIENCE • RESULTS  
 England-Thing & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
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 MARK S. MANWELL, P.E. Lic. No. NUMBER 53938

**North Florida TPO**  
 Transportation Planning Organization  
 PLAN • FUND • MOBILIZE

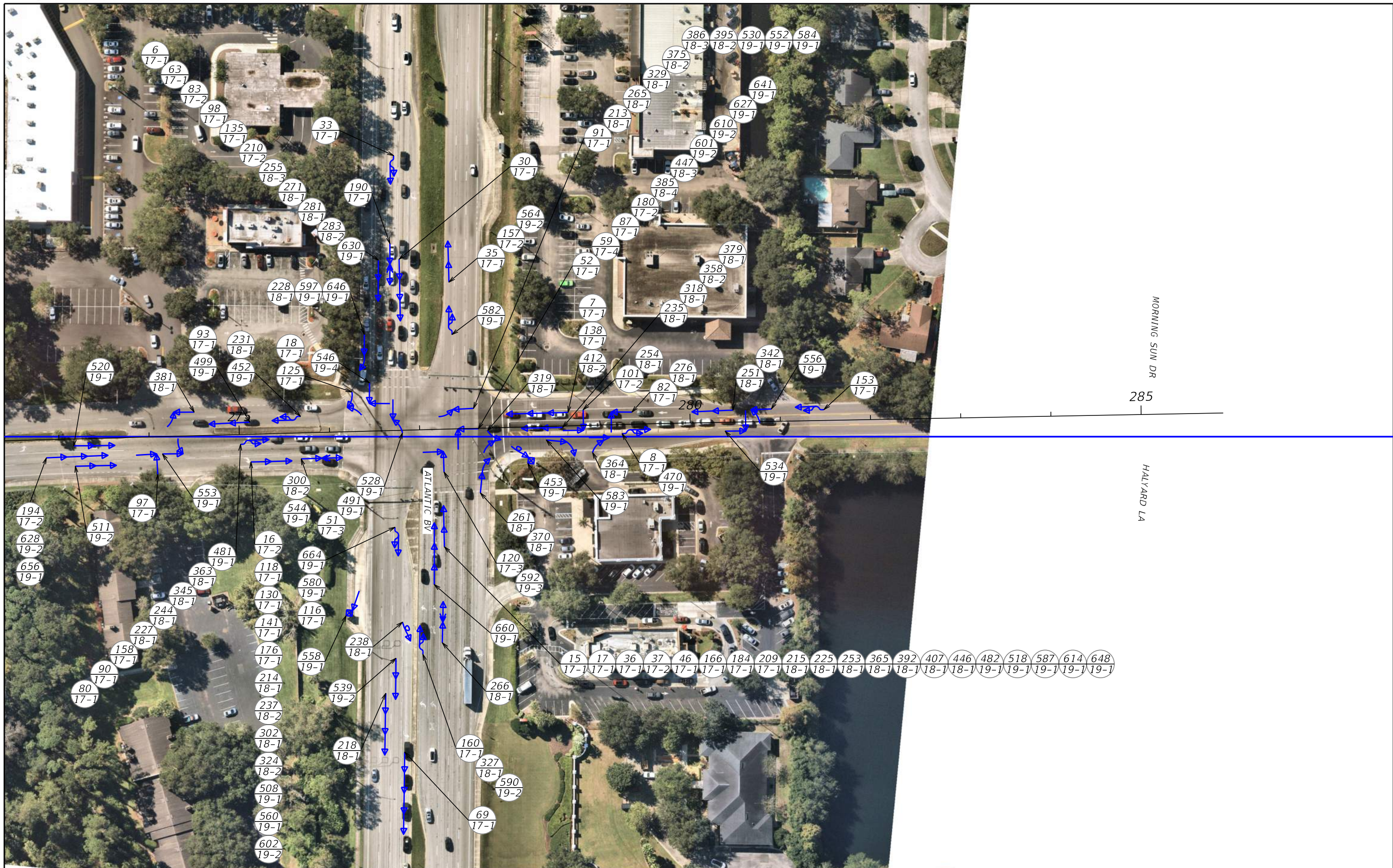
**HODGES BLVD  
 COLLISION DIAGRAM**

SHEET NO.  
 9



Large area with horizontal dotted lines for notes or additional information.

<p>CRASH NUMBER          INJURY SEVERITY          1 = NO INJURY          2 = POSSIBLE INJURY          3 = NON-INCAPACITATING          4 = INCAPACITATING          5 = FATALITY</p>	<p>PEDESTRIAN            FATALITY  </p>	<p>BICYCLE            VEHICLE DIRECTION  </p>	<p><b>ETM</b>          VISION • EXPERIENCE • RESULTS          MARK S. MANWELL, P.E.</p> <p><small>England-Thing &amp; Miller, Inc.          14775 Old St. Augustine Road          Jacksonville, FL 32258          TEL: (904) 642-8990          FAX: (904) 646-9485          Registry - 2584 LC - 0000316          Lic. No. NUMBER 53938</small></p>	<p><b>North Florida TPO</b>          Transportation Planning Organization          PLAN • FUND • MOBILIZE</p>	<p><i>HODGES BLVD          COLLISION DIAGRAM</i></p>	<p>SHEET NO.          10</p>
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CRASH NUMBER  
 INJURY SEVERITY  
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 5 = FATALITY  
 YEAR

PEDESTRIAN  
 BICYCLE  
 FATALITY  
 VEHICLE DIRECTION

**ETM**  
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 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
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 Registry - 2584 LC - 0000316  
 MARK S. MANWELL, P.E. Lic. No. NUMBER 53938

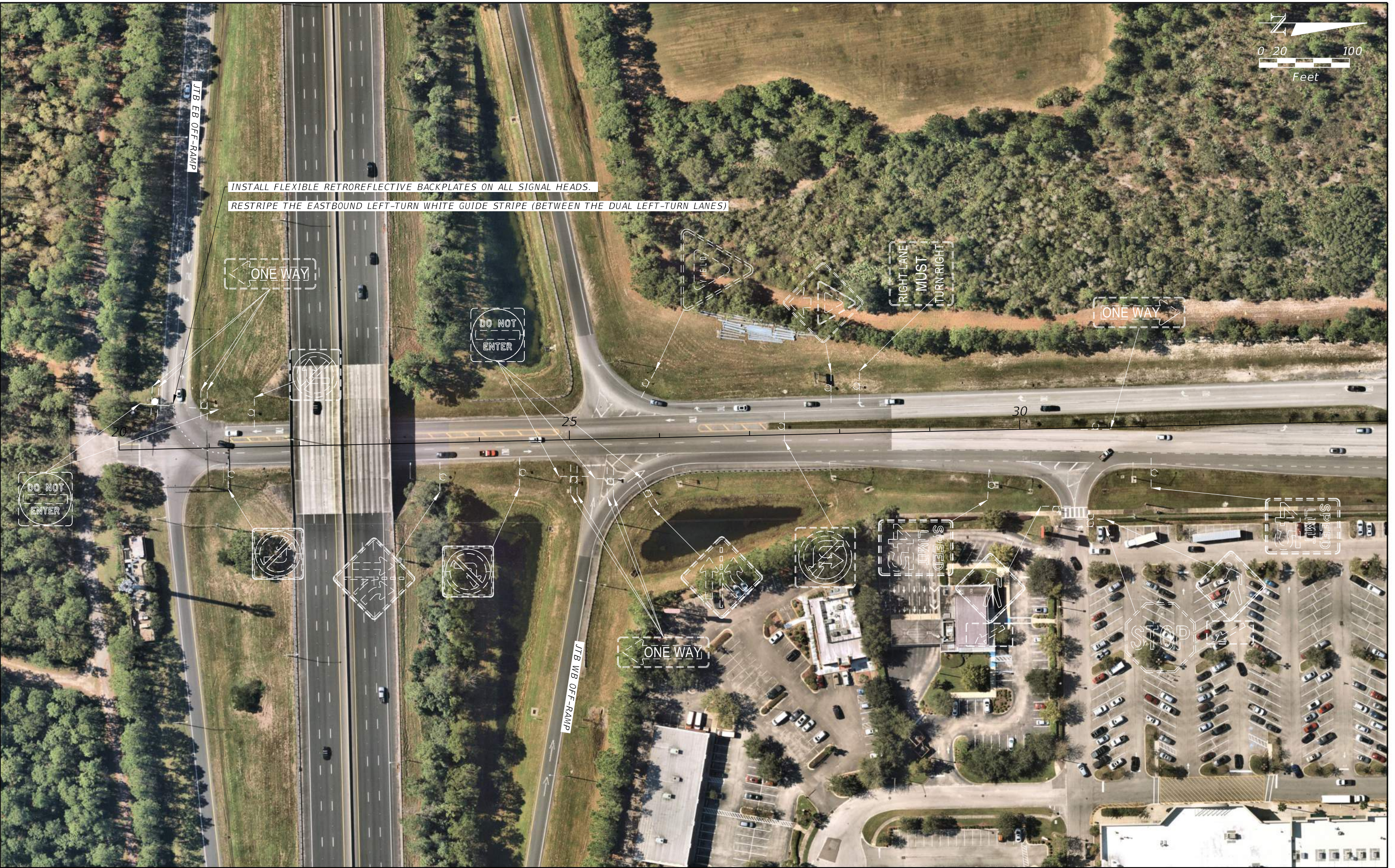
**North Florida TPO**  
 Transportation Planning Organization  
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 LeBlanca

**HODGES BLVD  
 COLLISION DIAGRAM**

SHEET NO.  
 11



**Appendix D:**  
Concept Plans



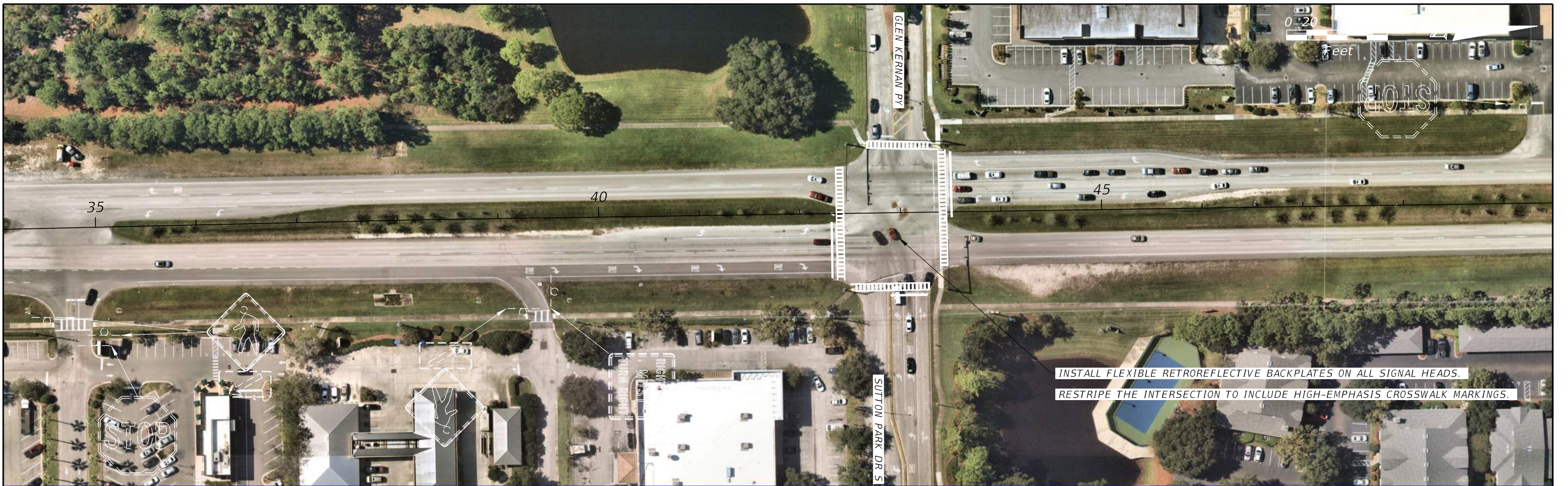
INSTALL FLEXIBLE RETROREFLECTIVE BACKPLATES ON ALL SIGNAL HEADS.  
 RESTRIPE THE EASTBOUND LEFT-TURN WHITE GUIDE STRIPE (BETWEEN THE DUAL LEFT-TURN LANES)

ENGLAND-THIMS & MILLER, INC.  
 1540 INTERNATIONAL PARKWAY, SUITE 2000  
 LAKE MARY, FL 32746  
 TEL: (407) 536-5379  
 FAX: (407) 536-5301  
 CA - 00002584 LC - 0000316

STATE OF FLORIDA  
 DEPARTMENT OF TRANSPORTATION

HODGES BLVD  
 SHORT-TERM IMPROVEMENTS

SHEET NO.  
 1

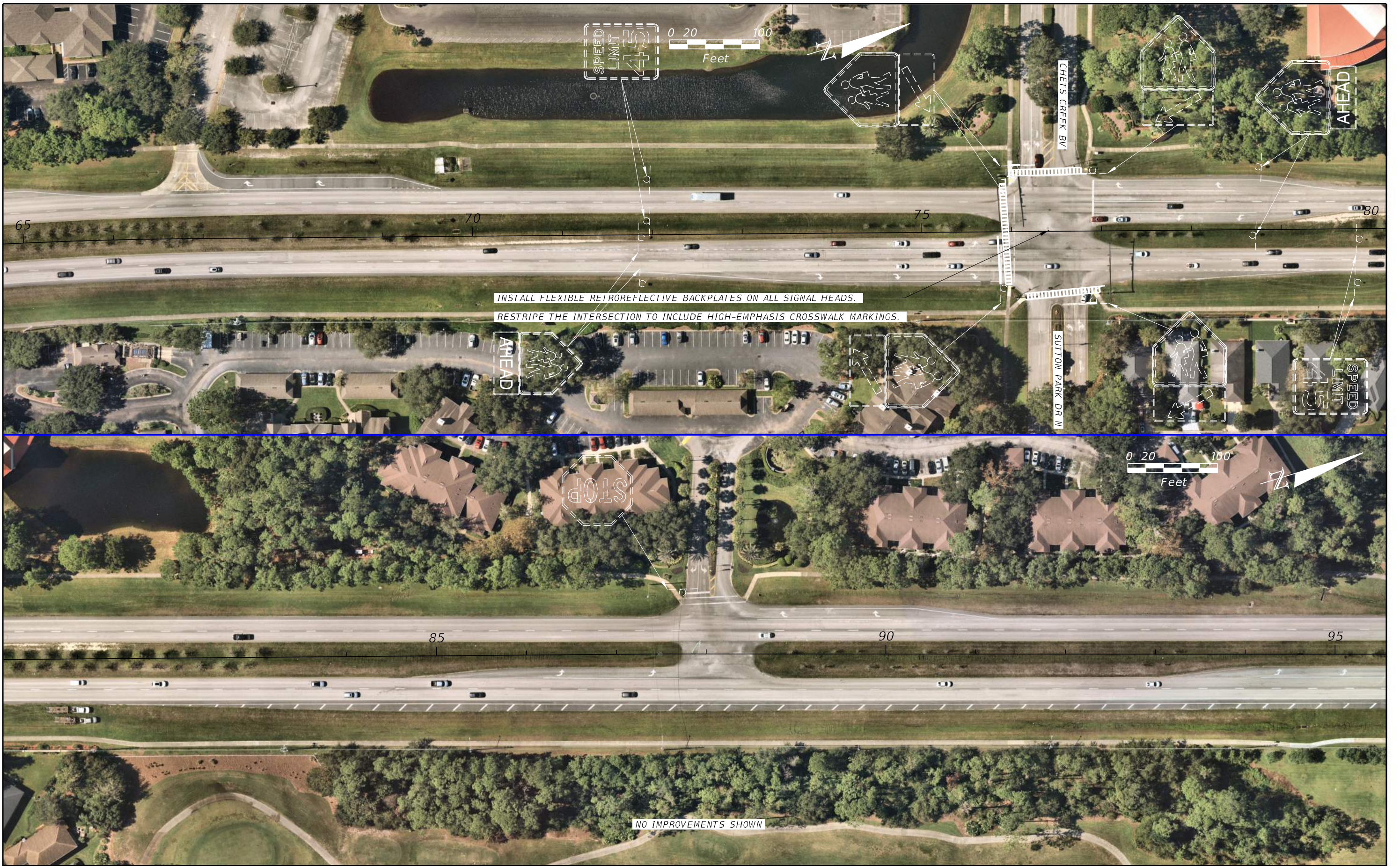


ENGLAND-THIMS & MILLER, INC.  
 1540 INTERNATIONAL PARKWAY, SUITE 2000  
 LAKE MARY, FL 32746  
 TEL: (407) 536-5379  
 FAX: (407) 536-5301  
 CA - 00002584 LC - 0000316

STATE OF FLORIDA  
 DEPARTMENT OF TRANSPORTATION

HODGES BLVD  
 SHORT-TERM IMPROVEMENTS

SHEET NO.  
 2



INSTALL FLEXIBLE RETROREFLECTIVE BACKPLATES ON ALL SIGNAL HEADS.

RESTRIPE THE INTERSECTION TO INCLUDE HIGH-EMPHASIS CROSSWALK MARKINGS.

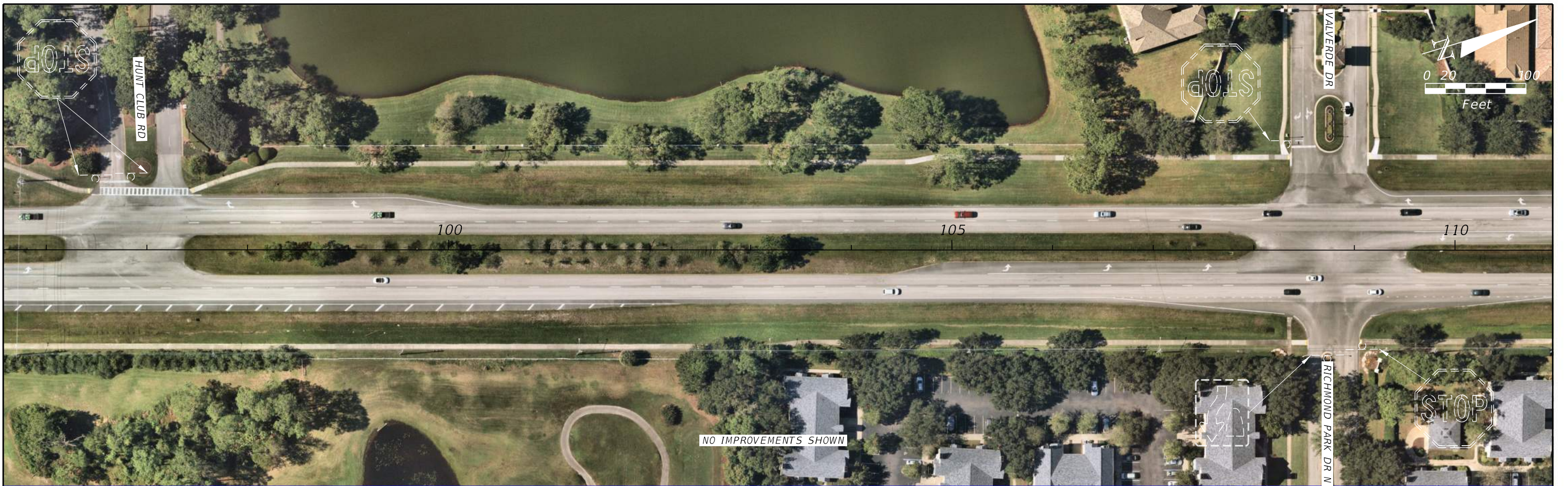
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ENGLAND-THIMS & MILLER, INC.  
 1540 INTERNATIONAL PARKWAY, SUITE 2000  
 LAKE MARY, FL 32746  
 TEL: (407) 536-5379  
 FAX: (407) 536-5301  
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STATE OF FLORIDA  
 DEPARTMENT OF TRANSPORTATION

HODGES BLVD  
 SHORT-TERM IMPROVEMENTS

SHEET NO.  
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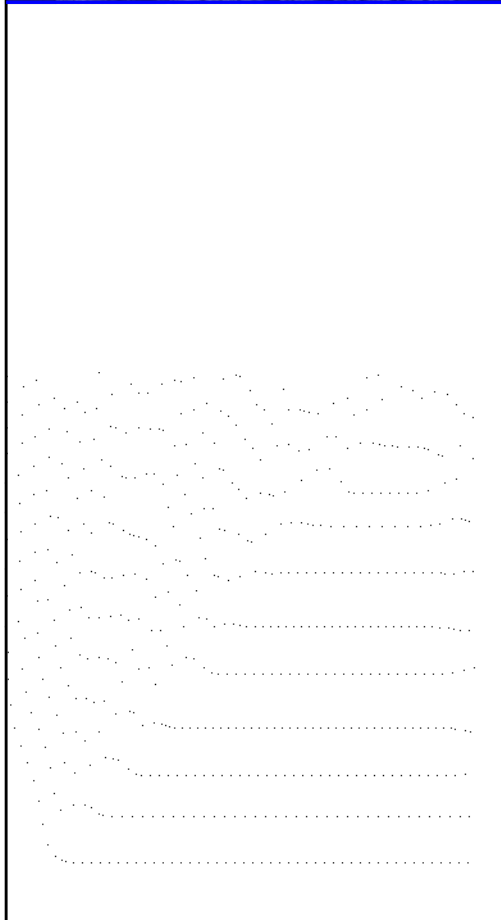
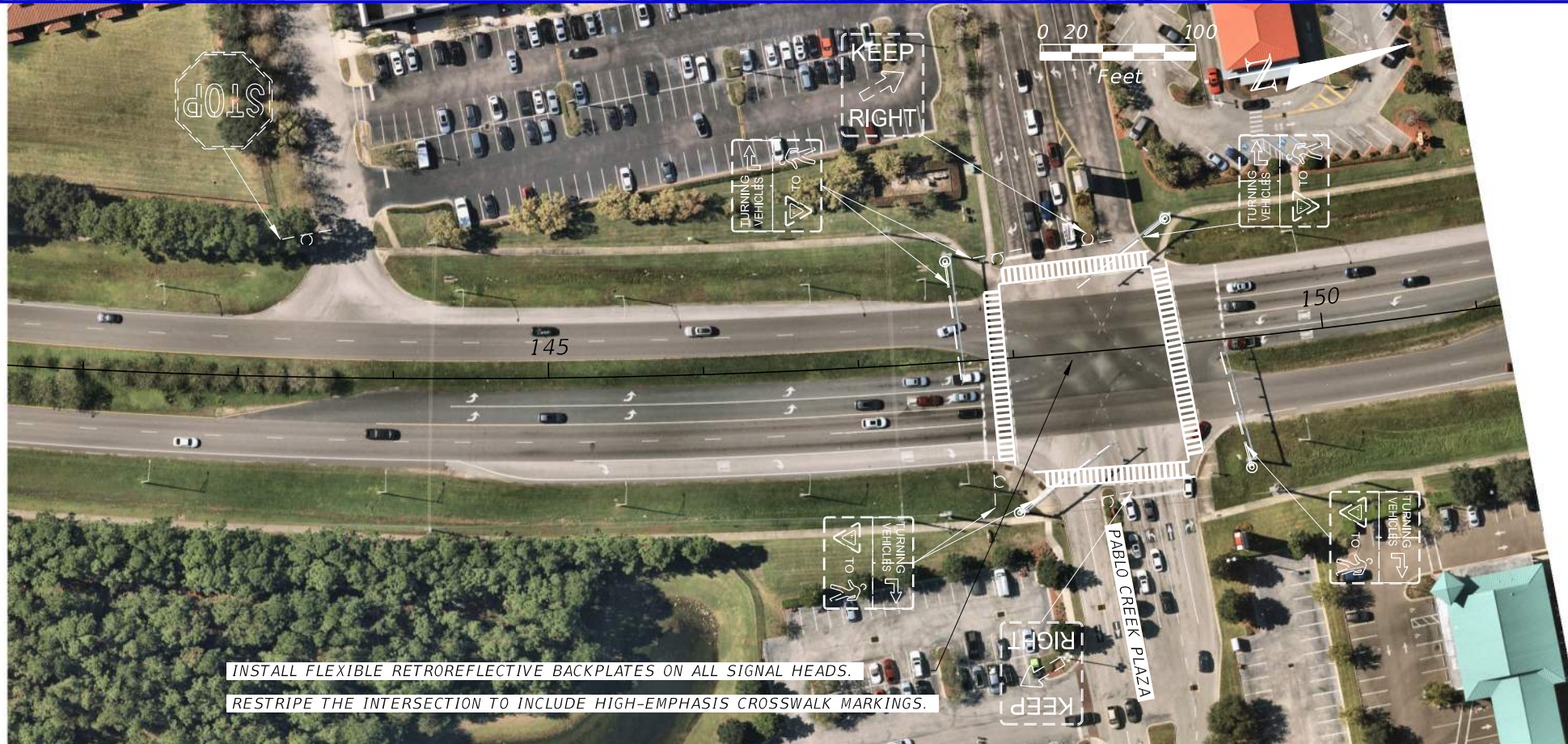
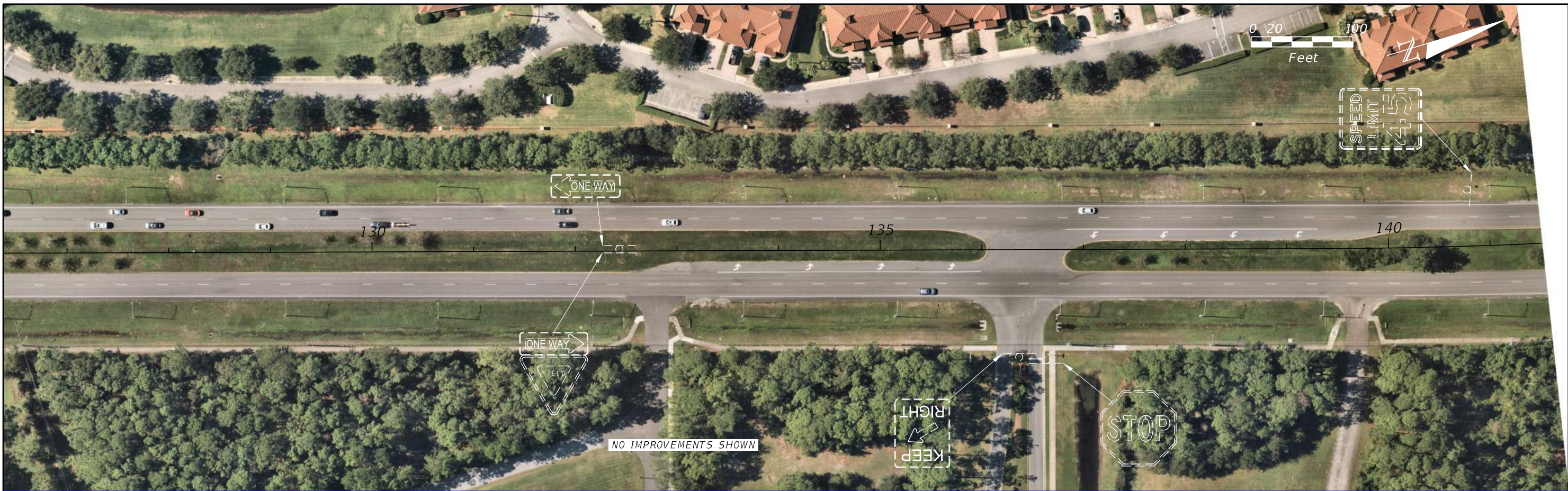


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HODGES BLVD  
 SHORT-TERM IMPROVEMENTS

SHEET  
 NO.  
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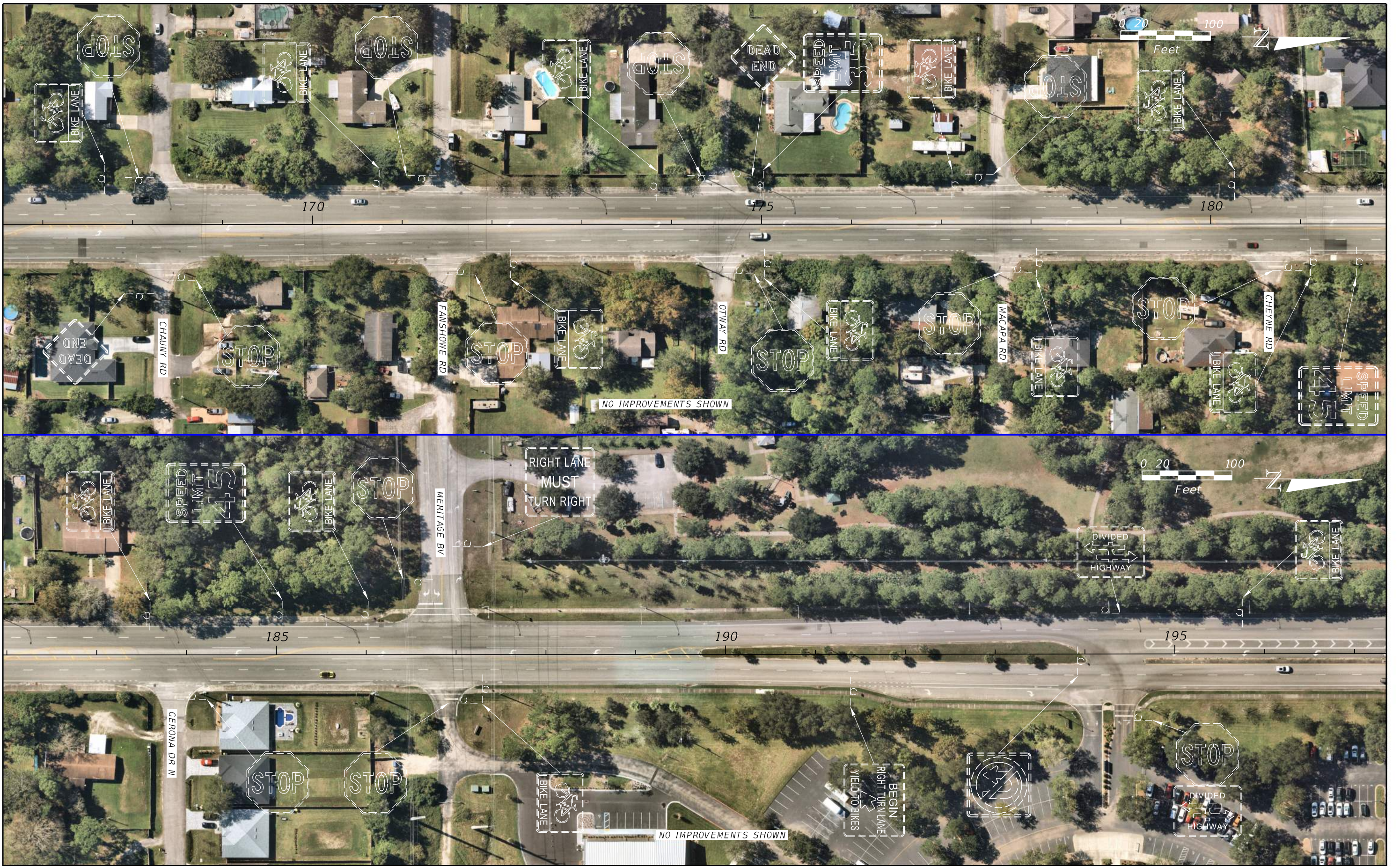


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 SHORT-TERM IMPROVEMENTS

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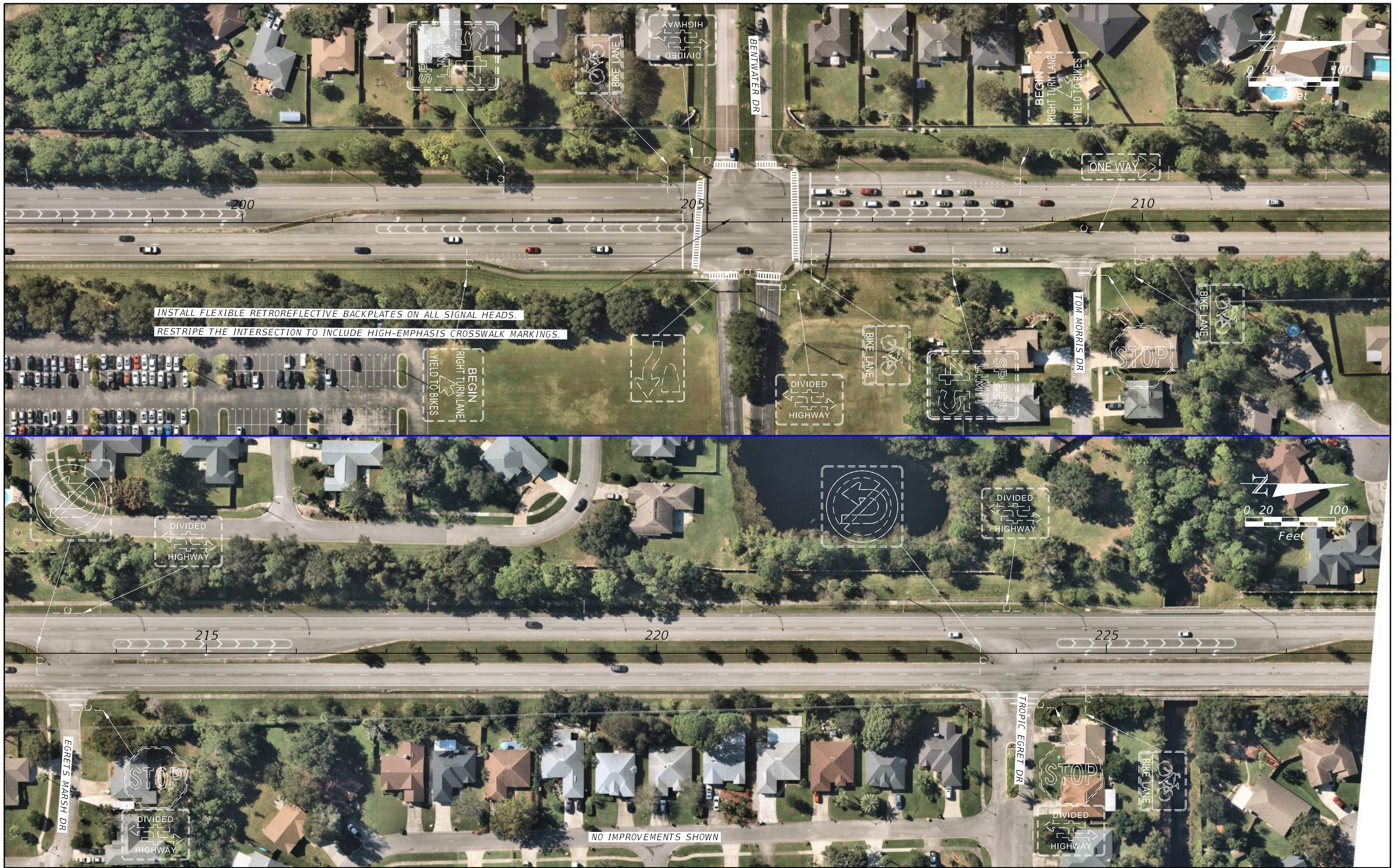
ENGLAND-THIMS & MILLER, INC.  
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HODGES BLVD  
 SHORT-TERM IMPROVEMENTS

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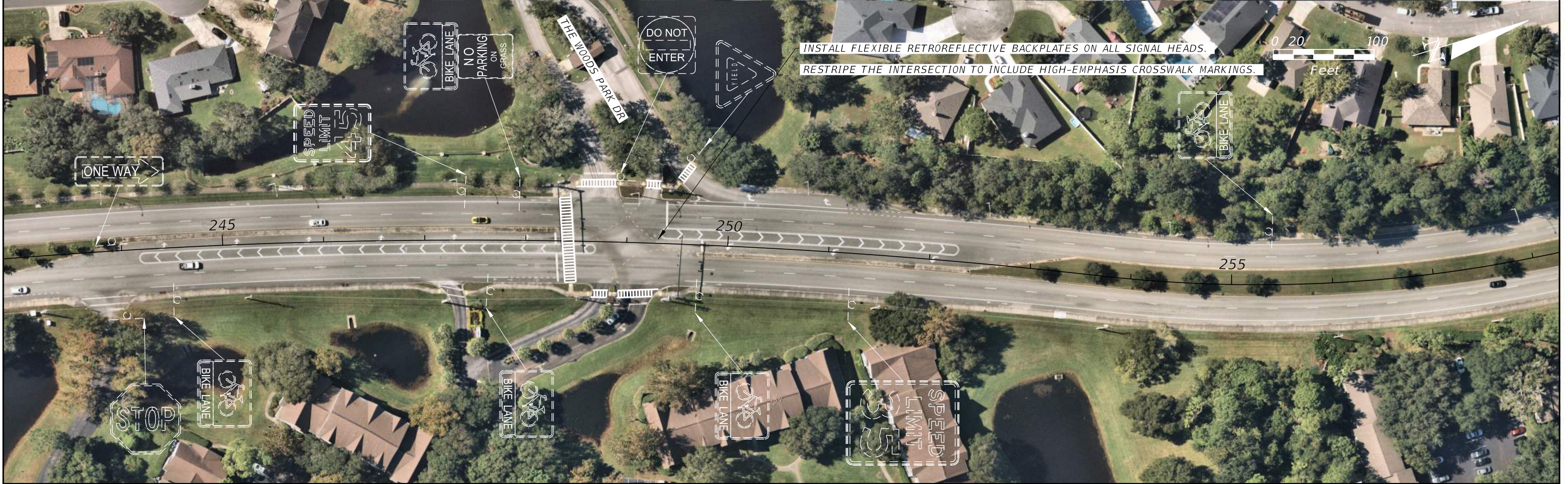
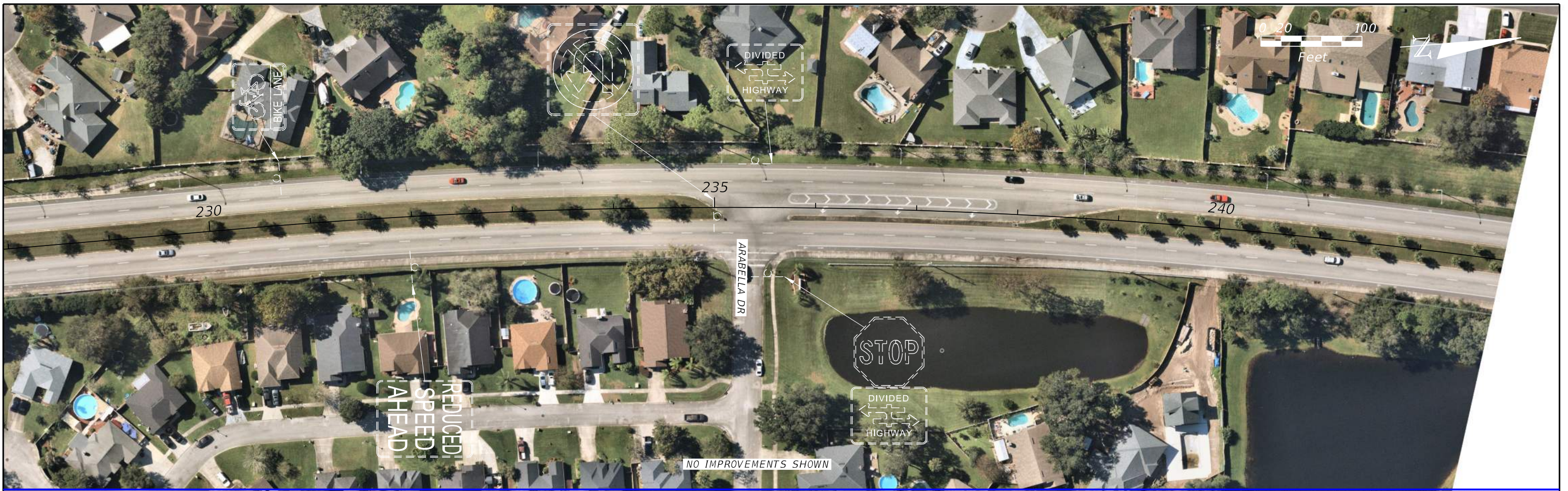


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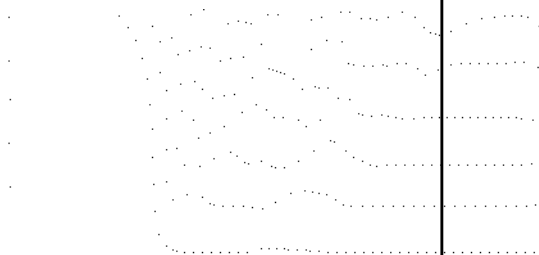
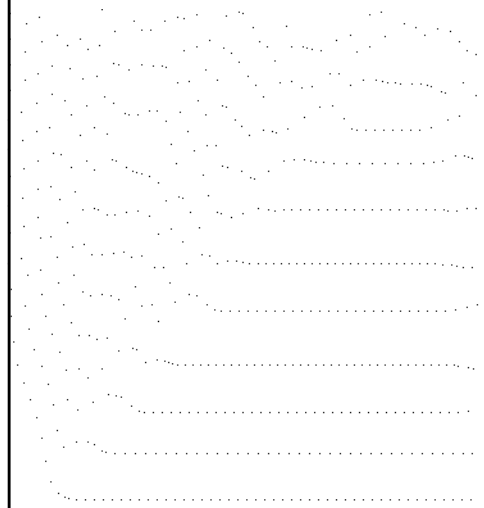
STATE OF FLORIDA  
 DEPARTMENT OF TRANSPORTATION

HODGES BLVD  
 SHORT-TERM IMPROVEMENTS

SHEET NO.  
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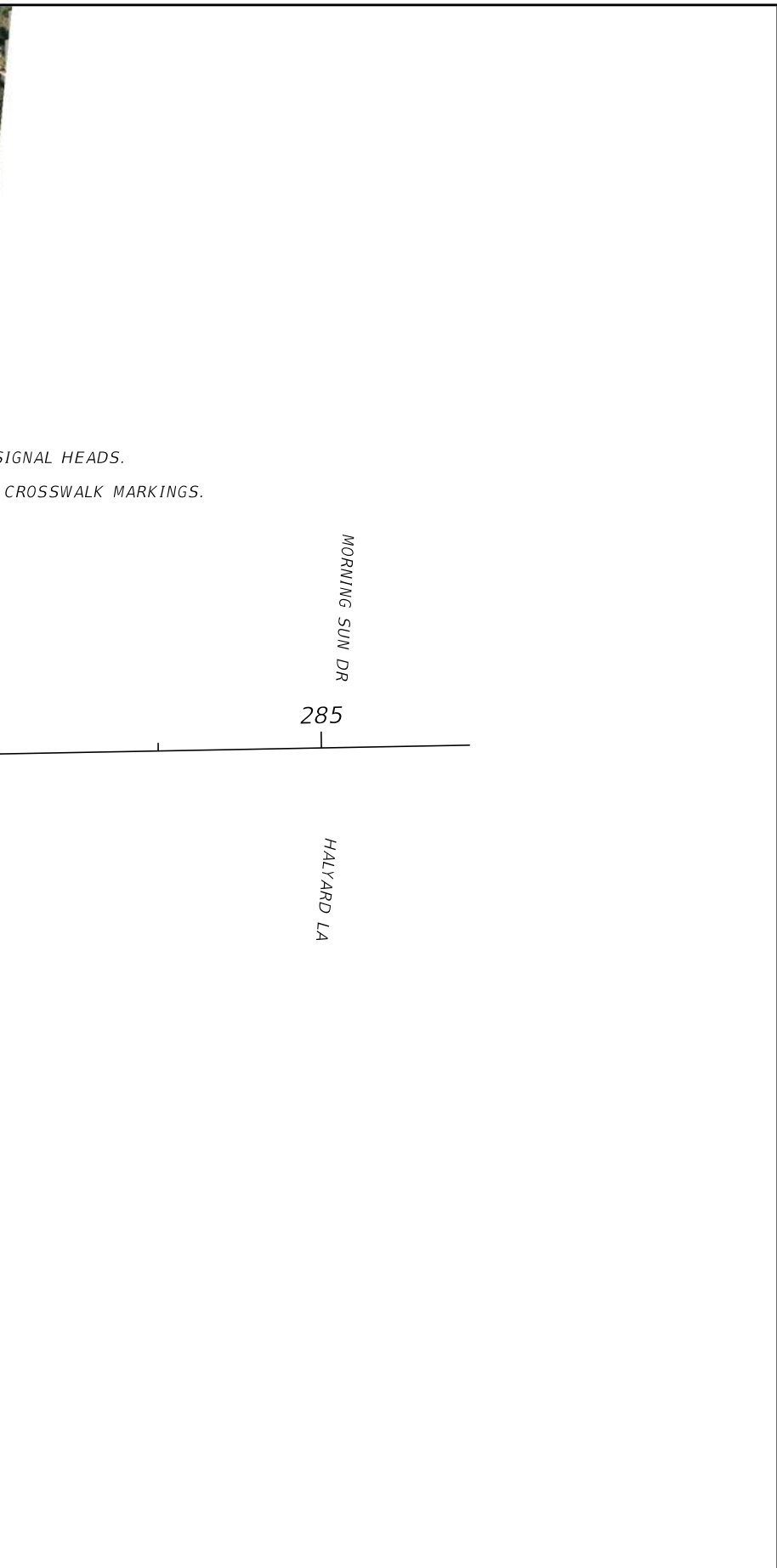


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HODGES BLVD  
 SHORT-TERM IMPROVEMENTS

SHEET NO.  
 11



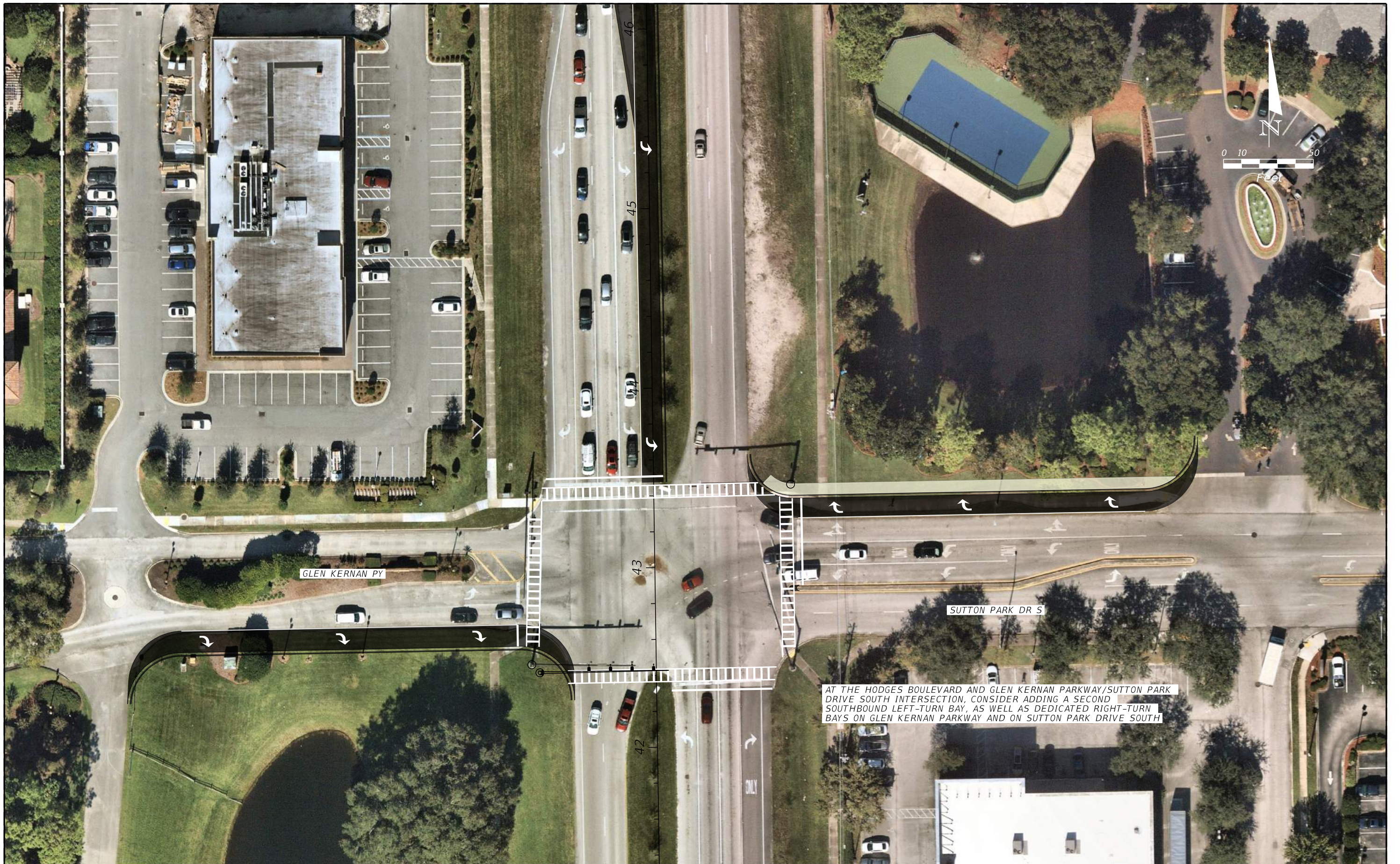
AT THE SR 202/BUTLER BOULEVARD ON-RAMP FROM SOUTHBOUND HODGES BOULEVARD, CONSIDER INCREASING THE ON-RAMP RADIUS

ENGLAND-THIMS & MILLER, INC.  
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HODGES BLVD  
 LONG-TERM IMPROVEMENTS

SHEET NO.  
 1



AT THE HODGES BOULEVARD AND GLEN KERNAN PARKWAY/SUTTON PARK DRIVE SOUTH INTERSECTION, CONSIDER ADDING A SECOND SOUTHBOUND LEFT-TURN BAY, AS WELL AS DEDICATED RIGHT-TURN BAYS ON GLEN KERNAN PARKWAY AND ON SUTTON PARK DRIVE SOUTH

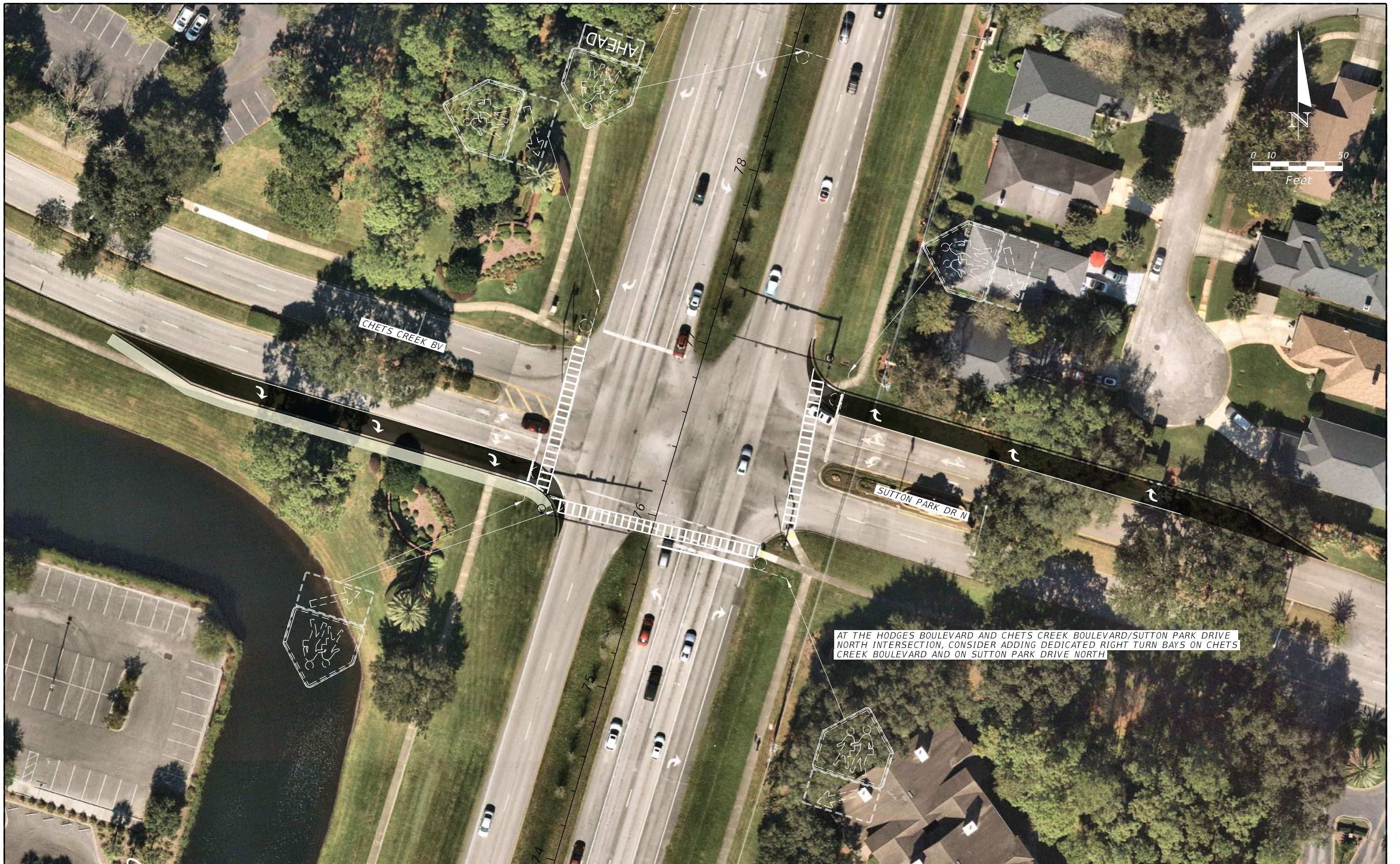
ENGLAND-THIMS & MILLER, INC.  
 1540 INTERNATIONAL PARKWAY, SUITE 2000  
 LAKE MARY, FL 32746  
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 LONG-TERM IMPROVEMENTS

SHEET  
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STATE OF FLORIDA  
 DEPARTMENT OF TRANSPORTATION

HODGES BLVD  
 LONG-TERM IMPROVEMENTS

SHEET NO.  
 3

## **Appendix E:**

### Opinion of Probable Costs



**ENGINEER'S OPINION OF PROBABLE COST  
SHORT-TERM IMPROVEMENTS**

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 05/01/19 - 04/30/20	PROBABLE UNIT COST (10% INCREASE)	TOTAL
<b>I. SIGNING &amp; STRIPING</b>						
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID,12"	6,900	LF	\$12.50	\$13.75	\$94,875.00
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOLID,24"	1,100	LF	\$17.30	\$19.03	\$20,933.00
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	0.02	GM	\$2,204.79	\$2,425.27	\$45.93
711-17	THERMOPLASTIC, REMOVE	3,000	SF	\$1.45	\$1.60	\$4,785.00
<b>SUBTOTAL I</b>						<b>\$120,638.93</b>
<b>II. SIGNAL</b>						
650-2-109*	VEHICULAR SIGNAL AUXILIARIES, REPAIR/REPLACE/RETROFIT- F&I, BACKPLATE- FLEXIBLE REQUIRED	70	EA	\$400.00	\$440.00	\$30,800.00
	*COST ESTIMATED					
<b>SUBTOTAL II</b>						<b>\$30,800.00</b>
<b>IV. TOTALS</b>						
<b>SUBTOTAL I+II</b>						<b>\$151,438.93</b>
<b>MOBILIZATION (10%)</b>						<b>\$15,143.89</b>
<b>TEMPORARY TRAFFIC CONTROL (15%)</b>						<b>\$24,987.42</b>
<b>CONSTRUCTION TOTAL</b>						<b>\$191,570.25</b>
<b>ENGINEERING (30%)</b>						<b>\$57,471.08</b>
<b>CEI (15%)</b>						<b>\$28,735.54</b>
<b>P.E.C.E.I. Total</b>						<b>\$86,206.61</b>
<b>GRAND TOTAL</b>						<b>\$277,776.86</b>

**ENGINEER'S OPINION OF PROBABLE COST  
SR 202 RAMP IMPROVEMENTS**

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 03/01/20 - 02/28/21	PROBABLE UNIT COST (10% INCREASE)	TOTAL
<b>I. EARTHWORK</b>						
110-1-1	CLEARING & GRUBBING	0.30	AC	\$71,304.96	\$78,435.46	\$23,530.64
160-4	TYPE B STABILIZATION	700	SY	\$10.42	\$11.46	\$8,023.40
					<b>SUBTOTAL I</b>	<b>\$31,554.04</b>
<b>II. ROADWAY</b>						
285-709	OPTIONAL BASE, BASE GROUP 9	700	SY	\$29.96	\$32.96	\$23,069.20
334-1-52	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B, PG76-22	60	TN	\$208.00	\$228.80	\$13,728.00
337-7-81	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-12.5, PG 76-22	60	TN	\$118.69	\$130.56	\$7,833.54
520-1-10	CONCRETE CURB & GUTTER, TYPE F	420	LF	\$39.18	\$43.10	\$18,101.16
570-1-2	PERFORMANCE TURF, SOD	600	SY	\$2.91	\$3.20	\$1,920.60
715-4-60	LIGHT POLE COMPLETE, RELOCATE	1	EA	\$3,180.79	\$3,498.87	\$3,498.87
					<b>SUBTOTAL II</b>	<b>\$68,151.37</b>
<b>III. SIGNING &amp; STRIPING</b>						
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	3	AS	\$333.46	\$366.81	\$1,100.42
711-11-124	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONALS AND CHEVRONS	20	LF	\$3.09	\$3.40	\$67.98
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.19	GM	\$4,043.02	\$4,447.32	\$842.30
					<b>SUBTOTAL III</b>	<b>\$2,010.69</b>
<b>IV. TOTALS</b>						
					<b>SUBTOTAL I+II+III</b>	<b>\$101,716.10</b>
					<b>MOBILIZATION (10%)</b>	<b>\$10,171.61</b>
					<b>TEMPORARY TRAFFIC CONTROL (15%)</b>	<b>\$16,783.16</b>
					<b>CONSTRUCTION TOTAL</b>	<b>\$128,670.87</b>
					<b>ENGINEERING (30%)</b>	<b>\$38,601.26</b>
					<b>CEI (15%)</b>	<b>\$19,300.63</b>
					<b>P.E.C.E.I. Total</b>	<b>\$57,901.89</b>
					<b>GRAND TOTAL</b>	<b>\$186,572.76</b>

**ENGINEER'S OPINION OF PROBABLE COST  
PUBLIX DRIVEWAY IMPROVEMENTS**

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 03/01/20 - 02/28/21	PROBABLE UNIT COST (10% INCREASE)	TOTAL
<b>I. EARTHWORK</b>						
110-1-1	CLEARING & GRUBBING	0.20	AC	\$71,304.96	\$78,435.46	\$15,687.09
<b>SUBTOTAL I</b>						<b>\$15,687.09</b>
<b>II. ROADWAY</b>						
570-1-2	PERFORMANCE TURF, SOD	1,000	SY	\$2.91	\$3.20	\$3,201.00
<b>SUBTOTAL II</b>						<b>\$3,201.00</b>
<b>III. SIGNING &amp; STRIPING</b>						
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1	AS	\$333.46	\$366.81	\$366.81
711-16-201	THERMOPLASTIC, STD-OTH, YELLOW, SOLID, 6"	0.15	GM	\$4,062.75	\$4,469.03	\$677.13
<b>SUBTOTAL III</b>						<b>\$1,043.93</b>
<b>IV. TOTALS</b>						
<b>SUBTOTAL I+II+III</b>						<b>\$19,932.02</b>
<b>MOBILIZATION (10%)</b>						<b>\$1,993.20</b>
<b>TEMPORARY TRAFFIC CONTROL (15%)</b>						<b>\$3,288.78</b>
<b>CONSTRUCTION TOTAL</b>						<b>\$25,214.01</b>
<b>ENGINEERING (30%)</b>						<b>\$7,564.20</b>
<b>CEI (15%)</b>						<b>\$3,782.10</b>
<b>P.E.C.E.I. Total</b>						<b>\$11,346.30</b>
<b>GRAND TOTAL</b>						<b>\$36,560.31</b>

**ENGINEER'S OPINION OF PROBABLE COST  
GLEN KERNAN IMPROVEMENTS**

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 03/01/20 - 02/28/21	PROBABLE UNIT COST (10% INCREASE)	TOTAL	
<b>I. EARTHWORK</b>							
110-1-1	CLEARING & GRUBBING	0.40	AC	\$71,304.96	\$78,435.46	\$31,374.18	
110-4	REMOVAL OF EXISTING CONCRETE	75.00	SY	\$32.99	\$36.29	\$2,721.68	
160-4	TYPE B STABILIZATION	2,000	SY	\$10.42	\$11.46	\$22,924.00	
						<b>SUBTOTAL I</b>	<b>\$57,019.86</b>
<b>II. ROADWAY</b>							
285-709	OPTIONAL BASE, BASE GROUP 9	1,800	SY	\$29.96	\$32.96	\$59,320.80	
334-1-52	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B, PG76-22	150	TN	\$208.00	\$228.80	\$34,320.00	
337-7-81	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-12.5, PG 76-22	150	TN	\$118.69	\$130.56	\$19,583.85	
520-1-10	CONCRETE CURB & GUTTER, TYPE F	600	LF	\$39.18	\$43.10	\$25,858.80	
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	200	SY	\$61.92	\$68.11	\$13,622.40	
527-2	DETECTABLE WARNINGS	40	SF	\$33.99	\$37.39	\$1,495.56	
570-1-2	PERFORMANCE TURF, SOD	500	SY	\$2.91	\$3.20	\$1,600.50	
						<b>SUBTOTAL II</b>	<b>\$155,801.91</b>
<b>III. SIGNING &amp; STRIPING</b>							
700-1-50	SINGLE POST SIGN, RELOCATE	3	AS	\$134.21	\$147.63	\$442.89	
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	10	EA	\$72.54	\$79.79	\$797.94	
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID,12"	350	LF	\$7.74	\$8.51	\$2,979.90	
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOLID,24"	230	LF	\$14.56	\$16.02	\$3,683.68	
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.30	GM	\$4,043.02	\$4,447.32	\$1,334.20	
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	0.11	GM	\$4,062.75	\$4,469.03	\$491.59	
						<b>SUBTOTAL III</b>	<b>\$9,730.20</b>
<b>IV. SIGNAL</b>							
630-2-11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	20	LF	\$6.39	\$7.03	\$140.58	
630-2-12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	150	LF	\$19.90	\$21.89	\$3,283.50	
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1	PI	\$7,270.25	\$7,997.28	\$7,997.28	
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	2	EA	\$736.03	\$809.63	\$1,619.27	
646-1-40	ALUMINUM SIGNALS POLE, RELOCATE	1	EA	\$1,160.23	\$1,276.25	\$1,276.25	
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	1	AS	\$981.95	\$1,080.15	\$1,080.15	
660-1-110	LOOP DETECTOR INDUCTIVE, F&I, TYPE 10	1	EA	\$393.72	\$433.09	\$433.09	
660-2-106	LOOP ASSEMBLY, F&I, (TYPE F)	1	AS	\$1,064.12	\$1,170.53	\$1,170.53	
670-5-400	TRAFFIC CONTROLLER ASSEMBLY, MODIFY	1	AS	\$2,255.73	\$2,481.30	\$2,481.30	
						<b>SUBTOTAL IV</b>	<b>\$19,481.95</b>
<b>V. TOTALS</b>							
						<b>SUBTOTAL I+II+III+IV</b>	<b>\$242,033.92</b>
						<b>MOBILIZATION (10%)</b>	<b>\$24,203.39</b>
						<b>TEMPORARY TRAFFIC CONTROL (15%)</b>	<b>\$39,935.60</b>
						<b>CONSTRUCTION TOTAL</b>	<b>\$306,172.90</b>
						<b>ENGINEERING (30%)</b>	<b>\$91,851.87</b>
						<b>CEI (15%)</b>	<b>\$45,925.94</b>
						<b>P.E.C.E.I. Total</b>	<b>\$137,777.81</b>
						<b>GRAND TOTAL</b>	<b>\$443,950.71</b>

**ENGINEER'S OPINION OF PROBABLE COST  
CHETS CREEK IMPROVEMENTS**

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 03/01/20 - 02/28/21	PROBABLE UNIT COST (10% INCREASE)	TOTAL
<b>I. EARTHWORK</b>						
110-1-1	CLEARING & GRUBBING	0.20	AC	\$71,304.96	\$78,435.46	\$15,687.09
110-4	REMOVAL OF EXISTING CONCRETE	300	SY	\$32.99	\$36.29	\$10,886.70
160-4	TYPE B STABILIZATION	850	SY	\$10.42	\$11.46	\$9,742.70
<b>SUBTOTAL I</b>						<b>\$36,316.49</b>
<b>II. ROADWAY</b>						
285-709	OPTIONAL BASE, BASE GROUP 9	725	SY	\$29.96	\$32.96	\$23,893.10
334-1-52	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B, PG76-22	70	TN	\$208.00	\$228.80	\$16,016.00
337-7-81	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-12.5, PG 76-22	70	TN	\$118.69	\$130.56	\$9,139.13
520-1-10	CONCRETE CURB & GUTTER, TYPE F	700	LF	\$39.18	\$43.10	\$30,168.60
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	200	SY	\$61.92	\$68.11	\$13,622.40
527-2	DETECTABLE WARNINGS	40	SF	\$33.99	\$37.39	\$1,495.56
570-1-2	PERFORMANCE TURF, SOD	200	SY	\$2.91	\$3.20	\$640.20
<b>SUBTOTAL II</b>						<b>\$94,974.99</b>
<b>III. SIGNING &amp; STRIPING</b>						
700-1-50	SINGLE POST SIGN, RELOCATE	2	AS	\$191.46	\$210.61	\$421.21
700-1-50	SINGLE POST SIGN, RELOCATE	3	AS	\$134.21	\$147.63	\$442.89
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	6	EA	\$72.54	\$79.79	\$478.76
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID,12"	400	LF	\$7.74	\$8.51	\$3,405.60
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOLID,24"	200	LF	\$14.56	\$16.02	\$3,203.20
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.10	GM	\$4,043.02	\$4,447.32	\$444.73
<b>SUBTOTAL III</b>						<b>\$8,396.40</b>
<b>IV. SIGNAL</b>						
646-1-40	ALUMINUM SIGNALS POLE, RELOCATE	2	EA	\$1,160.23	\$1,276.25	\$2,552.51
<b>SUBTOTAL IV</b>						<b>\$2,552.51</b>
<b>V. TOTALS</b>						
<b>SUBTOTAL I+II+III+IV</b>						<b>\$142,240.39</b>
<b>MOBILIZATION (10%)</b>						<b>\$14,224.04</b>
<b>TEMPORARY TRAFFIC CONTROL (15%)</b>						<b>\$23,469.66</b>
<b>CONSTRUCTION TOTAL</b>						<b>\$179,934.09</b>
<b>ENGINEERING (30%)</b>						<b>\$53,980.23</b>
<b>CEI (15%)</b>						<b>\$26,990.11</b>
<b>P.E.C.E.I. Total</b>						<b>\$80,970.34</b>
<b>GRAND TOTAL</b>						<b>\$260,904.43</b>

## **Appendix F:**

2019 Peak Hour Turning Movement Volumes

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

File Name : 1\_Hodges Blvd & JTB Interchange (SR 202)-Southern Ramps AM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Cars**

Start Time	Hodges Blvd Southbound					JTB On Ramp Westbound					Hodges Blvd Northbound					JTB Off Ramp Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	0	27	0	27	0	0	0	0	0	0	0	0	0	0	0	0	92	0	92	119
06:45 AM	0	0	42	0	42	0	0	0	0	0	0	0	0	0	0	0	0	147	0	147	189
Total	0	0	69	0	69	0	0	0	0	0	0	0	0	0	0	0	0	239	0	239	308
07:00 AM	0	0	52	0	52	0	0	0	0	0	0	0	0	0	0	0	0	185	0	185	237
07:15 AM	0	0	66	0	66	0	0	0	0	0	0	0	0	0	0	0	0	234	0	234	300
07:30 AM	0	0	69	0	69	0	0	0	0	0	0	0	0	0	0	0	0	315	0	315	384
07:45 AM	0	1	92	0	93	0	0	0	0	0	0	1	0	0	1	0	0	282	0	282	376
Total	0	1	279	0	280	0	0	0	0	0	0	1	0	0	1	0	0	1016	0	1016	1297
08:00 AM	0	0	69	0	69	0	0	0	0	0	0	0	0	0	0	0	1	261	0	262	331
08:15 AM	0	0	92	0	92	0	0	0	0	0	0	0	0	0	0	0	0	263	0	263	355
08:30 AM	0	0	84	0	84	0	0	0	0	0	0	0	0	0	0	0	1	191	0	192	276
08:45 AM	0	0	91	0	91	0	0	0	0	0	0	0	0	0	0	0	1	190	0	191	282
Total	0	0	336	0	336	0	0	0	0	0	0	0	0	0	0	0	3	905	0	908	1244
09:00 AM	0	0	84	0	84	0	0	0	0	0	0	0	0	0	0	0	0	124	0	124	208
09:15 AM	0	0	63	0	63	0	0	0	0	0	0	0	0	0	0	0	0	141	0	141	204
Grand Total	0	1	831	0	832	0	0	0	0	0	0	1	0	0	1	0	3	2425	0	2428	3261
Apprch %	0	0.1	99.9	0		0	0	0	0		0	100	0	0		0	0.1	99.9	0		
Total %	0	0	25.5	0	25.5	0	0	0	0	0	0	0	0	0	0	0	0.1	74.4	0	74.5	

Start Time	Hodges Blvd Southbound				App. Total	JTB On Ramp Westbound				App. Total	Hodges Blvd Northbound				App. Total	JTB Off Ramp Eastbound				App. Total	Int. Total
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	69		69	0	0	0	0	0	0	0	0	0	0	0	0	315		315	384
07:45 AM	0	1	92		93	0	0	0	0	0	0	1	0	1	0	0	0	282		282	376
08:00 AM	0	0	69		69	0	0	0	0	0	0	0	0	0	0	0	0	261		262	331
08:15 AM	0	0	92		92	0	0	0	0	0	0	0	0	0	0	0	0	263		263	355
Total Volume	0	1	322		323	0	0	0	0	0	0	1	0	1	0	0	1	1121		1122	1446
% App. Total	0	0.3	99.7			0	0	0	0		0	100	0		0	0.1	99.9				
PHF	.000	.250	.875		.868	.000	.000	.000	.000		.000	.250	.000	.250		.000	.250	.890		.890	.941

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

File Name : 1\_Hodges Blvd & JTB Interchange (SR 202)-Southern Ramps AM  
 Site Code :  
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**Groups Printed- Trucks**

Start Time	Hodges Blvd Southbound					JTB On Ramp Westbound					Hodges Blvd Northbound					JTB Off Ramp Eastbound					Int. Total				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total					
06:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	3	0	3
06:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	5	0	5
Total	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	8	0	8
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	5	0	5
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
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	8	0	8
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	14	0	14
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	0	0	12	0	12
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	10	0	10
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	8	0	8
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	9	0	0	9	0	9
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	38	0	39	0	0	39	0	39
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	6	0	6
09:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	5	0	5
Grand Total	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	1	71	0	72	0	0	72	0	72
Apprch %	0	0	100	0		0	0	0	0		0	0	0	0		0	1.4	98.6	0		0	0	98.6	0	
Total %	0	0	7.7	0	7.7	0	0	0	0	0	0	0	0	0	0	0	1.3	91	0	92.3	0	0	92.3	0	92.3

Start Time	Hodges Blvd Southbound					JTB On Ramp Westbound					Hodges Blvd Northbound					JTB Off Ramp Eastbound					Int. Total				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total					
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	8	0	8
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	0	0	12	0	12
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	10	0	10
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	8	0	8
Total Volume	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	38	0	38	0	0	38	0	38
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	100	0		0	0	100	0	
PHF	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.792	.000	.792	.000	.000	.792	.000	.792

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM



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File Name : 1\_Hodges Blvd & JTB Interchange (SR 202)-Southern Ramps AM  
 Site Code :  
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**Groups Printed- Combined**

Start Time	Hodges Blvd Southbound					JTB On Ramp Westbound					Hodges Blvd Northbound					JTB Off Ramp Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	0	29	0	29	0	0	0	0	0	0	0	0	0	0	0	0	95	0	95	124
06:45 AM	0	0	43	0	43	0	0	0	0	0	0	0	0	0	0	0	0	152	0	152	195
Total	0	0	72	0	72	0	0	0	0	0	0	0	0	0	0	0	0	247	0	247	319
07:00 AM	0	0	52	0	52	0	0	0	0	0	0	0	0	0	0	0	0	190	0	190	242
07:15 AM	0	0	66	0	66	0	0	0	0	0	0	0	0	0	0	0	0	234	0	234	300
07:30 AM	0	0	69	0	69	0	0	0	0	0	0	0	0	0	0	0	0	316	0	316	385
07:45 AM	0	1	93	0	94	0	0	0	0	0	0	1	0	0	1	0	0	290	0	290	385
Total	0	1	280	0	281	0	0	0	0	0	0	1	0	0	1	0	0	1030	0	1030	1312
08:00 AM	0	0	70	0	70	0	0	0	0	0	0	0	0	0	0	0	1	273	0	274	344
08:15 AM	0	0	92	0	92	0	0	0	0	0	0	0	0	0	0	0	0	273	0	273	365
08:30 AM	0	0	84	0	84	0	0	0	0	0	0	0	0	0	0	0	1	199	0	200	284
08:45 AM	0	0	91	0	91	0	0	0	0	0	0	0	0	0	0	0	2	198	0	200	291
Total	0	0	337	0	337	0	0	0	0	0	0	0	0	0	0	0	4	943	0	947	1284
09:00 AM	0	0	84	0	84	0	0	0	0	0	0	0	0	0	0	0	0	130	0	130	214
09:15 AM	0	0	64	0	64	0	0	0	0	0	0	0	0	0	0	0	0	146	0	146	210
Grand Total	0	1	837	0	838	0	0	0	0	0	0	1	0	0	1	0	4	2496	0	2500	3339
Apprch %	0	0.1	99.9	0		0	0	0	0		0	100	0	0		0	0.2	99.8	0		
Total %	0	0	25.1	0	25.1	0	0	0	0	0	0	0	0	0	0	0	0.1	74.8	0	74.9	

Start Time	Hodges Blvd Southbound				JTB On Ramp Westbound				Hodges Blvd Northbound				JTB Off Ramp Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	69	69	0	0	0	0	0	0	0	0	0	0	316	316	385
07:45 AM	0	1	93	94	0	0	0	0	0	1	0	1	0	0	290	290	385
08:00 AM	0	0	70	70	0	0	0	0	0	0	0	0	0	1	273	274	344
08:15 AM	0	0	92	92	0	0	0	0	0	0	0	0	0	0	273	273	365
Total Volume	0	1	324	325	0	0	0	0	0	1	0	1	0	1	1152	1153	1479
% App. Total	0	0.3	99.7		0	0	0		0	100	0		0	0.1	99.9		
PHF	.000	.250	.871	.864	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.911	.912	.960

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File Name : 1\_Hodges Blvd & JTB Interchange (SR 202)-Southern Ramps PM  
 Site Code :  
 Start Date : 9/15/2020  
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**Groups Printed- Cars**

Start Time	Hodges Blvd Southbound					JTB On Ramp Westbound					Hodges Blvd Northbound					JTB Off Ramp Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	1	72	0	73	0	0	0	0	0	0	1	0	0	1	0	0	197	0	197	271
02:45 PM	0	0	73	0	73	0	0	0	0	0	0	0	0	0	0	0	0	256	0	256	329
<b>Total</b>	<b>0</b>	<b>1</b>	<b>145</b>	<b>0</b>	<b>146</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>453</b>	<b>0</b>	<b>453</b>	<b>600</b>
03:00 PM	0	0	67	0	67	0	0	0	0	0	0	0	0	0	0	0	0	250	0	250	317
03:15 PM	0	0	52	0	52	0	0	0	0	0	0	0	0	0	0	0	1	268	0	269	321
03:30 PM	0	0	99	0	99	0	0	0	0	0	0	0	0	0	0	0	0	248	0	248	347
03:45 PM	0	0	91	0	91	0	0	0	0	0	0	0	0	0	0	0	0	253	0	253	344
<b>Total</b>	<b>0</b>	<b>0</b>	<b>309</b>	<b>0</b>	<b>309</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1019</b>	<b>0</b>	<b>1020</b>	<b>1329</b>
04:00 PM	0	0	61	0	61	0	0	0	0	0	0	0	0	0	0	0	0	297	0	297	358
04:15 PM	0	0	86	0	86	0	0	0	0	0	0	0	0	0	0	0	0	309	0	309	395
04:30 PM	0	0	67	0	67	0	0	0	0	0	0	0	0	0	0	0	0	274	0	274	341
04:45 PM	0	0	82	0	82	0	0	0	0	0	0	0	0	0	0	0	1	320	0	321	403
<b>Total</b>	<b>0</b>	<b>0</b>	<b>296</b>	<b>0</b>	<b>296</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1200</b>	<b>0</b>	<b>1201</b>	<b>1497</b>
05:00 PM	0	0	54	0	54	0	0	0	0	0	0	0	0	0	0	0	0	356	0	356	410
05:15 PM	0	0	75	0	75	0	0	0	0	0	0	0	0	0	0	0	0	390	0	390	465
05:30 PM	0	0	73	0	73	0	0	0	0	0	1	0	0	1	1	0	0	319	0	320	394
05:45 PM	0	0	77	0	77	0	0	0	0	0	0	0	0	0	0	2	2	281	0	283	360
<b>Total</b>	<b>0</b>	<b>0</b>	<b>279</b>	<b>0</b>	<b>279</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1346</b>	<b>0</b>	<b>1349</b>	<b>1629</b>
06:00 PM	0	0	59	0	59	0	0	0	0	0	0	0	0	0	0	0	1	223	0	224	283
06:15 PM	0	0	59	0	59	0	0	0	0	0	1	0	0	1	0	2	2	227	0	229	289
06:30 PM	0	0	51	0	51	0	0	0	0	0	0	1	0	1	0	0	0	224	0	224	276
06:45 PM	0	0	45	0	45	0	0	0	0	0	0	0	0	0	0	0	0	196	0	196	241
<b>Total</b>	<b>0</b>	<b>0</b>	<b>214</b>	<b>0</b>	<b>214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>870</b>	<b>0</b>	<b>873</b>	<b>1089</b>
07:00 PM	0	0	61	0	61	0	0	0	0	0	0	0	0	0	0	0	0	171	0	171	232
07:15 PM	0	0	36	0	36	0	0	0	0	0	0	0	0	0	0	0	0	166	0	166	202
<b>Grand Total</b>	<b>0</b>	<b>1</b>	<b>1340</b>	<b>0</b>	<b>1341</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>7</b>	<b>5225</b>	<b>0</b>	<b>5233</b>	<b>6578</b>
Apprch %	0	0.1	99.9	0		0	0	0	0		25	75	0	0		0	0.1	99.8	0		
Total %	0	0	20.4	0	20.4	0	0	0	0	0	0	0	0	0	0.1	0	0.1	79.4	0	79.6	

Start Time	Hodges Blvd Southbound					JTB On Ramp Westbound					Hodges Blvd Northbound					JTB Off Ramp Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	<b>82</b>	0	<b>82</b>	0	0	0	0	0	0	0	0	0	0	0	<b>1</b>	320	0	<b>321</b>	403
05:00 PM	0	0	54	0	54	0	0	0	0	0	0	0	0	0	0	0	0	356	0	356	410
05:15 PM	0	0	75	0	75	0	0	0	0	0	0	0	0	0	0	0	0	<b>390</b>	0	<b>390</b>	<b>465</b>
05:30 PM	0	0	73	0	73	0	0	0	0	0	1	0	0	1	1	0	0	319	0	320	394
Total Volume	0	0	284	0	284	0	0	0	0	0	0	1	0	1	1	1	1	1385	0	1387	1672
% App. Total	0	0	100	0		0	0	0	0		0	100	0		0.1	0.1	0.1	99.9	0		
PHF	.000	.000	.866	0	.866	.000	.000	.000	0	.000	.250	.000	.250	0	.250	.250	.250	.888	0	.889	.899

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 Site Code :  
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**Groups Printed- Trucks**

Start Time	Hodges Blvd Southbound					JTB On Ramp Westbound					Hodges Blvd Northbound					JTB Off Ramp Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
02:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	6
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	12
03:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	7
03:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
03:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
03:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	7
Total	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	17	0	17	22
04:00 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	11
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	47	0	47	60
Apprch %	0	0	100	0		0	0	0	0		0	0	0	0		0	0	100	0		
Total %	0	0	21.7	0	21.7	0	0	0	0	0	0	0	0	0	0	0	0	78.3	0	78.3	

Start Time	Hodges Blvd Southbound					JTB On Ramp Westbound					Hodges Blvd Northbound					JTB Off Ramp Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
02:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	6
03:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	7
03:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
Total Volume	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	24
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	100	0		
PHF	.000	.000	.500	.500		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.833	.833		.857

Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:30 PM

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

File Name : 1\_Hodges Blvd & JTB Interchange (SR 202)-Southern Ramps PM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Combined**

Start Time	Hodges Blvd Southbound					JTB On Ramp Westbound					Hodges Blvd Northbound					JTB Off Ramp Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	1	72	0	73	0	0	0	0	0	0	1	0	0	1	0	0	203	0	203	277
02:45 PM	0	0	75	0	75	0	0	0	0	0	0	0	0	0	0	0	0	260	0	260	335
<b>Total</b>	0	1	147	0	148	0	0	0	0	0	0	1	0	0	1	0	0	463	0	463	612
03:00 PM	0	0	68	0	68	0	0	0	0	0	0	0	0	0	0	0	0	256	0	256	324
03:15 PM	0	0	53	0	53	0	0	0	0	0	0	0	0	0	0	0	1	272	0	273	326
03:30 PM	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	250	0	250	350
03:45 PM	0	0	93	0	93	0	0	0	0	0	0	0	0	0	0	0	0	258	0	258	351
<b>Total</b>	0	0	314	0	314	0	0	0	0	0	0	0	0	0	0	0	1	1036	0	1037	1351
04:00 PM	0	0	64	0	64	0	0	0	0	0	0	0	0	0	0	0	0	300	0	300	364
04:15 PM	0	0	86	0	86	0	0	0	0	0	0	0	0	0	0	0	0	310	0	310	396
04:30 PM	0	0	68	0	68	0	0	0	0	0	0	0	0	0	0	0	0	274	0	274	342
04:45 PM	0	0	82	0	82	0	0	0	0	0	0	0	0	0	0	0	1	322	0	323	405
<b>Total</b>	0	0	300	0	300	0	0	0	0	0	0	0	0	0	0	0	1	1206	0	1207	1507
05:00 PM	0	0	54	0	54	0	0	0	0	0	0	0	0	0	0	0	0	360	0	360	414
05:15 PM	0	0	75	0	75	0	0	0	0	0	0	0	0	0	0	0	0	391	0	391	466
05:30 PM	0	0	74	0	74	0	0	0	0	0	0	1	0	0	1	1	0	320	0	321	396
05:45 PM	0	0	77	0	77	0	0	0	0	0	0	0	0	0	0	0	2	285	0	287	364
<b>Total</b>	0	0	280	0	280	0	0	0	0	0	0	1	0	0	1	1	2	1356	0	1359	1640
06:00 PM	0	0	59	0	59	0	0	0	0	0	0	0	0	0	0	0	1	223	0	224	283
06:15 PM	0	0	60	0	60	0	0	0	0	0	1	0	0	0	1	0	2	228	0	230	291
06:30 PM	0	0	51	0	51	0	0	0	0	0	0	1	0	0	1	0	0	226	0	226	278
06:45 PM	0	0	45	0	45	0	0	0	0	0	0	0	0	0	0	0	0	197	0	197	242
<b>Total</b>	0	0	215	0	215	0	0	0	0	0	1	1	0	0	2	0	3	874	0	877	1094
07:00 PM	0	0	61	0	61	0	0	0	0	0	0	0	0	0	0	0	0	171	0	171	232
07:15 PM	0	0	36	0	36	0	0	0	0	0	0	0	0	0	0	0	0	166	0	166	202
<b>Grand Total</b>	0	1	1353	0	1354	0	0	0	0	0	1	3	0	0	4	1	7	5272	0	5280	6638
Apprch %	0	0.1	99.9	0		0	0	0	0		25	75	0	0		0	0.1	99.8	0		
Total %	0	0	20.4	0	20.4	0	0	0	0	0	0	0	0	0	0.1	0	0.1	79.4	0	79.5	

Start Time	Hodges Blvd Southbound					JTB On Ramp Westbound					Hodges Blvd Northbound					JTB Off Ramp Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	82	0	82	0	0	0	0	0	0	0	0	0	0	0	1	322	0	323	405
05:00 PM	0	0	54	0	54	0	0	0	0	0	0	0	0	0	0	0	0	360	0	360	414
05:15 PM	0	0	75	0	75	0	0	0	0	0	0	0	0	0	0	0	0	391	0	391	466
05:30 PM	0	0	74	0	74	0	0	0	0	0	0	1	0	0	1	1	0	320	0	321	396
<b>Total Volume</b>	0	0	285	0	285	0	0	0	0	0	0	1	0	0	1	1	1	1393	0	1395	1681
% App. Total	0	0	100	0		0	0	0	0		0	100	0	0		0.1	0.1	99.9	0		
PHF	.000	.000	.869		.869	.000	.000	.000		.000	.000	.250	.000		.250	.250	.250	.891		.892	.902

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

File Name : 2\_Hodges Blvd & JTB Interchange (SR 202)-Northern Ramps AM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Cars**

Start Time	Hodges Blvd Southbound					JTB Off Ramp Westbound					Hodges Blvd Northbound					JTB On Ramp Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	215	29	0	0	244	18	0	0	0	18	0	91	0	0	91	0	0	0	0	0	353
06:45 AM	212	44	0	0	256	25	0	0	0	25	0	147	0	0	147	0	0	0	0	0	428
Total	427	73	0	0	500	43	0	0	0	43	0	238	0	0	238	0	0	0	0	0	781
07:00 AM	230	53	0	0	283	26	0	0	0	26	0	186	1	0	187	0	0	0	0	0	496
07:15 AM	310	66	0	0	376	65	0	0	0	65	0	214	0	0	214	0	0	0	0	0	655
07:30 AM	349	75	0	0	424	89	0	0	0	89	0	315	0	0	315	0	0	0	0	0	828
07:45 AM	293	88	0	0	381	77	0	0	0	77	0	287	1	0	288	0	0	0	0	0	746
Total	1182	282	0	0	1464	257	0	0	0	257	0	1002	2	0	1004	0	0	0	0	0	2725
08:00 AM	323	76	0	0	399	57	0	0	0	57	0	265	0	0	265	0	0	0	0	0	721
08:15 AM	281	88	0	0	369	61	0	0	0	61	0	266	0	0	266	0	0	0	0	0	696
08:30 AM	270	79	0	0	349	79	0	1	0	80	0	189	1	0	190	0	0	0	0	0	619
08:45 AM	252	103	0	0	355	71	0	0	0	71	0	175	1	0	176	0	0	0	0	0	602
Total	1126	346	0	0	1472	268	0	1	0	269	0	895	2	0	897	0	0	0	0	0	2638
09:00 AM	196	72	0	0	268	78	0	1	0	79	0	126	0	0	126	0	0	0	0	0	473
09:15 AM	176	66	0	0	242	71	0	0	0	71	0	147	2	0	149	0	0	0	0	0	462
Grand Total	3107	839	0	0	3946	717	0	2	0	719	0	2408	6	0	2414	0	0	0	0	0	7079
Apprch %	78.7	21.3	0	0		99.7	0	0.3	0		0	99.8	0.2	0		0	0	0	0	0	
Total %	43.9	11.9	0	0	55.7	10.1	0	0	0	10.2	0	34	0.1	0	34.1	0	0	0	0	0	

Start Time	Hodges Blvd Southbound				JTB Off Ramp Westbound				Hodges Blvd Northbound				JTB On Ramp Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	349	75	0	424	89	0	0	89	0	315	0	315	0	0	0	828	
07:45 AM	293	88	0	381	77	0	0	77	0	287	1	288	0	0	0	746	
08:00 AM	323	76	0	399	57	0	0	57	0	265	0	265	0	0	0	721	
08:15 AM	281	88	0	369	61	0	0	61	0	266	0	266	0	0	0	696	
Total Volume	1246	327	0	1573	284	0	0	284	0	1133	1	1134	0	0	0	2991	
% App. Total	79.2	20.8	0		100	0	0		0	99.9	0.1		0	0	0		
PHF	.893	.929	.000	.927	.798	.000	.000	.798	.000	.899	.250	.900	.000	.000	.000	.903	

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

File Name : 2\_Hodges Blvd & JTB Interchange (SR 202)-Northern Ramps AM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Trucks**

Start Time	Hodges Blvd Southbound					JTB Off Ramp Westbound					Hodges Blvd Northbound					JTB On Ramp Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	4	2	0	0	6	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	10
06:45 AM	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total	6	3	0	0	9	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	17
07:00 AM	4	0	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
07:30 AM	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	1	1	0	0	2	3	0	0	0	3	0	9	0	0	9	0	0	0	0	0	14
Total	6	1	0	0	7	5	0	0	0	5	0	16	0	0	16	0	0	0	0	0	28
08:00 AM	2	1	0	0	3	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	15
08:15 AM	5	0	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
08:30 AM	3	0	0	0	3	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	12
08:45 AM	3	0	0	0	3	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	11
Total	13	1	0	0	14	2	0	0	0	2	0	34	0	0	34	0	0	0	0	0	50
09:00 AM	8	0	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
09:15 AM	2	1	0	0	3	3	0	0	0	3	0	5	0	0	5	0	0	0	0	0	11
Grand Total	35	6	0	0	41	11	0	0	0	11	0	69	0	0	69	0	0	0	0	0	121
Apprch %	85.4	14.6	0	0		100	0	0	0		0	100	0	0		0	0	0	0	0	
Total %	28.9	5	0	0	33.9	9.1	0	0	0	9.1	0	57	0	0	57	0	0	0	0	0	

Start Time	Hodges Blvd Southbound				JTB Off Ramp Westbound				Hodges Blvd Northbound				JTB On Ramp Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:45 AM	1	1	0	2	3	0	0	3	0	9	0	9	0	0	0	0	14
08:00 AM	2	1	0	3	0	0	0	0	0	12	0	12	0	0	0	0	15
08:15 AM	5	0	0	5	0	0	0	0	0	7	0	7	0	0	0	0	12
08:30 AM	3	0	0	3	1	0	0	1	0	8	0	8	0	0	0	0	12
Total Volume	11	2	0	13	4	0	0	4	0	36	0	36	0	0	0	0	53
% App. Total	84.6	15.4	0		100	0	0		0	100	0		0	0	0		
PHF	.550	.500	.000	.650	.333	.000	.000	.333	.000	.750	.000	.750	.000	.000	.000	.000	.883

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM







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

File Name : 2\_Hodges Blvd & JTB Interchange (SR 202)-Northern Ramps PM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Trucks**

Start Time	Hodges Blvd Southbound					JTB Off Ramp Westbound					Hodges Blvd Northbound					JTB On Ramp Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	9	0	0	0	9	2	0	0	0	2	0	7	0	0	7	0	0	0	0	0	18
02:45 PM	6	2	0	0	8	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	13
<b>Total</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
03:00 PM	8	1	0	0	9	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	16
03:15 PM	2	1	0	0	3	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	9
03:30 PM	5	1	0	0	6	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	9
03:45 PM	6	2	0	0	8	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	13
<b>Total</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>
04:00 PM	4	3	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
04:15 PM	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
04:30 PM	2	1	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	5	0	0	0	5	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	8
<b>Total</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
05:00 PM	3	0	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	7
05:15 PM	11	0	0	0	11	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	14
05:30 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
05:45 PM	2	0	0	0	2	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	7
<b>Total</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
06:00 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
06:30 PM	2	0	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
06:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
07:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Grand Total</b>	<b>82</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>43</b>	<b>3</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>155</b>
Apprch %	86.3	13.7	0	0		100	0	0	0		0	93.5	6.5	0		0	0	0	0		
Total %	52.9	8.4	0	0	61.3	9	0	0	0	9	0	27.7	1.9	0	29.7	0	0	0	0	0	

Start Time	Hodges Blvd Southbound					JTB Off Ramp Westbound					Hodges Blvd Northbound					JTB On Ramp Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	9	0	0	0	9	2	0	0	0	2	0	7	0	0	7	0	0	0	0	0	18
02:45 PM	6	2	0	0	8	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	13
03:00 PM	8	1	0	0	9	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	16
03:15 PM	2	1	0	0	3	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	9
<b>Total Volume</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>
% App. Total	86.2	13.8	0	0		100	0	0	0		0	90	10	0		0	0	0	0		
PHF	.694	.500	.000	.000	.806	.583	.000	.000	.000	.583	.000	.643	.250	.000	.714	.000	.000	.000	.000	.000	.778

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

File Name : 2\_Hodges Blvd & JTB Interchange (SR 202)-Northern Ramps PM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Combined**

Start Time	Hodges Blvd Southbound					JTB Off Ramp Westbound					Hodges Blvd Northbound					JTB On Ramp Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	219	75	0	0	294	97	0	0	0	97	0	217	4	0	221	0	0	0	0	0	612
02:45 PM	220	70	0	0	290	99	0	0	0	99	0	256	2	0	258	0	0	0	0	0	647
<b>Total</b>	<b>439</b>	<b>145</b>	<b>0</b>	<b>0</b>	<b>584</b>	<b>196</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>196</b>	<b>0</b>	<b>473</b>	<b>6</b>	<b>0</b>	<b>479</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1259</b>
03:00 PM	232	65	0	0	297	88	0	1	0	89	0	236	4	0	240	0	0	0	0	0	626
03:15 PM	191	62	0	0	253	124	0	1	0	125	0	266	3	0	269	0	0	0	0	0	647
03:30 PM	253	105	0	0	358	87	0	0	0	87	0	243	1	0	244	0	0	0	0	0	689
03:45 PM	203	78	0	0	281	95	0	0	0	95	0	276	1	0	277	0	0	0	0	0	653
<b>Total</b>	<b>879</b>	<b>310</b>	<b>0</b>	<b>0</b>	<b>1189</b>	<b>394</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>396</b>	<b>0</b>	<b>1021</b>	<b>9</b>	<b>0</b>	<b>1030</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2615</b>
04:00 PM	243	67	0	0	310	100	0	0	0	100	0	293	2	0	295	0	0	0	0	0	705
04:15 PM	225	81	0	0	306	114	0	1	0	115	0	310	2	0	312	0	0	0	0	0	733
04:30 PM	248	75	0	0	323	104	0	0	0	104	0	260	1	0	261	0	0	0	0	0	688
04:45 PM	246	76	0	0	322	100	0	1	0	101	0	330	0	0	330	0	0	0	0	0	753
<b>Total</b>	<b>962</b>	<b>299</b>	<b>0</b>	<b>0</b>	<b>1261</b>	<b>418</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>420</b>	<b>0</b>	<b>1193</b>	<b>5</b>	<b>0</b>	<b>1198</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2879</b>
05:00 PM	325	58	0	0	383	137	0	0	0	137	0	344	3	0	347	0	0	0	0	0	867
05:15 PM	307	72	0	0	379	170	0	1	0	171	0	377	2	0	379	0	0	0	0	0	929
05:30 PM	285	81	0	0	366	124	0	1	0	125	0	316	3	0	319	0	0	0	0	0	810
05:45 PM	221	70	0	0	291	103	0	1	0	104	0	277	3	0	280	0	0	0	0	0	675
<b>Total</b>	<b>1138</b>	<b>281</b>	<b>0</b>	<b>0</b>	<b>1419</b>	<b>534</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>537</b>	<b>0</b>	<b>1314</b>	<b>11</b>	<b>0</b>	<b>1325</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3281</b>
06:00 PM	215	59	0	0	274	78	1	1	0	80	0	219	5	0	224	0	0	0	0	0	578
06:15 PM	233	59	0	0	292	76	0	0	0	76	0	218	0	0	218	0	0	0	0	0	586
06:30 PM	168	49	0	0	217	82	0	0	0	82	0	233	1	0	234	0	0	0	0	0	533
06:45 PM	146	45	0	0	191	48	0	0	0	48	0	196	1	0	197	0	0	0	0	0	436
<b>Total</b>	<b>762</b>	<b>212</b>	<b>0</b>	<b>0</b>	<b>974</b>	<b>284</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>286</b>	<b>0</b>	<b>866</b>	<b>7</b>	<b>0</b>	<b>873</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2133</b>
07:00 PM	169	57	0	0	226	66	0	1	0	67	0	173	2	0	175	0	0	0	0	0	468
07:15 PM	170	38	0	0	208	65	0	0	0	65	0	159	2	0	161	0	0	0	0	0	434
<b>Grand Total</b>	<b>4519</b>	<b>1342</b>	<b>0</b>	<b>0</b>	<b>5861</b>	<b>1957</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>1967</b>	<b>0</b>	<b>5199</b>	<b>42</b>	<b>0</b>	<b>5241</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13069</b>
Apprch %	77.1	22.9	0	0		99.5	0.1	0.5	0		0	99.2	0.8	0		0	0	0	0	0	
Total %	34.6	10.3	0	0	44.8	15	0	0.1	0	15.1	0	39.8	0.3	0	40.1	0	0	0	0	0	

Start Time	Hodges Blvd Southbound				JTB Off Ramp Westbound				Hodges Blvd Northbound				JTB On Ramp Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	246	76	0	322	100	0	1	101	0	330	0	330	0	0	0	0	753
05:00 PM	325	58	0	383	137	0	0	137	0	344	3	347	0	0	0	0	867
05:15 PM	307	72	0	379	170	0	1	171	0	377	2	379	0	0	0	0	929
05:30 PM	285	81	0	366	124	0	1	125	0	316	3	319	0	0	0	0	810
Total Volume	1163	287	0	1450	531	0	3	534	0	1367	8	1375	0	0	0	0	3359
% App. Total	80.2	19.8	0		99.4	0	0.6		0	99.4	0.6		0	0	0		
PHF	.895	.886	.000	.946	.781	.000	.750	.781	.000	.906	.667	.907	.000	.000	.000	.000	.904

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

File Name : 3\_Hodges Blvd & Glen Kernan Parkway\_Sutton Park Drive S AM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Cars**

Start Time	Hodges Blvd Southbound					Sutton Park Dr S Westbound					Hodges Blvd Northbound					Glen Kernan Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	3	183	14	0	200	7	0	17	0	24	11	79	3	0	93	19	2	6	0	27	344
06:45 AM	4	182	12	0	198	10	2	26	0	38	17	130	8	0	155	33	2	7	0	42	433
<b>Total</b>	<b>7</b>	<b>365</b>	<b>26</b>	<b>0</b>	<b>398</b>	<b>17</b>	<b>2</b>	<b>43</b>	<b>0</b>	<b>62</b>	<b>28</b>	<b>209</b>	<b>11</b>	<b>0</b>	<b>248</b>	<b>52</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>69</b>	<b>777</b>
07:00 AM	4	232	14	0	250	5	1	30	0	36	33	122	12	0	167	38	5	16	0	59	512
07:15 AM	1	253	13	0	267	9	2	59	0	70	44	195	16	0	255	33	2	18	0	53	645
07:30 AM	8	336	21	1	366	13	2	34	0	49	71	259	15	0	345	51	10	35	0	96	856
07:45 AM	15	269	22	1	307	12	1	60	0	73	109	192	33	0	334	27	9	20	0	56	770
<b>Total</b>	<b>28</b>	<b>1090</b>	<b>70</b>	<b>2</b>	<b>1190</b>	<b>39</b>	<b>6</b>	<b>183</b>	<b>0</b>	<b>228</b>	<b>257</b>	<b>768</b>	<b>76</b>	<b>0</b>	<b>1101</b>	<b>149</b>	<b>26</b>	<b>89</b>	<b>0</b>	<b>264</b>	<b>2783</b>
08:00 AM	12	300	31	0	343	12	2	51	0	65	96	198	23	0	317	28	9	16	0	53	778
08:15 AM	10	258	31	1	300	19	8	75	1	103	81	198	23	0	302	35	6	16	0	57	762
08:30 AM	14	239	26	2	281	17	10	63	0	90	42	176	19	0	237	31	6	20	0	57	665
08:45 AM	14	284	36	0	334	18	1	40	0	59	36	171	23	0	230	33	5	18	0	56	679
<b>Total</b>	<b>50</b>	<b>1081</b>	<b>124</b>	<b>3</b>	<b>1258</b>	<b>66</b>	<b>21</b>	<b>229</b>	<b>1</b>	<b>317</b>	<b>255</b>	<b>743</b>	<b>88</b>	<b>0</b>	<b>1086</b>	<b>127</b>	<b>26</b>	<b>70</b>	<b>0</b>	<b>223</b>	<b>2884</b>
09:00 AM	8	182	30	1	221	20	2	43	0	65	30	126	27	0	183	25	5	10	0	40	509
09:15 AM	7	166	21	0	194	7	2	38	0	47	26	135	24	0	185	20	2	10	0	32	458
<b>Grand Total</b>	<b>100</b>	<b>2884</b>	<b>271</b>	<b>6</b>	<b>3261</b>	<b>149</b>	<b>33</b>	<b>536</b>	<b>1</b>	<b>719</b>	<b>596</b>	<b>1981</b>	<b>226</b>	<b>0</b>	<b>2803</b>	<b>373</b>	<b>63</b>	<b>192</b>	<b>0</b>	<b>628</b>	<b>7411</b>
Apprch %	3.1	88.4	8.3	0.2		20.7	4.6	74.5	0.1		21.3	70.7	8.1	0		59.4	10	30.6	0		
Total %	1.3	38.9	3.7	0.1	44	2	0.4	7.2	0	9.7	8	26.7	3	0	37.8	5	0.9	2.6	0	8.5	

Start Time	Hodges Blvd Southbound					Sutton Park Dr S Westbound					Hodges Blvd Northbound					Glen Kernan Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	8	<b>336</b>	21		<b>365</b>	13	2	34		49	71	<b>259</b>	15		<b>345</b>	<b>51</b>	<b>10</b>	<b>35</b>		<b>96</b>	<b>855</b>
07:45 AM	<b>15</b>	269	22		306	12	1	60		73	<b>109</b>	192	<b>33</b>		334	27	9	20		56	769
08:00 AM	12	300	<b>31</b>		343	12	2	51		65	96	198	23		317	28	9	16		53	778
08:15 AM	10	258	31		299	<b>19</b>	<b>8</b>	<b>75</b>		<b>102</b>	81	198	23		302	35	6	16		57	760
Total Volume	45	1163	105		1313	56	13	220		289	357	847	94		1298	141	34	87		262	3162
% App. Total	3.4	88.6	8			19.4	4.5	76.1			27.5	65.3	7.2			53.8	13	33.2			
PHF	.750	.865	.847		.899	.737	.406	.733		.708	.819	.818	.712		.941	.691	.850	.621		.682	.925

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

File Name : 3\_Hodges Blvd & Glen Kernan Parkway\_Sutton Park Drive S AM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Trucks**

Start Time	Hodges Blvd Southbound					Sutton Park Dr S Westbound					Hodges Blvd Northbound					Glen Kernan Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	11
06:45 AM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
<b>Total</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>16</b>
07:00 AM	0	4	0	0	4	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	9
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	4
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
07:45 AM	0	1	0	0	1	0	0	1	0	1	1	7	1	0	9	0	0	0	0	0	11
<b>Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
08:00 AM	1	1	2	0	4	0	0	2	0	2	3	6	2	0	11	0	0	0	0	0	17
08:15 AM	0	4	2	0	6	0	0	3	0	3	0	6	2	0	8	0	0	0	0	0	17
08:30 AM	1	2	1	0	4	1	0	1	0	2	1	6	3	0	10	0	0	0	0	0	16
08:45 AM	0	3	0	0	3	1	0	0	0	1	0	11	1	0	12	0	0	1	0	1	17
<b>Total</b>	<b>2</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>67</b>
09:00 AM	1	5	2	0	8	0	0	2	0	2	1	5	0	0	6	1	0	0	0	1	17
09:15 AM	0	2	1	0	3	3	0	0	0	3	0	5	0	0	5	1	0	1	0	2	13
<b>Grand Total</b>	<b>4</b>	<b>29</b>	<b>9</b>	<b>0</b>	<b>42</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>16</b>	<b>6</b>	<b>61</b>	<b>10</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>141</b>
Apprch %	9.5	69	21.4	0		37.5	0	62.5	0		7.8	79.2	13	0		66.7	0	33.3	0		
<b>Total %</b>	<b>2.8</b>	<b>20.6</b>	<b>6.4</b>	<b>0</b>	<b>29.8</b>	<b>4.3</b>	<b>0</b>	<b>7.1</b>	<b>0</b>	<b>11.3</b>	<b>4.3</b>	<b>43.3</b>	<b>7.1</b>	<b>0</b>	<b>54.6</b>	<b>2.8</b>	<b>0</b>	<b>1.4</b>	<b>0</b>	<b>4.3</b>	

Start Time	Hodges Blvd Southbound				Sutton Park Dr S Westbound				Hodges Blvd Northbound				Glen Kernan Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	1	2	4	0	0	2	2	3	6	2	11	0	0	0	0	17
08:15 AM	0	4	2	6	0	0	3	3	0	6	2	8	0	0	0	0	17
08:30 AM	1	2	1	4	1	0	1	2	1	6	3	10	0	0	0	0	16
08:45 AM	0	3	0	3	1	0	0	1	0	11	1	12	0	0	1	1	17
<b>Total Volume</b>	<b>2</b>	<b>10</b>	<b>5</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>29</b>	<b>8</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>67</b>
% App. Total	11.8	58.8	29.4		25	0	75		9.8	70.7	19.5		0	0	100		
PHF	.500	.625	.625	.708	.500	.000	.500	.667	.333	.659	.667	.854	.000	.000	.250	.250	.985

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

File Name : 3\_Hodges Blvd & Glen Kernan Parkway\_Sutton Park Drive S AM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Combined**

Start Time	Hodges Blvd Southbound					Sutton Park Dr S Westbound					Hodges Blvd Northbound					Glen Kernan Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	4	187	14	0	205	7	0	17	0	24	11	83	3	0	97	21	2	6	0	29	355
06:45 AM	4	184	13	0	201	10	2	26	0	38	17	132	8	0	157	33	2	7	0	42	438
<b>Total</b>	<b>8</b>	<b>371</b>	<b>27</b>	<b>0</b>	<b>406</b>	<b>17</b>	<b>2</b>	<b>43</b>	<b>0</b>	<b>62</b>	<b>28</b>	<b>215</b>	<b>11</b>	<b>0</b>	<b>254</b>	<b>54</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>71</b>	<b>793</b>
07:00 AM	4	236	14	0	254	5	1	31	0	37	33	126	12	0	171	38	5	16	0	59	521
07:15 AM	1	253	13	0	267	10	2	59	0	71	44	198	16	0	258	33	2	18	0	53	649
07:30 AM	8	337	21	1	367	13	2	34	0	49	71	261	16	0	348	51	10	35	0	96	860
07:45 AM	15	270	22	1	308	12	1	61	0	74	110	199	34	0	343	27	9	20	0	56	781
<b>Total</b>	<b>28</b>	<b>1096</b>	<b>70</b>	<b>2</b>	<b>1196</b>	<b>40</b>	<b>6</b>	<b>185</b>	<b>0</b>	<b>231</b>	<b>258</b>	<b>784</b>	<b>78</b>	<b>0</b>	<b>1120</b>	<b>149</b>	<b>26</b>	<b>89</b>	<b>0</b>	<b>264</b>	<b>2811</b>
08:00 AM	13	301	33	0	347	12	2	53	0	67	99	204	25	0	328	28	9	16	0	53	795
08:15 AM	10	262	33	1	306	19	8	78	1	106	81	204	25	0	310	35	6	16	0	57	779
08:30 AM	15	241	27	2	285	18	10	64	0	92	43	182	22	0	247	31	6	20	0	57	681
08:45 AM	14	287	36	0	337	19	1	40	0	60	36	182	24	0	242	33	5	19	0	57	696
<b>Total</b>	<b>52</b>	<b>1091</b>	<b>129</b>	<b>3</b>	<b>1275</b>	<b>68</b>	<b>21</b>	<b>235</b>	<b>1</b>	<b>325</b>	<b>259</b>	<b>772</b>	<b>96</b>	<b>0</b>	<b>1127</b>	<b>127</b>	<b>26</b>	<b>71</b>	<b>0</b>	<b>224</b>	<b>2951</b>
09:00 AM	9	187	32	1	229	20	2	45	0	67	31	131	27	0	189	26	5	10	0	41	526
09:15 AM	7	168	22	0	197	10	2	38	0	50	26	140	24	0	190	21	2	11	0	34	471
<b>Grand Total</b>	<b>104</b>	<b>2913</b>	<b>280</b>	<b>6</b>	<b>3303</b>	<b>155</b>	<b>33</b>	<b>546</b>	<b>1</b>	<b>735</b>	<b>602</b>	<b>2042</b>	<b>236</b>	<b>0</b>	<b>2880</b>	<b>377</b>	<b>63</b>	<b>194</b>	<b>0</b>	<b>634</b>	<b>7552</b>
Apprch %	3.1	88.2	8.5	0.2		21.1	4.5	74.3	0.1		20.9	70.9	8.2	0		59.5	9.9	30.6	0		
Total %	1.4	38.6	3.7	0.1	43.7	2.1	0.4	7.2	0	9.7	8	27	3.1	0	38.1	5	0.8	2.6	0	8.4	

Start Time	Hodges Blvd Southbound				Sutton Park Dr S Westbound				Hodges Blvd Northbound				Glen Kernan Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	<b>337</b>	21	<b>366</b>	13	2	34	49	71	<b>261</b>	16	<b>348</b>	<b>51</b>	<b>10</b>	<b>35</b>	<b>96</b>	<b>859</b>
07:45 AM	<b>15</b>	270	22	307	12	1	61	74	<b>110</b>	199	<b>34</b>	343	27	9	20	56	780
08:00 AM	13	301	<b>33</b>	347	12	2	53	67	99	204	25	328	28	9	16	53	795
08:15 AM	10	262	33	305	<b>19</b>	<b>8</b>	<b>78</b>	<b>105</b>	81	204	25	310	35	6	16	57	777
Total Volume	46	1170	109	1325	56	13	226	295	361	868	100	1329	141	34	87	262	3211
% App. Total	3.5	88.3	8.2		19	4.4	76.6		27.2	65.3	7.5		53.8	13	33.2		
PHF	.767	.868	.826	.905	.737	.406	.724	.702	.820	.831	.735	.955	.691	.850	.621	.682	.935

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

File Name : 3\_Hodges Blvd & Glen Kernan Parkway\_Sutton Park Drive S PM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Cars**

Start Time	Hodges Blvd Southbound					Sutton Park Dr S Westbound					Hodges Blvd Northbound					Glen Kernan Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	15	193	53	0	261	29	3	39	0	71	53	217	28	0	298	32	3	23	0	58	688
02:45 PM	19	184	28	0	231	33	9	55	0	97	36	283	25	0	344	25	11	15	0	51	723
<b>Total</b>	<b>34</b>	<b>377</b>	<b>81</b>	<b>0</b>	<b>492</b>	<b>62</b>	<b>12</b>	<b>94</b>	<b>0</b>	<b>168</b>	<b>89</b>	<b>500</b>	<b>53</b>	<b>0</b>	<b>642</b>	<b>57</b>	<b>14</b>	<b>38</b>	<b>0</b>	<b>109</b>	<b>1411</b>
03:00 PM	17	183	36	1	237	31	14	76	0	121	42	221	23	0	286	20	10	22	0	52	696
03:15 PM	24	212	36	0	272	20	6	37	0	63	40	269	34	0	343	19	5	14	0	38	716
03:30 PM	20	256	41	0	317	23	7	50	0	80	39	250	39	0	328	26	6	18	0	50	775
03:45 PM	23	201	38	0	262	26	6	45	1	78	35	270	31	0	336	20	3	16	0	39	715
<b>Total</b>	<b>84</b>	<b>852</b>	<b>151</b>	<b>1</b>	<b>1088</b>	<b>100</b>	<b>33</b>	<b>208</b>	<b>1</b>	<b>342</b>	<b>156</b>	<b>1010</b>	<b>127</b>	<b>0</b>	<b>1293</b>	<b>85</b>	<b>24</b>	<b>70</b>	<b>0</b>	<b>179</b>	<b>2902</b>
04:00 PM	19	210	27	0	256	24	5	53	0	82	37	269	35	0	341	25	8	17	0	50	729
04:15 PM	17	192	38	2	249	29	4	51	0	84	38	350	38	0	426	27	5	11	0	43	802
04:30 PM	20	240	32	2	294	24	6	54	0	84	40	253	26	0	319	17	5	19	0	41	738
04:45 PM	16	216	45	0	277	25	7	62	0	94	40	280	27	0	347	23	6	21	0	50	768
<b>Total</b>	<b>72</b>	<b>858</b>	<b>142</b>	<b>4</b>	<b>1076</b>	<b>102</b>	<b>22</b>	<b>220</b>	<b>0</b>	<b>344</b>	<b>155</b>	<b>1152</b>	<b>126</b>	<b>0</b>	<b>1433</b>	<b>92</b>	<b>24</b>	<b>68</b>	<b>0</b>	<b>184</b>	<b>3037</b>
05:00 PM	17	174	42	0	233	26	13	112	0	151	57	362	32	0	451	45	9	27	0	81	916
05:15 PM	15	300	43	0	358	32	12	74	0	118	64	410	35	0	509	15	2	20	0	37	1022
05:30 PM	16	244	44	0	304	22	13	63	0	98	40	339	39	0	418	24	10	13	0	47	867
05:45 PM	22	202	28	1	253	28	3	58	0	89	54	294	32	0	380	18	9	21	0	48	770
<b>Total</b>	<b>70</b>	<b>920</b>	<b>157</b>	<b>1</b>	<b>1148</b>	<b>108</b>	<b>41</b>	<b>307</b>	<b>0</b>	<b>456</b>	<b>215</b>	<b>1405</b>	<b>138</b>	<b>0</b>	<b>1758</b>	<b>102</b>	<b>30</b>	<b>81</b>	<b>0</b>	<b>213</b>	<b>3575</b>
06:00 PM	19	171	24	0	214	26	4	47	0	77	22	232	34	0	288	25	3	17	0	45	624
06:15 PM	14	227	23	4	268	26	9	34	1	70	30	238	30	0	298	32	9	18	0	59	695
06:30 PM	22	171	26	0	219	33	6	29	0	68	24	242	25	0	291	28	2	16	0	46	624
06:45 PM	13	144	19	1	177	24	5	28	0	57	20	211	29	0	260	10	6	18	0	34	528
<b>Total</b>	<b>68</b>	<b>713</b>	<b>92</b>	<b>5</b>	<b>878</b>	<b>109</b>	<b>24</b>	<b>138</b>	<b>1</b>	<b>272</b>	<b>96</b>	<b>923</b>	<b>118</b>	<b>0</b>	<b>1137</b>	<b>95</b>	<b>20</b>	<b>69</b>	<b>0</b>	<b>184</b>	<b>2471</b>
07:00 PM	14	182	29	1	226	22	8	25	0	55	27	178	19	0	224	15	7	24	0	46	551
07:15 PM	26	148	18	1	193	14	2	20	0	36	19	178	31	0	228	18	5	9	0	32	489
<b>Grand Total</b>	<b>368</b>	<b>4050</b>	<b>670</b>	<b>13</b>	<b>5101</b>	<b>517</b>	<b>142</b>	<b>1012</b>	<b>2</b>	<b>1673</b>	<b>757</b>	<b>5346</b>	<b>612</b>	<b>0</b>	<b>6715</b>	<b>464</b>	<b>124</b>	<b>359</b>	<b>0</b>	<b>947</b>	<b>14436</b>
Apprch %	7.2	79.4	13.1	0.3		30.9	8.5	60.5	0.1		11.3	79.6	9.1	0		49	13.1	37.9	0		
Total %	2.5	28.1	4.6	0.1	35.3	3.6	1	7	0	11.6	5.2	37	4.2	0	46.5	3.2	0.9	2.5	0	6.6	

Start Time	Hodges Blvd Southbound				Sutton Park Dr S Westbound				Hodges Blvd Northbound				Glen Kernan Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	17	174	42	233	26	<b>13</b>	<b>112</b>	<b>151</b>	57	362	32	451	<b>45</b>	9	<b>27</b>	<b>81</b>	916
05:15 PM	15	<b>300</b>	43	<b>358</b>	<b>32</b>	12	74	118	<b>64</b>	<b>410</b>	35	<b>509</b>	15	2	20	37	<b>1022</b>
05:30 PM	16	244	<b>44</b>	304	22	13	63	98	40	339	<b>39</b>	418	24	<b>10</b>	13	47	867
05:45 PM	<b>22</b>	202	28	252	28	3	58	89	54	294	32	380	18	9	21	48	769
Total Volume	70	920	157	1147	108	41	307	456	215	1405	138	1758	102	30	81	213	3574
% App. Total	6.1	80.2	13.7		23.7	9	67.3		12.2	79.9	7.8		47.9	14.1	38		
PHF	.795	.767	.892	.801	.844	.788	.685	.755	.840	.857	.885	.863	.567	.750	.750	.657	.874

**Peggy Malone & Associates, Inc.**  
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File Name : 3\_Hodges Blvd & Glen Kernan Parkway\_Sutton Park Drive S PM  
 Site Code :  
 Start Date : 9/15/2020  
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**Groups Printed- Trucks**

Start Time	Hodges Blvd Southbound					Sutton Park Dr S Westbound					Hodges Blvd Northbound					Glen Kernan Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	7	0	0	7	0	0	3	0	3	1	8	0	0	9	0	0	0	0	0	19
02:45 PM	1	5	0	0	6	2	0	2	0	4	3	2	0	0	5	0	0	0	0	0	15
<b>Total</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
03:00 PM	0	5	0	0	5	0	1	3	0	4	1	2	0	0	3	1	0	0	0	1	13
03:15 PM	0	3	0	0	3	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	7
03:30 PM	0	6	0	0	6	0	0	0	0	0	1	3	0	0	4	0	0	2	0	2	12
03:45 PM	1	9	0	0	10	1	0	1	0	2	0	4	0	0	4	0	0	1	0	1	17
<b>Total</b>	<b>1</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>49</b>
04:00 PM	0	6	1	0	7	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	14
04:15 PM	0	2	0	0	2	1	0	3	0	4	1	3	0	0	4	0	1	0	0	1	11
04:30 PM	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	3	2	0	5	1	0	0	0	1	1	1	0	0	2	1	0	0	0	1	9
<b>Total</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>38</b>
05:00 PM	2	4	0	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
05:15 PM	0	2	0	0	2	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	4
05:30 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	4
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
<b>Total</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>21</b>
06:00 PM	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6
06:15 PM	0	0	0	0	0	1	0	3	0	4	1	0	0	0	1	0	0	0	0	0	5
06:30 PM	1	2	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
06:45 PM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	5
<b>Total</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>21</b>
07:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Grand Total</b>	<b>5</b>	<b>66</b>	<b>6</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>30</b>	<b>11</b>	<b>36</b>	<b>2</b>	<b>0</b>	<b>49</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>165</b>
Apprch %	6.5	85.7	7.8	0		33.3	3.3	63.3	0		22.4	73.5	4.1	0		55.6	11.1	33.3	0		
Total %	3	40	3.6	0	46.7	6.1	0.6	11.5	0	18.2	6.7	21.8	1.2	0	29.7	3	0.6	1.8	0	5.5	

Start Time	Hodges Blvd Southbound					Sutton Park Dr S Westbound					Hodges Blvd Northbound					Glen Kernan Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	0	7	0	0	7	0	0	3	0	3	1	8	0	0	9	0	0	0	0	0	19
02:45 PM	1	5	0	0	6	2	0	2	0	4	3	2	0	0	5	0	0	0	0	0	15
03:00 PM	0	5	0	0	5	0	1	3	0	4	1	2	0	0	3	1	0	0	0	1	13
03:15 PM	0	3	0	0	3	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	7
<b>Total Volume</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>54</b>
% App. Total	4.8	95.2	0	0		25	8.3	66.7	0		25	70	5	0		100	0	0	0		
PHF	.250	.714	.000	.750		.375	.250	.667	.750		.417	.438	.250	.556		.250	.000	.000	.250		.711

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

File Name : 3\_Hodges Blvd & Glen Kernan Parkway\_Sutton Park Drive S PM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Combined**

Start Time	Hodges Blvd Southbound					Sutton Park Dr S Westbound					Hodges Blvd Northbound					Glen Kernan Pkwy Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	15	200	53	0	268	29	3	42	0	74	54	225	28	0	307	32	3	23	0	58	707
02:45 PM	20	189	28	0	237	35	9	57	0	101	39	285	25	0	349	25	11	15	0	51	738
<b>Total</b>	<b>35</b>	<b>389</b>	<b>81</b>	<b>0</b>	<b>505</b>	<b>64</b>	<b>12</b>	<b>99</b>	<b>0</b>	<b>175</b>	<b>93</b>	<b>510</b>	<b>53</b>	<b>0</b>	<b>656</b>	<b>57</b>	<b>14</b>	<b>38</b>	<b>0</b>	<b>109</b>	<b>1445</b>
03:00 PM	17	188	36	1	242	31	15	79	0	125	43	223	23	0	289	21	10	22	0	53	709
03:15 PM	24	215	36	0	275	21	6	37	0	64	40	271	35	0	346	19	5	14	0	38	723
03:30 PM	20	262	41	0	323	23	7	50	0	80	40	253	39	0	332	26	6	20	0	52	787
03:45 PM	24	210	38	0	272	27	6	46	1	80	35	274	31	0	340	20	3	17	0	40	732
<b>Total</b>	<b>85</b>	<b>875</b>	<b>151</b>	<b>1</b>	<b>1112</b>	<b>102</b>	<b>34</b>	<b>212</b>	<b>1</b>	<b>349</b>	<b>158</b>	<b>1021</b>	<b>128</b>	<b>0</b>	<b>1307</b>	<b>86</b>	<b>24</b>	<b>73</b>	<b>0</b>	<b>183</b>	<b>2951</b>
04:00 PM	19	216	28	0	263	24	5	55	0	84	37	274	35	0	346	25	8	17	0	50	743
04:15 PM	17	194	38	2	251	30	4	54	0	88	39	353	38	0	430	27	6	11	0	44	813
04:30 PM	20	242	33	2	297	25	6	54	0	85	40	253	26	0	319	17	5	19	0	41	742
04:45 PM	16	219	47	0	282	26	7	62	0	95	41	281	27	0	349	24	6	21	0	51	777
<b>Total</b>	<b>72</b>	<b>871</b>	<b>146</b>	<b>4</b>	<b>1093</b>	<b>105</b>	<b>22</b>	<b>225</b>	<b>0</b>	<b>352</b>	<b>157</b>	<b>1161</b>	<b>126</b>	<b>0</b>	<b>1444</b>	<b>93</b>	<b>25</b>	<b>68</b>	<b>0</b>	<b>186</b>	<b>3075</b>
05:00 PM	19	178	42	0	239	26	13	112	0	151	58	362	32	0	452	45	9	27	0	81	923
05:15 PM	15	302	43	0	360	32	12	75	0	119	64	410	36	0	510	15	2	20	0	37	1026
05:30 PM	16	246	44	0	306	22	13	64	0	99	40	339	39	0	418	25	10	13	0	48	871
05:45 PM	22	202	30	1	255	28	3	58	0	89	54	297	32	0	383	19	9	21	0	49	776
<b>Total</b>	<b>72</b>	<b>928</b>	<b>159</b>	<b>1</b>	<b>1160</b>	<b>108</b>	<b>41</b>	<b>309</b>	<b>0</b>	<b>458</b>	<b>216</b>	<b>1408</b>	<b>139</b>	<b>0</b>	<b>1763</b>	<b>104</b>	<b>30</b>	<b>81</b>	<b>0</b>	<b>215</b>	<b>3596</b>
06:00 PM	19	175	24	0	218	27	4	47	0	78	22	233	34	0	289	25	3	17	0	45	630
06:15 PM	14	227	23	4	268	27	9	37	1	74	31	238	30	0	299	32	9	18	0	59	700
06:30 PM	23	173	26	0	222	33	6	29	0	68	25	243	25	0	293	28	2	16	0	46	629
06:45 PM	13	146	19	1	179	25	5	28	0	58	20	212	29	0	261	11	6	18	0	35	533
<b>Total</b>	<b>69</b>	<b>721</b>	<b>92</b>	<b>5</b>	<b>887</b>	<b>112</b>	<b>24</b>	<b>141</b>	<b>1</b>	<b>278</b>	<b>98</b>	<b>926</b>	<b>118</b>	<b>0</b>	<b>1142</b>	<b>96</b>	<b>20</b>	<b>69</b>	<b>0</b>	<b>185</b>	<b>2492</b>
07:00 PM	14	183	29	1	227	22	8	25	0	55	27	178	19	0	224	15	7	24	0	46	552
07:15 PM	26	149	18	1	194	14	2	20	0	36	19	178	31	0	228	18	5	9	0	32	490
<b>Grand Total</b>	<b>373</b>	<b>4116</b>	<b>676</b>	<b>13</b>	<b>5178</b>	<b>527</b>	<b>143</b>	<b>1031</b>	<b>2</b>	<b>1703</b>	<b>768</b>	<b>5382</b>	<b>614</b>	<b>0</b>	<b>6764</b>	<b>469</b>	<b>125</b>	<b>362</b>	<b>0</b>	<b>956</b>	<b>14601</b>
Apprch %	7.2	79.5	13.1	0.3		30.9	8.4	60.5	0.1		11.4	79.6	9.1	0		49.1	13.1	37.9	0		
Total %	2.6	28.2	4.6	0.1	35.5	3.6	1	7.1	0	11.7	5.3	36.9	4.2	0	46.3	3.2	0.9	2.5	0	6.5	

Start Time	Hodges Blvd Southbound				Sutton Park Dr S Westbound				Hodges Blvd Northbound				Glen Kernan Pkwy Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	16	219	47	282	26	7	62	95	41	281	27	349	24	6	21	51	777
05:00 PM	19	178	42	239	26	13	112	151	58	362	32	452	45	9	27	81	923
05:15 PM	15	302	43	360	32	12	75	119	64	410	36	510	15	2	20	37	1026
05:30 PM	16	246	44	306	22	13	64	99	40	339	39	418	25	10	13	48	871
Total Volume	66	945	176	1187	106	45	313	464	203	1392	134	1729	109	27	81	217	3597
% App. Total	5.6	79.6	14.8		22.8	9.7	67.5		11.7	80.5	7.8		50.2	12.4	37.3		
PHF	.868	.782	.936	.824	.828	.865	.699	.768	.793	.849	.859	.848	.606	.675	.750	.670	.876



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

File Name : 4\_Hodges Blvd & Chets Creek Blvd\_Sutton Park Drive N AM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Cars**

Start Time	Hodges Blvd Southbound					Sutton Park Dr N Westbound					Hodges Blvd Northbound					Chets Creek Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	5	167	1	0	173	5	0	11	2	18	2	97	3	0	102	17	0	11	0	28	321
06:45 AM	11	163	5	0	179	14	1	8	1	24	1	138	6	0	145	32	1	9	0	42	390
<b>Total</b>	<b>16</b>	<b>330</b>	<b>6</b>	<b>0</b>	<b>352</b>	<b>19</b>	<b>1</b>	<b>19</b>	<b>3</b>	<b>42</b>	<b>3</b>	<b>235</b>	<b>9</b>	<b>0</b>	<b>247</b>	<b>49</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>70</b>	<b>711</b>
07:00 AM	11	181	11	0	203	11	1	8	0	20	2	146	11	0	159	47	0	22	0	69	451
07:15 AM	21	222	13	0	256	11	1	9	1	22	1	199	15	0	215	38	2	28	0	68	561
07:30 AM	24	276	29	0	329	24	1	13	3	41	2	246	17	0	265	59	1	44	0	104	739
07:45 AM	32	265	34	0	331	14	5	15	2	36	6	199	23	1	229	40	5	31	0	76	672
<b>Total</b>	<b>88</b>	<b>944</b>	<b>87</b>	<b>0</b>	<b>1119</b>	<b>60</b>	<b>8</b>	<b>45</b>	<b>6</b>	<b>119</b>	<b>11</b>	<b>790</b>	<b>66</b>	<b>1</b>	<b>868</b>	<b>184</b>	<b>8</b>	<b>125</b>	<b>0</b>	<b>317</b>	<b>2423</b>
08:00 AM	35	250	26	0	311	19	4	5	3	31	4	170	25	1	200	43	1	11	0	55	597
08:15 AM	67	215	21	0	303	43	11	10	1	65	8	183	49	1	241	47	2	30	1	80	689
08:30 AM	73	218	14	0	305	22	9	15	6	52	4	171	45	3	223	68	6	75	1	150	730
08:45 AM	57	213	20	0	290	13	10	14	3	40	4	159	34	1	198	83	8	80	0	171	699
<b>Total</b>	<b>232</b>	<b>896</b>	<b>81</b>	<b>0</b>	<b>1209</b>	<b>97</b>	<b>34</b>	<b>44</b>	<b>13</b>	<b>188</b>	<b>20</b>	<b>683</b>	<b>153</b>	<b>6</b>	<b>862</b>	<b>241</b>	<b>17</b>	<b>196</b>	<b>2</b>	<b>456</b>	<b>2715</b>
09:00 AM	13	159	12	0	184	16	1	11	1	29	2	147	23	0	172	35	4	32	0	71	456
09:15 AM	13	172	11	1	197	13	1	6	1	21	2	136	18	0	156	19	0	14	1	34	408
<b>Grand Total</b>	<b>362</b>	<b>2501</b>	<b>197</b>	<b>1</b>	<b>3061</b>	<b>205</b>	<b>45</b>	<b>125</b>	<b>24</b>	<b>399</b>	<b>38</b>	<b>1991</b>	<b>269</b>	<b>7</b>	<b>2305</b>	<b>528</b>	<b>30</b>	<b>387</b>	<b>3</b>	<b>948</b>	<b>6713</b>
Apprch %	11.8	81.7	6.4	0		51.4	11.3	31.3	6		1.6	86.4	11.7	0.3		55.7	3.2	40.8	0.3		
Total %	5.4	37.3	2.9	0	45.6	3.1	0.7	1.9	0.4	5.9	0.6	29.7	4	0.1	34.3	7.9	0.4	5.8	0	14.1	

Start Time	Hodges Blvd Southbound				Sutton Park Dr N Westbound				Hodges Blvd Northbound				Chets Creek Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	35	<b>250</b>	<b>26</b>	<b>311</b>	19	4	5	28	4	170	25	199	43	1	11	55	593
08:15 AM	67	215	21	303	<b>43</b>	<b>11</b>	10	<b>64</b>	<b>8</b>	<b>183</b>	<b>49</b>	<b>240</b>	47	2	30	79	686
08:30 AM	<b>73</b>	218	14	305	22	9	<b>15</b>	46	4	171	45	220	68	6	75	149	<b>720</b>
08:45 AM	57	213	20	290	13	10	14	37	4	159	34	197	<b>83</b>	<b>8</b>	<b>80</b>	<b>171</b>	695
Total Volume	232	896	81	1209	97	34	44	175	20	683	153	856	241	17	196	454	2694
% App. Total	19.2	74.1	6.7		55.4	19.4	25.1		2.3	79.8	17.9		53.1	3.7	43.2		
PHF	.795	.896	.779	.972	.564	.773	.733	.684	.625	.933	.781	.892	.726	.531	.613	.664	.935

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

File Name : 4\_Hodges Blvd & Chets Creek Blvd\_Sutton Park Drive N AM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Trucks**

Start Time	Hodges Blvd Southbound					Sutton Park Dr N Westbound					Hodges Blvd Northbound					Chets Creek Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	2	1	0	3	0	0	2	0	2	0	3	1	0	4	2	0	0	0	2	11
06:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>16</b>
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
07:15 AM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
07:30 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
07:45 AM	0	1	0	0	1	2	0	0	0	2	0	7	0	0	7	1	0	0	0	1	11
<b>Total</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>28</b>
08:00 AM	0	2	2	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8
08:15 AM	6	5	0	0	11	1	0	1	0	2	0	8	0	0	8	1	0	0	0	1	22
08:30 AM	3	3	0	0	6	1	0	0	0	1	1	4	1	0	6	0	0	5	0	5	18
08:45 AM	0	4	2	0	6	0	0	0	0	0	2	10	1	0	13	0	2	0	0	2	21
<b>Total</b>	<b>9</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>69</b>
09:00 AM	1	5	0	0	6	3	0	0	0	3	0	3	1	0	4	1	0	2	0	3	16
09:15 AM	0	2	1	0	3	0	0	0	0	0	0	10	1	0	11	0	0	1	0	1	15
<b>Grand Total</b>	<b>10</b>	<b>32</b>	<b>8</b>	<b>0</b>	<b>50</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>60</b>	<b>5</b>	<b>0</b>	<b>68</b>	<b>5</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>144</b>
Apprch %	20	64	16	0		72.7	0	27.3	0		4.4	88.2	7.4	0		33.3	13.3	53.3	0		
Total %	6.9	22.2	5.6	0	34.7	5.6	0	2.1	0	7.6	2.1	41.7	3.5	0	47.2	3.5	1.4	5.6	0	10.4	

Start Time	Hodges Blvd Southbound				Sutton Park Dr N Westbound				Hodges Blvd Northbound				Chets Creek Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	6	5	0	11	1	0	1	2	0	8	0	8	1	0	0	1	22
08:30 AM	3	3	0	6	1	0	0	1	1	4	1	6	0	0	5	5	18
08:45 AM	0	4	2	6	0	0	0	0	2	10	1	13	0	2	0	2	21
09:00 AM	1	5	0	6	3	0	0	3	0	3	1	4	1	0	2	3	16
<b>Total Volume</b>	<b>10</b>	<b>17</b>	<b>2</b>	<b>29</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>25</b>	<b>3</b>	<b>31</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>11</b>	<b>77</b>
% App. Total	34.5	58.6	6.9		83.3	0	16.7		9.7	80.6	9.7		18.2	18.2	63.6		
PHF	.417	.850	.250	.659	.417	.000	.250	.500	.375	.625	.750	.596	.500	.250	.350	.550	.875

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

File Name : 4\_Hodges Blvd & Chets Creek Blvd\_Sutton Park Drive N AM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Combined**

Start Time	Hodges Blvd Southbound					Sutton Park Dr N Westbound					Hodges Blvd Northbound					Chets Creek Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	5	169	2	0	176	5	0	13	2	20	2	100	4	0	106	19	0	11	0	30	332
06:45 AM	11	166	5	0	182	14	1	8	1	24	1	140	6	0	147	32	1	9	0	42	395
<b>Total</b>	<b>16</b>	<b>335</b>	<b>7</b>	<b>0</b>	<b>358</b>	<b>19</b>	<b>1</b>	<b>21</b>	<b>3</b>	<b>44</b>	<b>3</b>	<b>240</b>	<b>10</b>	<b>0</b>	<b>253</b>	<b>51</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>72</b>	<b>727</b>
07:00 AM	11	184	11	0	206	11	1	8	0	20	2	150	11	0	163	47	0	22	0	69	458
07:15 AM	21	223	14	0	258	11	1	9	1	22	1	203	15	0	219	38	2	28	0	68	567
07:30 AM	24	277	30	0	331	24	1	13	3	41	2	248	17	0	267	59	1	44	0	104	743
07:45 AM	32	266	34	0	332	16	5	15	2	38	6	206	23	1	236	41	5	31	0	77	683
<b>Total</b>	<b>88</b>	<b>950</b>	<b>89</b>	<b>0</b>	<b>1127</b>	<b>62</b>	<b>8</b>	<b>45</b>	<b>6</b>	<b>121</b>	<b>11</b>	<b>807</b>	<b>66</b>	<b>1</b>	<b>885</b>	<b>185</b>	<b>8</b>	<b>125</b>	<b>0</b>	<b>318</b>	<b>2451</b>
08:00 AM	35	252	28	0	315	20	4	5	3	32	4	173	25	1	203	43	1	11	0	55	605
08:15 AM	73	220	21	0	314	44	11	11	1	67	8	191	49	1	249	48	2	30	1	81	711
08:30 AM	76	221	14	0	311	23	9	15	6	53	5	175	46	3	229	68	6	80	1	155	748
08:45 AM	57	217	22	0	296	13	10	14	3	40	6	169	35	1	211	83	10	80	0	173	720
<b>Total</b>	<b>241</b>	<b>910</b>	<b>85</b>	<b>0</b>	<b>1236</b>	<b>100</b>	<b>34</b>	<b>45</b>	<b>13</b>	<b>192</b>	<b>23</b>	<b>708</b>	<b>155</b>	<b>6</b>	<b>892</b>	<b>242</b>	<b>19</b>	<b>201</b>	<b>2</b>	<b>464</b>	<b>2784</b>
09:00 AM	14	164	12	0	190	19	1	11	1	32	2	150	24	0	176	36	4	34	0	74	472
09:15 AM	13	174	12	1	200	13	1	6	1	21	2	146	19	0	167	19	0	15	1	35	423
<b>Grand Total</b>	<b>372</b>	<b>2533</b>	<b>205</b>	<b>1</b>	<b>3111</b>	<b>213</b>	<b>45</b>	<b>128</b>	<b>24</b>	<b>410</b>	<b>41</b>	<b>2051</b>	<b>274</b>	<b>7</b>	<b>2373</b>	<b>533</b>	<b>32</b>	<b>395</b>	<b>3</b>	<b>963</b>	<b>6857</b>
Apprch %	12	81.4	6.6	0		52	11	31.2	5.9		1.7	86.4	11.5	0.3		55.3	3.3	41	0.3		
Total %	5.4	36.9	3	0	45.4	3.1	0.7	1.9	0.4	6	0.6	29.9	4	0.1	34.6	7.8	0.5	5.8	0	14	

Start Time	Hodges Blvd Southbound				Sutton Park Dr N Westbound				Hodges Blvd Northbound				Chets Creek Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	35	<b>252</b>	<b>28</b>	<b>315</b>	20	4	5	29	4	173	25	202	43	1	11	55	601
08:15 AM	73	220	21	314	<b>44</b>	<b>11</b>	11	<b>66</b>	<b>8</b>	<b>191</b>	<b>49</b>	<b>248</b>	48	2	30	80	708
08:30 AM	<b>76</b>	221	14	311	23	9	<b>15</b>	47	5	175	46	226	68	6	<b>80</b>	154	<b>738</b>
08:45 AM	57	217	22	296	13	10	14	37	6	169	35	210	<b>83</b>	<b>10</b>	80	<b>173</b>	716
Total Volume	241	910	85	1236	100	34	45	179	23	708	155	886	242	19	201	462	2763
% App. Total	19.5	73.6	6.9		55.9	19	25.1		2.6	79.9	17.5		52.4	4.1	43.5		
PHF	.793	.903	.759	.981	.568	.773	.750	.678	.719	.927	.791	.893	.729	.475	.628	.668	.936

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

File Name : 4\_Hodges Blvd & Chets Creek Blvd\_Sutton Park Drive N PM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Cars**

Start Time	Hodges Blvd Southbound					Sutton Park Dr N Westbound					Hodges Blvd Northbound					Chets Creek Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	43	218	22	0	283	30	4	5	1	40	1	231	33	0	265	20	1	22	0	43	631
02:45 PM	45	183	15	1	244	13	8	10	0	31	4	261	39	0	304	26	0	16	0	42	621
<b>Total</b>	<b>88</b>	<b>401</b>	<b>37</b>	<b>1</b>	<b>527</b>	<b>43</b>	<b>12</b>	<b>15</b>	<b>1</b>	<b>71</b>	<b>5</b>	<b>492</b>	<b>72</b>	<b>0</b>	<b>569</b>	<b>46</b>	<b>1</b>	<b>38</b>	<b>0</b>	<b>85</b>	<b>1252</b>
03:00 PM	58	222	19	0	299	37	9	7	0	53	6	251	38	0	295	27	3	40	0	70	717
03:15 PM	37	219	18	0	274	19	6	1	0	26	6	252	39	5	302	41	6	50	0	97	699
03:30 PM	38	261	16	0	315	16	2	9	0	27	3	228	25	3	259	44	2	61	0	107	708
03:45 PM	20	224	19	0	263	22	6	11	0	39	12	267	29	0	308	32	3	39	0	74	684
<b>Total</b>	<b>153</b>	<b>926</b>	<b>72</b>	<b>0</b>	<b>1151</b>	<b>94</b>	<b>23</b>	<b>28</b>	<b>0</b>	<b>145</b>	<b>27</b>	<b>998</b>	<b>131</b>	<b>8</b>	<b>1164</b>	<b>144</b>	<b>14</b>	<b>190</b>	<b>0</b>	<b>348</b>	<b>2808</b>
04:00 PM	21	214	9	0	244	36	0	6	2	44	12	284	37	0	333	25	1	26	1	53	674
04:15 PM	34	194	25	0	253	21	4	9	1	35	12	308	43	0	363	29	2	26	0	57	708
04:30 PM	22	232	28	0	282	22	8	6	0	36	8	237	25	0	270	38	0	37	0	75	663
04:45 PM	37	226	22	0	285	35	4	7	0	46	8	320	38	3	369	34	7	30	3	74	774
<b>Total</b>	<b>114</b>	<b>866</b>	<b>84</b>	<b>0</b>	<b>1064</b>	<b>114</b>	<b>16</b>	<b>28</b>	<b>3</b>	<b>161</b>	<b>40</b>	<b>1149</b>	<b>143</b>	<b>3</b>	<b>1335</b>	<b>126</b>	<b>10</b>	<b>119</b>	<b>4</b>	<b>259</b>	<b>2819</b>
05:00 PM	29	202	11	0	242	45	4	17	1	67	5	350	42	0	397	32	0	25	0	57	763
05:15 PM	27	217	17	0	261	48	4	14	0	66	11	369	36	0	416	33	1	31	0	65	808
05:30 PM	26	248	29	1	304	34	5	13	4	56	14	325	60	1	400	36	2	37	0	75	835
05:45 PM	22	204	21	0	247	40	2	9	7	58	7	320	29	1	357	26	4	31	0	61	723
<b>Total</b>	<b>104</b>	<b>871</b>	<b>78</b>	<b>1</b>	<b>1054</b>	<b>167</b>	<b>15</b>	<b>53</b>	<b>12</b>	<b>247</b>	<b>37</b>	<b>1364</b>	<b>167</b>	<b>2</b>	<b>1570</b>	<b>127</b>	<b>7</b>	<b>124</b>	<b>0</b>	<b>258</b>	<b>3129</b>
06:00 PM	30	202	11	0	243	23	4	5	3	35	7	240	27	1	275	21	1	26	0	48	601
06:15 PM	24	237	16	0	277	25	2	5	0	32	2	249	27	0	278	19	3	12	0	34	621
06:30 PM	16	187	16	0	219	18	2	6	0	26	7	251	31	3	292	21	1	22	0	44	581
06:45 PM	17	136	23	0	176	11	3	7	2	23	6	183	31	2	222	16	0	24	1	41	462
<b>Total</b>	<b>87</b>	<b>762</b>	<b>66</b>	<b>0</b>	<b>915</b>	<b>77</b>	<b>11</b>	<b>23</b>	<b>5</b>	<b>116</b>	<b>22</b>	<b>923</b>	<b>116</b>	<b>6</b>	<b>1067</b>	<b>77</b>	<b>5</b>	<b>84</b>	<b>1</b>	<b>167</b>	<b>2265</b>
07:00 PM	21	198	18	0	237	25	2	5	0	32	7	210	19	7	243	16	4	8	0	28	540
07:15 PM	27	176	15	1	219	17	5	1	4	27	8	168	23	0	199	3	1	8	2	14	459
<b>Grand Total</b>	<b>594</b>	<b>4200</b>	<b>370</b>	<b>3</b>	<b>5167</b>	<b>537</b>	<b>84</b>	<b>153</b>	<b>25</b>	<b>799</b>	<b>146</b>	<b>5304</b>	<b>671</b>	<b>26</b>	<b>6147</b>	<b>539</b>	<b>42</b>	<b>571</b>	<b>7</b>	<b>1159</b>	<b>13272</b>
Apprch %	11.5	81.3	7.2	0.1		67.2	10.5	19.1	3.1		2.4	86.3	10.9	0.4		46.5	3.6	49.3	0.6		
Total %	4.5	31.6	2.8	0	38.9	4	0.6	1.2	0.2	6	1.1	40	5.1	0.2	46.3	4.1	0.3	4.3	0.1	8.7	

Start Time	Hodges Blvd Southbound				Sutton Park Dr N Westbound				Hodges Blvd Northbound				Chets Creek Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	37	226	22	285	35	4	7	46	8	320	38	366	34	7	30	71	768
05:00 PM	29	202	11	242	45	4	17	66	5	350	42	397	32	0	25	57	762
05:15 PM	27	217	17	261	48	4	14	66	11	369	36	416	33	1	31	65	808
05:30 PM	26	248	29	303	34	5	13	52	14	325	60	399	36	2	37	75	829
Total Volume	119	893	79	1091	162	17	51	230	38	1364	176	1578	135	10	123	268	3167
% App. Total	10.9	81.9	7.2		70.4	7.4	22.2		2.4	86.4	11.2		50.4	3.7	45.9		
PHF	.804	.900	.681	.900	.844	.850	.750	.871	.679	.924	.733	.948	.938	.357	.831	.893	.955

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

File Name : 4\_Hodges Blvd & Chets Creek Blvd\_Sutton Park Drive N PM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Trucks**

Start Time	Hodges Blvd Southbound					Sutton Park Dr N Westbound					Hodges Blvd Northbound					Chets Creek Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	1	6	0	0	7	1	0	1	0	2	0	8	1	0	9	1	0	0	0	1	19
02:45 PM	2	5	1	0	8	2	0	0	0	2	1	4	0	0	5	0	0	0	0	0	15
<b>Total</b>	<b>3</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>34</b>
03:00 PM	3	4	0	0	7	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	11
03:15 PM	3	3	1	0	7	1	0	0	0	1	0	1	2	0	3	1	0	1	0	2	13
03:30 PM	2	5	0	0	7	1	0	2	0	3	3	5	1	0	9	4	0	5	0	9	28
03:45 PM	0	4	0	0	4	0	0	2	0	2	0	7	0	0	7	1	0	2	0	3	16
<b>Total</b>	<b>8</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>68</b>
04:00 PM	0	6	0	0	6	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	11
04:15 PM	1	2	1	0	4	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	8
04:30 PM	1	4	1	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
04:45 PM	1	6	0	0	7	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	11
<b>Total</b>	<b>3</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>38</b>
05:00 PM	0	6	0	0	6	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	9
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
05:30 PM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
<b>Total</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>23</b>
06:00 PM	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
06:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5
06:45 PM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
<b>Total</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>16</b>
07:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Grand Total</b>	<b>16</b>	<b>66</b>	<b>7</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>45</b>	<b>6</b>	<b>0</b>	<b>55</b>	<b>10</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>22</b>	<b>181</b>
Apprch %	18	74.2	7.9	0		66.7	0	33.3	0		7.3	81.8	10.9	0		45.5	9.1	45.5	0		
Total %	8.8	36.5	3.9	0	49.2	5.5	0	2.8	0	8.3	2.2	24.9	3.3	0	30.4	5.5	1.1	5.5	0	12.2	

Start Time	Hodges Blvd Southbound				Sutton Park Dr N Westbound				Hodges Blvd Northbound				Chets Creek Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	3	4	0	7	1	0	0	1	0	2	0	2	0	1	0	1	11
03:15 PM	3	3	1	7	1	0	0	1	0	1	2	3	1	0	1	2	13
03:30 PM	2	5	0	7	1	0	2	3	3	5	1	9	4	0	5	9	28
03:45 PM	0	4	0	4	0	0	2	2	0	7	0	7	1	0	2	3	16
<b>Total Volume</b>	<b>8</b>	<b>16</b>	<b>1</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>3</b>	<b>15</b>	<b>3</b>	<b>21</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>15</b>	<b>68</b>
% App. Total	32	64	4		42.9	0	57.1		14.3	71.4	14.3		40	6.7	53.3		
PHF	.667	.800	.250	.893	.750	.000	.500	.583	.250	.536	.375	.583	.375	.250	.400	.417	.607

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

File Name : 4\_Hodges Blvd & Chets Creek Blvd\_Sutton Park Drive N PM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Combined**

Start Time	Hodges Blvd Southbound					Sutton Park Dr N Westbound					Hodges Blvd Northbound					Chets Creek Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	44	224	22	0	290	31	4	6	1	42	1	239	34	0	274	21	1	22	0	44	650
02:45 PM	47	188	16	1	252	15	8	10	0	33	5	265	39	0	309	26	0	16	0	42	636
<b>Total</b>	<b>91</b>	<b>412</b>	<b>38</b>	<b>1</b>	<b>542</b>	<b>46</b>	<b>12</b>	<b>16</b>	<b>1</b>	<b>75</b>	<b>6</b>	<b>504</b>	<b>73</b>	<b>0</b>	<b>583</b>	<b>47</b>	<b>1</b>	<b>38</b>	<b>0</b>	<b>86</b>	<b>1286</b>
03:00 PM	61	226	19	0	306	38	9	7	0	54	6	253	38	0	297	27	4	40	0	71	728
03:15 PM	40	222	19	0	281	20	6	1	0	27	6	253	41	5	305	42	6	51	0	99	712
03:30 PM	40	266	16	0	322	17	2	11	0	30	6	233	26	3	268	48	2	66	0	116	736
03:45 PM	20	228	19	0	267	22	6	13	0	41	12	274	29	0	315	33	3	41	0	77	700
<b>Total</b>	<b>161</b>	<b>942</b>	<b>73</b>	<b>0</b>	<b>1176</b>	<b>97</b>	<b>23</b>	<b>32</b>	<b>0</b>	<b>152</b>	<b>30</b>	<b>1013</b>	<b>134</b>	<b>8</b>	<b>1185</b>	<b>150</b>	<b>15</b>	<b>198</b>	<b>0</b>	<b>363</b>	<b>2876</b>
04:00 PM	21	220	9	0	250	36	0	6	2	44	12	287	38	0	337	26	1	26	1	54	685
04:15 PM	35	196	26	0	257	21	4	9	1	35	12	309	44	0	365	30	2	27	0	59	716
04:30 PM	23	236	29	0	288	22	8	6	0	36	8	239	25	0	272	38	0	37	0	75	671
04:45 PM	38	232	22	0	292	36	4	7	0	47	8	322	38	3	371	34	8	30	3	75	785
<b>Total</b>	<b>117</b>	<b>884</b>	<b>86</b>	<b>0</b>	<b>1087</b>	<b>115</b>	<b>16</b>	<b>28</b>	<b>3</b>	<b>162</b>	<b>40</b>	<b>1157</b>	<b>145</b>	<b>3</b>	<b>1345</b>	<b>128</b>	<b>11</b>	<b>120</b>	<b>4</b>	<b>263</b>	<b>2857</b>
05:00 PM	29	208	11	0	248	47	4	17	1	69	5	350	42	0	397	32	0	26	0	58	772
05:15 PM	27	220	17	0	264	48	4	14	0	66	11	370	36	0	417	33	1	31	0	65	812
05:30 PM	26	250	29	1	306	35	5	13	4	57	14	325	60	1	400	36	2	37	0	75	838
05:45 PM	22	206	22	0	250	40	2	9	7	58	7	324	29	1	361	26	4	31	0	61	730
<b>Total</b>	<b>104</b>	<b>884</b>	<b>79</b>	<b>1</b>	<b>1068</b>	<b>170</b>	<b>15</b>	<b>53</b>	<b>12</b>	<b>250</b>	<b>37</b>	<b>1369</b>	<b>167</b>	<b>2</b>	<b>1575</b>	<b>127</b>	<b>7</b>	<b>125</b>	<b>0</b>	<b>259</b>	<b>3152</b>
06:00 PM	30	206	12	0	248	23	4	5	3	35	7	241	27	1	276	21	1	26	0	48	607
06:15 PM	25	237	16	0	278	25	2	5	0	32	2	249	27	0	278	19	3	12	0	34	622
06:30 PM	16	189	16	0	221	18	2	6	0	26	7	253	31	3	294	22	1	22	0	45	586
06:45 PM	17	137	24	0	178	11	3	7	2	23	6	185	31	2	224	16	0	24	1	41	466
<b>Total</b>	<b>88</b>	<b>769</b>	<b>68</b>	<b>0</b>	<b>925</b>	<b>77</b>	<b>11</b>	<b>23</b>	<b>5</b>	<b>116</b>	<b>22</b>	<b>928</b>	<b>116</b>	<b>6</b>	<b>1072</b>	<b>78</b>	<b>5</b>	<b>84</b>	<b>1</b>	<b>168</b>	<b>2281</b>
07:00 PM	22	198	18	0	238	25	2	5	0	32	7	210	19	7	243	16	4	8	0	28	541
07:15 PM	27	177	15	1	220	17	5	1	4	27	8	168	23	0	199	3	1	8	2	14	460
<b>Grand Total</b>	<b>610</b>	<b>4266</b>	<b>377</b>	<b>3</b>	<b>5256</b>	<b>547</b>	<b>84</b>	<b>158</b>	<b>25</b>	<b>814</b>	<b>150</b>	<b>5349</b>	<b>677</b>	<b>26</b>	<b>6202</b>	<b>549</b>	<b>44</b>	<b>581</b>	<b>7</b>	<b>1181</b>	<b>13453</b>
Apprch %	11.6	81.2	7.2	0.1		67.2	10.3	19.4	3.1		2.4	86.2	10.9	0.4		46.5	3.7	49.2	0.6		
Total %	4.5	31.7	2.8	0	39.1	4.1	0.6	1.2	0.2	6.1	1.1	39.8	5	0.2	46.1	4.1	0.3	4.3	0.1	8.8	

Start Time	Hodges Blvd Southbound				Sutton Park Dr N Westbound				Hodges Blvd Northbound				Chets Creek Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	<b>38</b>	232	22	292	36	4	7	47	8	322	38	368	34	<b>8</b>	30	72	779
05:00 PM	29	208	11	248	47	4	<b>17</b>	<b>68</b>	5	350	42	397	32	0	26	58	771
05:15 PM	27	220	17	264	<b>48</b>	4	14	66	11	<b>370</b>	36	<b>417</b>	33	1	31	65	812
05:30 PM	26	<b>250</b>	<b>29</b>	<b>305</b>	35	<b>5</b>	13	53	<b>14</b>	325	<b>60</b>	399	<b>36</b>	2	<b>37</b>	<b>75</b>	<b>832</b>
Total Volume	120	910	79	1109	166	17	51	234	38	1367	176	1581	135	11	124	270	3194
% App. Total	10.8	82.1	7.1		70.9	7.3	21.8		2.4	86.5	11.1		50	4.1	45.9		
PHF	.789	.910	.681	.909	.865	.850	.750	.860	.679	.924	.733	.948	.938	.344	.838	.900	.960

**Peggy Malone & Associates, Inc.**  
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File Name : 5\_Hodges Blvd & Super Target\_Walmart AM  
Site Code :  
Start Date : 9/15/2020  
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**Groups Printed- Cars**

Start Time	Hodges Blvd Southbound					Target Ent/Exit Westbound					Hodges Blvd Northbound					Walmart Ent/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	129	1	0	130	0	0	3	1	4	1	115	5	0	121	0	0	1	0	1	256
06:45 AM	2	134	1	0	137	1	1	1	0	3	7	210	6	0	223	1	0	1	0	2	365
<b>Total</b>	<b>2</b>	<b>263</b>	<b>2</b>	<b>0</b>	<b>267</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>8</b>	<b>325</b>	<b>11</b>	<b>0</b>	<b>344</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>621</b>
07:00 AM	9	152	2	0	163	8	1	3	0	12	16	197	13	0	226	4	2	13	0	19	420
07:15 AM	9	226	2	0	237	11	0	13	1	25	14	241	8	1	264	5	0	1	0	6	532
07:30 AM	6	257	3	0	266	15	0	14	0	29	24	317	9	1	351	7	1	4	0	12	658
07:45 AM	13	278	9	0	300	9	1	13	0	23	43	318	9	0	370	12	5	5	1	23	716
<b>Total</b>	<b>37</b>	<b>913</b>	<b>16</b>	<b>0</b>	<b>966</b>	<b>43</b>	<b>2</b>	<b>43</b>	<b>1</b>	<b>89</b>	<b>97</b>	<b>1073</b>	<b>39</b>	<b>2</b>	<b>1211</b>	<b>28</b>	<b>8</b>	<b>23</b>	<b>1</b>	<b>60</b>	<b>2326</b>
08:00 AM	12	286	13	0	311	14	2	18	0	34	15	184	14	1	214	6	1	12	0	19	578
08:15 AM	18	256	8	0	282	20	1	12	0	33	28	231	20	1	280	13	2	14	1	30	625
08:30 AM	5	250	5	0	260	21	4	17	0	42	23	237	21	0	281	13	1	11	1	26	609
08:45 AM	6	205	5	1	217	28	1	18	0	47	23	229	18	1	271	17	3	16	1	37	572
<b>Total</b>	<b>41</b>	<b>997</b>	<b>31</b>	<b>1</b>	<b>1070</b>	<b>83</b>	<b>8</b>	<b>65</b>	<b>0</b>	<b>156</b>	<b>89</b>	<b>881</b>	<b>73</b>	<b>3</b>	<b>1046</b>	<b>49</b>	<b>7</b>	<b>53</b>	<b>3</b>	<b>112</b>	<b>2384</b>
09:00 AM	12	154	9	0	175	18	2	9	1	30	28	163	22	2	215	12	3	8	0	23	443
09:15 AM	14	170	16	2	202	23	7	21	0	51	16	142	14	2	174	12	0	12	0	24	451
<b>Grand Total</b>	<b>106</b>	<b>2497</b>	<b>74</b>	<b>3</b>	<b>2680</b>	<b>168</b>	<b>20</b>	<b>142</b>	<b>3</b>	<b>333</b>	<b>238</b>	<b>2584</b>	<b>159</b>	<b>9</b>	<b>2990</b>	<b>102</b>	<b>18</b>	<b>98</b>	<b>4</b>	<b>222</b>	<b>6225</b>
Apprch %	4	93.2	2.8	0.1		50.5	6	42.6	0.9		8	86.4	5.3	0.3		45.9	8.1	44.1	1.8		
Total %	1.7	40.1	1.2	0	43.1	2.7	0.3	2.3	0	5.3	3.8	41.5	2.6	0.1	48	1.6	0.3	1.6	0.1	3.6	

Start Time	Hodges Blvd Southbound				Target Ent/Exit Westbound				Hodges Blvd Northbound				Walmart Ent/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	257	3	266	15	0	14	29	24	317	9	350	7	1	4	12	657
07:45 AM	13	278	9	300	9	1	13	23	<b>43</b>	<b>318</b>	9	<b>370</b>	12	<b>5</b>	5	22	<b>715</b>
08:00 AM	12	<b>286</b>	<b>13</b>	<b>311</b>	14	<b>2</b>	<b>18</b>	<b>34</b>	15	184	14	213	6	1	12	19	577
08:15 AM	<b>18</b>	256	8	282	<b>20</b>	1	12	33	28	231	<b>20</b>	279	<b>13</b>	2	<b>14</b>	<b>29</b>	623
Total Volume	49	1077	33	1159	58	4	57	119	110	1050	52	1212	38	9	35	82	2572
% App. Total	4.2	92.9	2.8		48.7	3.4	47.9		9.1	86.6	4.3		46.3	11	42.7		
PHF	.681	.941	.635	.932	.725	.500	.792	.875	.640	.825	.650	.819	.731	.450	.625	.707	.899

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

File Name : 5\_Hodges Blvd & Super Target\_Walmart AM  
 Site Code :  
 Start Date : 9/15/2020  
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**Groups Printed- Trucks**

Start Time	Hodges Blvd Southbound					Target Ent/Exit Westbound					Hodges Blvd Northbound					Walmart Ent/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	2	0	0	2	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	7
06:45 AM	0	2	0	0	2	0	0	1	0	1	1	4	0	0	5	1	0	0	0	1	9
<b>Total</b>	0	4	0	0	4	2	0	1	0	3	1	6	0	0	7	1	1	0	0	2	16
07:00 AM	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6
07:15 AM	0	3	1	0	4	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	11
07:30 AM	0	2	2	0	4	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	9
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	10
<b>Total</b>	0	10	3	0	13	3	0	1	0	4	0	19	0	0	19	0	0	0	0	0	36
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
08:15 AM	0	8	0	0	8	1	0	1	0	2	1	2	0	0	3	0	0	2	0	2	15
08:30 AM	0	6	0	0	6	0	0	1	0	1	2	9	0	0	11	0	0	0	0	0	18
08:45 AM	0	6	0	0	6	1	0	0	0	1	0	9	0	0	9	0	0	1	0	1	17
<b>Total</b>	0	22	0	0	22	2	0	2	0	4	3	24	0	0	27	0	0	3	0	3	56
09:00 AM	0	5	0	0	5	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	12
09:15 AM	0	3	1	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
<b>Grand Total</b>	0	44	4	0	48	7	0	4	0	11	4	62	1	0	67	1	1	4	0	6	132
Apprch %	0	91.7	8.3	0		63.6	0	36.4	0		6	92.5	1.5	0		16.7	16.7	66.7	0		
Total %	0	33.3	3	0	36.4	5.3	0	3	0	8.3	3	47	0.8	0	50.8	0.8	0.8	3	0	4.5	

Start Time	Hodges Blvd Southbound				Target Ent/Exit Westbound				Hodges Blvd Northbound				Walmart Ent/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	8	0	8	1	0	1	2	1	2	0	3	0	0	2	2	15
08:30 AM	0	6	0	6	0	0	1	1	2	9	0	11	0	0	0	0	18
08:45 AM	0	6	0	6	1	0	0	1	0	9	0	9	0	0	1	1	17
09:00 AM	0	5	0	5	0	0	0	0	0	5	1	6	0	0	1	1	12
<b>Total Volume</b>	0	25	0	25	2	0	2	4	3	25	1	29	0	0	4	4	62
% App. Total	0	100	0		50	0	50		10.3	86.2	3.4		0	0	100		
PHF	.000	.781	.000	.781	.500	.000	.500	.500	.375	.694	.250	.659	.000	.000	.500	.500	.861



**Peggy Malone & Associates, Inc.**  
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File Name : 5\_Hodges Blvd & Super Target\_Walmart AM  
 Site Code :  
 Start Date : 9/15/2020  
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**Groups Printed- Combined**

Start Time	Hodges Blvd Southbound					Target Ent/Exit Westbound					Hodges Blvd Northbound					Walmart Ent/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	131	1	0	132	2	0	3	1	6	1	117	5	0	123	0	1	1	0	2	263
06:45 AM	2	136	1	0	139	1	1	2	0	4	8	214	6	0	228	2	0	1	0	3	374
<b>Total</b>	<b>2</b>	<b>267</b>	<b>2</b>	<b>0</b>	<b>271</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>10</b>	<b>9</b>	<b>331</b>	<b>11</b>	<b>0</b>	<b>351</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>637</b>
07:00 AM	9	155	2	0	166	8	1	4	0	13	16	199	13	0	228	4	2	13	0	19	426
07:15 AM	9	229	3	0	241	12	0	13	1	26	14	247	8	1	270	5	0	1	0	6	543
07:30 AM	6	259	5	0	270	17	0	14	0	31	24	320	9	1	354	7	1	4	0	12	667
07:45 AM	13	280	9	0	302	9	1	13	0	23	43	326	9	0	378	12	5	5	1	23	726
<b>Total</b>	<b>37</b>	<b>923</b>	<b>19</b>	<b>0</b>	<b>979</b>	<b>46</b>	<b>2</b>	<b>44</b>	<b>1</b>	<b>93</b>	<b>97</b>	<b>1092</b>	<b>39</b>	<b>2</b>	<b>1230</b>	<b>28</b>	<b>8</b>	<b>23</b>	<b>1</b>	<b>60</b>	<b>2362</b>
08:00 AM	12	288	13	0	313	14	2	18	0	34	15	188	14	1	218	6	1	12	0	19	584
08:15 AM	18	264	8	0	290	21	1	13	0	35	29	233	20	1	283	13	2	16	1	32	640
08:30 AM	5	256	5	0	266	21	4	18	0	43	25	246	21	0	292	13	1	11	1	26	627
08:45 AM	6	211	5	1	223	29	1	18	0	48	23	238	18	1	280	17	3	17	1	38	589
<b>Total</b>	<b>41</b>	<b>1019</b>	<b>31</b>	<b>1</b>	<b>1092</b>	<b>85</b>	<b>8</b>	<b>67</b>	<b>0</b>	<b>160</b>	<b>92</b>	<b>905</b>	<b>73</b>	<b>3</b>	<b>1073</b>	<b>49</b>	<b>7</b>	<b>56</b>	<b>3</b>	<b>115</b>	<b>2440</b>
09:00 AM	12	159	9	0	180	18	2	9	1	30	28	168	23	2	221	12	3	9	0	24	455
09:15 AM	14	173	17	2	206	23	7	21	0	51	16	150	14	2	182	12	0	12	0	24	463
<b>Grand Total</b>	<b>106</b>	<b>2541</b>	<b>78</b>	<b>3</b>	<b>2728</b>	<b>175</b>	<b>20</b>	<b>146</b>	<b>3</b>	<b>344</b>	<b>242</b>	<b>2646</b>	<b>160</b>	<b>9</b>	<b>3057</b>	<b>103</b>	<b>19</b>	<b>102</b>	<b>4</b>	<b>228</b>	<b>6357</b>
Apprch %	3.9	93.1	2.9	0.1		50.9	5.8	42.4	0.9		7.9	86.6	5.2	0.3		45.2	8.3	44.7	1.8		
Total %	1.7	40	1.2	0	42.9	2.8	0.3	2.3	0	5.4	3.8	41.6	2.5	0.1	48.1	1.6	0.3	1.6	0.1	3.6	

Start Time	Hodges Blvd Southbound				Target Ent/Exit Westbound				Hodges Blvd Northbound				Walmart Ent/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	259	5	270	17	0	14	31	24	320	9	353	7	1	4	12	666
07:45 AM	13	280	9	302	9	1	13	23	<b>43</b>	<b>326</b>	9	<b>378</b>	12	<b>5</b>	5	22	<b>725</b>
08:00 AM	12	<b>288</b>	<b>13</b>	<b>313</b>	14	<b>2</b>	<b>18</b>	34	15	188	14	217	6	1	12	19	583
08:15 AM	<b>18</b>	264	8	290	<b>21</b>	1	13	<b>35</b>	29	233	<b>20</b>	282	<b>13</b>	2	<b>16</b>	<b>31</b>	638
Total Volume	49	1091	35	1175	61	4	58	123	111	1067	52	1230	38	9	37	84	2612
% App. Total	4.2	92.9	3		49.6	3.3	47.2		9	86.7	4.2		45.2	10.7	44		
PHF	.681	.947	.673	.938	.726	.500	.806	.879	.645	.818	.650	.813	.731	.450	.578	.677	.901

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**Groups Printed- Cars**

Start Time	Hodges Blvd Southbound					Target Ent/Exit Westbound					Hodges Blvd Northbound					Walmart Ent/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	18	223	33	0	274	69	14	38	0	121	40	231	35	1	307	30	10	29	1	70	772
02:45 PM	18	209	28	0	255	51	8	37	0	96	45	223	25	1	294	24	10	35	0	69	714
<b>Total</b>	<b>36</b>	<b>432</b>	<b>61</b>	<b>0</b>	<b>529</b>	<b>120</b>	<b>22</b>	<b>75</b>	<b>0</b>	<b>217</b>	<b>85</b>	<b>454</b>	<b>60</b>	<b>2</b>	<b>601</b>	<b>54</b>	<b>20</b>	<b>64</b>	<b>1</b>	<b>139</b>	<b>1486</b>
03:00 PM	18	232	28	0	278	59	7	44	1	111	32	245	38	3	318	19	10	31	0	60	767
03:15 PM	12	275	26	0	313	58	12	35	0	105	37	247	38	2	324	23	4	34	0	61	803
03:30 PM	21	294	25	1	341	51	8	35	0	94	53	249	33	3	338	28	12	27	0	67	840
03:45 PM	18	197	39	0	254	56	8	39	0	103	33	256	26	5	320	25	13	30	0	68	745
<b>Total</b>	<b>69</b>	<b>998</b>	<b>118</b>	<b>1</b>	<b>1186</b>	<b>224</b>	<b>35</b>	<b>153</b>	<b>1</b>	<b>413</b>	<b>155</b>	<b>997</b>	<b>135</b>	<b>13</b>	<b>1300</b>	<b>95</b>	<b>39</b>	<b>122</b>	<b>0</b>	<b>256</b>	<b>3155</b>
04:00 PM	21	200	24	0	245	50	20	34	0	104	43	244	38	2	327	27	8	33	0	68	744
04:15 PM	21	228	18	0	267	50	10	49	0	109	29	267	31	3	330	25	6	36	0	67	773
04:30 PM	17	278	23	1	319	56	4	35	2	97	42	260	33	0	335	16	11	36	0	63	814
04:45 PM	27	232	25	0	284	47	10	27	0	84	40	262	35	1	338	21	12	32	0	65	771
<b>Total</b>	<b>86</b>	<b>938</b>	<b>90</b>	<b>1</b>	<b>1115</b>	<b>203</b>	<b>44</b>	<b>145</b>	<b>2</b>	<b>394</b>	<b>154</b>	<b>1033</b>	<b>137</b>	<b>6</b>	<b>1330</b>	<b>89</b>	<b>37</b>	<b>137</b>	<b>0</b>	<b>263</b>	<b>3102</b>
05:00 PM	28	208	36	0	272	45	13	37	0	95	41	298	47	1	387	23	12	50	3	88	842
05:15 PM	19	251	22	0	292	56	15	37	0	108	30	320	32	2	384	28	6	50	0	84	868
05:30 PM	24	257	29	0	310	46	5	47	0	98	48	342	46	2	438	23	9	27	0	59	905
05:45 PM	23	220	27	0	270	60	9	31	0	100	47	300	41	5	393	27	9	46	0	82	845
<b>Total</b>	<b>94</b>	<b>936</b>	<b>114</b>	<b>0</b>	<b>1144</b>	<b>207</b>	<b>42</b>	<b>152</b>	<b>0</b>	<b>401</b>	<b>166</b>	<b>1260</b>	<b>166</b>	<b>10</b>	<b>1602</b>	<b>101</b>	<b>36</b>	<b>173</b>	<b>3</b>	<b>313</b>	<b>3460</b>
06:00 PM	22	222	29	0	273	50	8	33	0	91	42	193	26	2	263	34	9	47	0	90	717
06:15 PM	26	223	19	0	268	45	9	39	0	93	20	243	31	1	295	36	4	36	2	78	734
06:30 PM	32	172	37	0	241	56	20	22	0	98	36	210	39	1	286	21	7	44	1	73	698
06:45 PM	22	176	18	0	216	53	12	29	0	94	19	216	24	0	259	19	13	33	1	66	635
<b>Total</b>	<b>102</b>	<b>793</b>	<b>103</b>	<b>0</b>	<b>998</b>	<b>204</b>	<b>49</b>	<b>123</b>	<b>0</b>	<b>376</b>	<b>117</b>	<b>862</b>	<b>120</b>	<b>4</b>	<b>1103</b>	<b>110</b>	<b>33</b>	<b>160</b>	<b>4</b>	<b>307</b>	<b>2784</b>
07:00 PM	17	222	27	0	266	44	7	34	0	85	21	186	29	1	237	17	11	32	1	61	649
07:15 PM	34	197	29	0	260	52	10	43	0	105	26	151	30	0	207	19	7	30	0	56	628
<b>Grand Total</b>	<b>438</b>	<b>4516</b>	<b>542</b>	<b>2</b>	<b>5498</b>	<b>1054</b>	<b>209</b>	<b>725</b>	<b>3</b>	<b>1991</b>	<b>724</b>	<b>4943</b>	<b>677</b>	<b>36</b>	<b>6380</b>	<b>485</b>	<b>183</b>	<b>718</b>	<b>9</b>	<b>1395</b>	<b>15264</b>
Apprch %	8	82.1	9.9	0		52.9	10.5	36.4	0.2		11.3	77.5	10.6	0.6		34.8	13.1	51.5	0.6		
Total %	2.9	29.6	3.6	0	36	6.9	1.4	4.7	0	13	4.7	32.4	4.4	0.2	41.8	3.2	1.2	4.7	0.1	9.1	

Start Time	Hodges Blvd Southbound				Target Ent/Exit Westbound				Hodges Blvd Northbound				Walmart Ent/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	<b>28</b>	208	<b>36</b>	272	45	13	37	95	41	298	<b>47</b>	386	23	<b>12</b>	<b>50</b>	<b>85</b>	838
05:15 PM	19	251	22	292	56	<b>15</b>	37	<b>108</b>	30	320	32	382	<b>28</b>	6	50	84	866
05:30 PM	24	<b>257</b>	29	<b>310</b>	46	5	<b>47</b>	98	<b>48</b>	<b>342</b>	46	<b>436</b>	23	9	27	59	<b>903</b>
05:45 PM	23	220	27	270	<b>60</b>	9	31	100	47	300	41	388	27	9	46	82	840
Total Volume	94	936	114	1144	207	42	152	401	166	1260	166	1592	101	36	173	310	3447
% App. Total	8.2	81.8	10		51.6	10.5	37.9		10.4	79.1	10.4		32.6	11.6	55.8		
PHF	.839	.911	.792	.923	.863	.700	.809	.928	.865	.921	.883	.913	.902	.750	.865	.912	.954

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**Groups Printed- Trucks**

Start Time	Hodges Blvd Southbound					Target Ent/Exit Westbound					Hodges Blvd Northbound					Walmart Ent/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	5	0	0	5	0	0	1	0	1	1	6	0	0	7	0	0	1	0	1	14
02:45 PM	0	6	0	0	6	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	10
<b>Total</b>	0	11	0	0	11	0	0	1	0	1	2	8	0	0	10	0	0	2	0	2	24
03:00 PM	0	6	0	0	6	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	13
03:15 PM	0	3	0	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
03:30 PM	0	4	2	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15
03:45 PM	0	4	0	0	4	0	0	1	0	1	2	8	0	0	10	0	1	0	0	1	16
<b>Total</b>	0	17	2	0	19	1	0	3	0	4	2	23	0	0	25	0	1	0	0	1	49
04:00 PM	1	1	1	0	3	0	0	1	0	1	0	4	0	0	4	1	0	0	0	1	9
04:15 PM	0	4	0	0	4	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	9
04:30 PM	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
04:45 PM	0	6	1	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
<b>Total</b>	1	15	3	0	19	1	0	2	0	3	1	10	0	0	11	1	0	0	0	1	34
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	1	3	0	0	4	1	0	1	0	2	1	3	0	0	4	0	1	0	0	1	11
<b>Total</b>	1	9	0	0	10	1	0	1	0	2	1	7	0	0	8	0	1	0	0	1	21
06:00 PM	1	3	0	0	4	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	6
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
06:45 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
<b>Total</b>	1	6	0	0	7	0	0	1	0	1	2	4	0	0	6	0	0	0	0	0	14
07:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Grand Total</b>	3	61	5	0	69	3	0	8	0	11	8	52	0	0	60	1	2	2	0	5	145
Apprch %	4.3	88.4	7.2	0		27.3	0	72.7	0		13.3	86.7	0	0		20	40	40	0		
Total %	2.1	42.1	3.4	0	47.6	2.1	0	5.5	0	7.6	5.5	35.9	0	0	41.4	0.7	1.4	1.4	0	3.4	

Start Time	Hodges Blvd Southbound					Target Ent/Exit Westbound					Hodges Blvd Northbound					Walmart Ent/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	6	0	0	6	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	13
03:15 PM	0	3	0	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
03:30 PM	0	4	2	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15
03:45 PM	0	4	0	0	4	0	0	1	0	1	2	8	0	0	10	0	1	0	0	1	16
<b>Total Volume</b>	0	17	2	0	19	1	0	3	0	4	2	23	0	0	25	0	1	0	0	1	49
<b>% App. Total</b>	0	89.5	10.5	0		25	0	75	0		8	92	0	0		0	100	0	0		
PHF	.000	.708	.250	.792		.250	.000	.375	.500		.250	.639	.000	.625		.000	.250	.000	.250		.766

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**Groups Printed- Combined**

Start Time	Hodges Blvd Southbound					Target Ent/Exit Westbound					Hodges Blvd Northbound					Walmart Ent/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	18	228	33	0	279	69	14	39	0	122	41	237	35	1	314	30	10	30	1	71	786
02:45 PM	18	215	28	0	261	51	8	37	0	96	46	225	25	1	297	24	10	36	0	70	724
<b>Total</b>	<b>36</b>	<b>443</b>	<b>61</b>	<b>0</b>	<b>540</b>	<b>120</b>	<b>22</b>	<b>76</b>	<b>0</b>	<b>218</b>	<b>87</b>	<b>462</b>	<b>60</b>	<b>2</b>	<b>611</b>	<b>54</b>	<b>20</b>	<b>66</b>	<b>1</b>	<b>141</b>	<b>1510</b>
03:00 PM	18	238	28	0	284	60	7	44	1	112	32	251	38	3	324	19	10	31	0	60	780
03:15 PM	12	278	26	0	316	58	12	37	0	107	37	247	38	2	324	23	4	34	0	61	808
03:30 PM	21	298	27	1	347	51	8	35	0	94	53	258	33	3	347	28	12	27	0	67	855
03:45 PM	18	201	39	0	258	56	8	40	0	104	35	264	26	5	330	25	14	30	0	69	761
<b>Total</b>	<b>69</b>	<b>1015</b>	<b>120</b>	<b>1</b>	<b>1205</b>	<b>225</b>	<b>35</b>	<b>156</b>	<b>1</b>	<b>417</b>	<b>157</b>	<b>1020</b>	<b>135</b>	<b>13</b>	<b>1325</b>	<b>95</b>	<b>40</b>	<b>122</b>	<b>0</b>	<b>257</b>	<b>3204</b>
04:00 PM	22	201	25	0	248	50	20	35	0	105	43	248	38	2	331	28	8	33	0	69	753
04:15 PM	21	232	18	0	271	51	10	50	0	111	30	269	31	3	333	25	6	36	0	67	782
04:30 PM	17	282	24	1	324	56	4	35	2	97	42	262	33	0	337	16	11	36	0	63	821
04:45 PM	27	238	26	0	291	47	10	27	0	84	40	264	35	1	340	21	12	32	0	65	780
<b>Total</b>	<b>87</b>	<b>953</b>	<b>93</b>	<b>1</b>	<b>1134</b>	<b>204</b>	<b>44</b>	<b>147</b>	<b>2</b>	<b>397</b>	<b>155</b>	<b>1043</b>	<b>137</b>	<b>6</b>	<b>1341</b>	<b>90</b>	<b>37</b>	<b>137</b>	<b>0</b>	<b>264</b>	<b>3136</b>
05:00 PM	28	211	36	0	275	45	13	37	0	95	41	301	47	1	390	23	12	50	3	88	848
05:15 PM	19	253	22	0	294	56	15	37	0	108	30	320	32	2	384	28	6	50	0	84	870
05:30 PM	24	258	29	0	311	46	5	47	0	98	48	343	46	2	439	23	9	27	0	59	907
05:45 PM	24	223	27	0	274	61	9	32	0	102	48	303	41	5	397	27	10	46	0	83	856
<b>Total</b>	<b>95</b>	<b>945</b>	<b>114</b>	<b>0</b>	<b>1154</b>	<b>208</b>	<b>42</b>	<b>153</b>	<b>0</b>	<b>403</b>	<b>167</b>	<b>1267</b>	<b>166</b>	<b>10</b>	<b>1610</b>	<b>101</b>	<b>37</b>	<b>173</b>	<b>3</b>	<b>314</b>	<b>3481</b>
06:00 PM	23	225	29	0	277	50	8	34	0	92	43	193	26	2	264	34	9	47	0	90	723
06:15 PM	26	224	19	0	269	45	9	39	0	93	20	244	31	1	296	36	4	36	2	78	736
06:30 PM	32	173	37	0	242	56	20	22	0	98	36	212	39	1	288	21	7	44	1	73	701
06:45 PM	22	177	18	0	217	53	12	29	0	94	20	217	24	0	261	19	13	33	1	66	638
<b>Total</b>	<b>103</b>	<b>799</b>	<b>103</b>	<b>0</b>	<b>1005</b>	<b>204</b>	<b>49</b>	<b>124</b>	<b>0</b>	<b>377</b>	<b>119</b>	<b>866</b>	<b>120</b>	<b>4</b>	<b>1109</b>	<b>110</b>	<b>33</b>	<b>160</b>	<b>4</b>	<b>307</b>	<b>2798</b>
07:00 PM	17	223	27	0	267	44	7	34	0	85	21	186	29	1	237	17	11	32	1	61	650
07:15 PM	34	199	29	0	262	52	10	43	0	105	26	151	30	0	207	19	7	30	0	56	630
<b>Grand Total</b>	<b>441</b>	<b>4577</b>	<b>547</b>	<b>2</b>	<b>5567</b>	<b>1057</b>	<b>209</b>	<b>733</b>	<b>3</b>	<b>2002</b>	<b>732</b>	<b>4995</b>	<b>677</b>	<b>36</b>	<b>6440</b>	<b>486</b>	<b>185</b>	<b>720</b>	<b>9</b>	<b>1400</b>	<b>15409</b>
Apprch %	7.9	82.2	9.8	0		52.8	10.4	36.6	0.1		11.4	77.6	10.5	0.6		34.7	13.2	51.4	0.6		
Total %	2.9	29.7	3.5	0	36.1	6.9	1.4	4.8	0	13	4.8	32.4	4.4	0.2	41.8	3.2	1.2	4.7	0.1	9.1	

Start Time	Hodges Blvd Southbound				Target Ent/Exit Westbound				Hodges Blvd Northbound				Walmart Ent/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	<b>28</b>	211	<b>36</b>	275	45	13	37	95	41	301	<b>47</b>	389	23	<b>12</b>	<b>50</b>	<b>85</b>	844
05:15 PM	19	253	22	294	56	<b>15</b>	37	<b>108</b>	30	320	32	382	<b>28</b>	6	50	84	868
05:30 PM	24	<b>258</b>	29	<b>311</b>	46	5	<b>47</b>	98	<b>48</b>	<b>343</b>	46	<b>437</b>	23	9	27	59	<b>905</b>
05:45 PM	24	223	27	274	<b>61</b>	9	32	102	48	303	41	392	27	10	46	83	851
<b>Total Volume</b>	<b>95</b>	<b>945</b>	<b>114</b>	<b>1154</b>	<b>208</b>	<b>42</b>	<b>153</b>	<b>403</b>	<b>167</b>	<b>1267</b>	<b>166</b>	<b>1600</b>	<b>101</b>	<b>37</b>	<b>173</b>	<b>311</b>	<b>3468</b>
<b>% App. Total</b>	<b>8.2</b>	<b>81.9</b>	<b>9.9</b>		<b>51.6</b>	<b>10.4</b>	<b>38</b>		<b>10.4</b>	<b>79.2</b>	<b>10.4</b>		<b>32.5</b>	<b>11.9</b>	<b>55.6</b>		
<b>PHF</b>	<b>.848</b>	<b>.916</b>	<b>.792</b>	<b>.928</b>	<b>.852</b>	<b>.700</b>	<b>.814</b>	<b>.933</b>	<b>.870</b>	<b>.923</b>	<b>.883</b>	<b>.915</b>	<b>.902</b>	<b>.771</b>	<b>.865</b>	<b>.915</b>	<b>.958</b>

**Peggy Malone & Associates, Inc.**  
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**Groups Printed- Cars**

Start Time	Hodges Blvd Southbound					Beach Blvd Westbound					Hodges Blvd Northbound					Beach Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	36	66	29	2	133	17	123	35	1	176	51	46	19	1	117	22	185	22	0	229	655
06:45 AM	30	79	62	1	172	20	143	37	0	200	101	64	32	1	198	30	202	22	1	255	825
<b>Total</b>	<b>66</b>	<b>145</b>	<b>91</b>	<b>3</b>	<b>305</b>	<b>37</b>	<b>266</b>	<b>72</b>	<b>1</b>	<b>376</b>	<b>152</b>	<b>110</b>	<b>51</b>	<b>2</b>	<b>315</b>	<b>52</b>	<b>387</b>	<b>44</b>	<b>1</b>	<b>484</b>	<b>1480</b>
07:00 AM	53	107	64	0	224	25	167	49	0	241	85	75	47	0	207	19	162	31	0	212	884
07:15 AM	54	140	70	0	264	33	179	68	0	280	98	112	40	1	251	39	231	38	0	308	1103
07:30 AM	56	155	139	1	351	112	189	56	0	357	98	187	38	0	323	43	309	76	0	428	1459
07:45 AM	69	156	140	1	366	79	215	103	0	397	142	126	56	0	324	53	313	74	0	440	1527
<b>Total</b>	<b>232</b>	<b>558</b>	<b>413</b>	<b>2</b>	<b>1205</b>	<b>249</b>	<b>750</b>	<b>276</b>	<b>0</b>	<b>1275</b>	<b>423</b>	<b>500</b>	<b>181</b>	<b>1</b>	<b>1105</b>	<b>154</b>	<b>1015</b>	<b>219</b>	<b>0</b>	<b>1388</b>	<b>4973</b>
08:00 AM	52	178	131	1	362	51	227	93	0	371	98	74	42	1	215	62	242	26	0	330	1278
08:15 AM	41	121	104	0	266	37	174	103	0	314	116	89	63	1	269	67	263	44	0	374	1223
08:30 AM	58	119	71	0	248	35	222	90	0	347	96	83	73	0	252	53	234	45	0	332	1179
08:45 AM	36	112	84	1	233	28	199	72	0	299	114	75	81	0	270	42	233	25	0	300	1102
<b>Total</b>	<b>187</b>	<b>530</b>	<b>390</b>	<b>2</b>	<b>1109</b>	<b>151</b>	<b>822</b>	<b>358</b>	<b>0</b>	<b>1331</b>	<b>424</b>	<b>321</b>	<b>259</b>	<b>2</b>	<b>1006</b>	<b>224</b>	<b>972</b>	<b>140</b>	<b>0</b>	<b>1336</b>	<b>4782</b>
09:00 AM	37	97	68	0	202	27	193	52	0	272	72	63	58	0	193	48	192	43	0	283	950
09:15 AM	34	97	38	1	170	36	179	83	1	299	61	43	50	0	154	37	203	40	1	281	904
<b>Grand Total</b>	<b>556</b>	<b>1427</b>	<b>1000</b>	<b>8</b>	<b>2991</b>	<b>500</b>	<b>2210</b>	<b>841</b>	<b>2</b>	<b>3553</b>	<b>1132</b>	<b>1037</b>	<b>599</b>	<b>5</b>	<b>2773</b>	<b>515</b>	<b>2769</b>	<b>486</b>	<b>2</b>	<b>3772</b>	<b>13089</b>
Apprch %	18.6	47.7	33.4	0.3		14.1	62.2	23.7	0.1		40.8	37.4	21.6	0.2		13.7	73.4	12.9	0.1		
Total %	4.2	10.9	7.6	0.1	22.9	3.8	16.9	6.4	0	27.1	8.6	7.9	4.6	0	21.2	3.9	21.2	3.7	0	28.8	

Start Time	Hodges Blvd Southbound				Beach Blvd Westbound				Hodges Blvd Northbound				Beach Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	56	155	139	350	112	189	56	357	98	187	38	323	43	309	76	428	1458
07:45 AM	69	156	140	365	79	215	103	397	142	126	56	324	53	313	74	440	1526
08:00 AM	52	178	131	361	51	227	93	371	98	74	42	214	62	242	26	330	1276
08:15 AM	41	121	104	266	37	174	103	314	116	89	63	268	67	263	44	374	1222
Total Volume	218	610	514	1342	279	805	355	1439	454	476	199	1129	225	1127	220	1572	5482
% App. Total	16.2	45.5	38.3		19.4	55.9	24.7		40.2	42.2	17.6		14.3	71.7	14		
PHF	.790	.857	.918	.919	.623	.887	.862	.906	.799	.636	.790	.871	.840	.900	.724	.893	.898

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**Groups Printed- Trucks**

Start Time	Hodges Blvd Southbound					Beach Blvd Westbound					Hodges Blvd Northbound					Beach Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	1	1	0	0	2	0	6	0	0	6	2	0	1	0	3	2	4	1	0	7	18
06:45 AM	1	0	1	0	2	0	7	1	0	8	1	2	2	0	5	1	8	2	0	11	26
<b>Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>44</b>
07:00 AM	0	1	0	0	1	0	2	1	0	3	0	3	0	0	3	2	7	1	0	10	17
07:15 AM	0	2	0	0	2	0	6	1	0	7	0	3	2	0	5	1	1	0	0	2	16
07:30 AM	0	1	0	0	1	1	6	2	0	9	1	3	1	0	5	1	7	1	0	9	24
07:45 AM	0	0	2	0	2	0	5	1	0	6	3	1	4	0	8	2	10	1	0	13	29
<b>Total</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>4</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>6</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>86</b>
08:00 AM	2	0	1	0	3	1	2	1	0	4	2	1	1	0	4	3	5	0	0	8	19
08:15 AM	0	1	2	0	3	1	3	3	0	7	2	0	5	0	7	3	10	2	0	15	32
08:30 AM	0	2	0	0	2	0	5	3	0	8	2	3	2	0	7	1	8	0	0	9	26
08:45 AM	0	5	0	0	5	0	5	2	0	7	3	4	6	0	13	0	6	1	0	7	32
<b>Total</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>26</b>	<b>9</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>31</b>	<b>7</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>109</b>
09:00 AM	2	2	0	0	4	0	6	2	0	8	2	2	4	0	8	1	14	1	0	16	36
09:15 AM	1	2	0	0	3	1	6	1	0	8	6	1	0	0	7	0	8	0	0	8	26
<b>Grand Total</b>	<b>7</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>4</b>	<b>59</b>	<b>18</b>	<b>0</b>	<b>81</b>	<b>24</b>	<b>23</b>	<b>28</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>88</b>	<b>10</b>	<b>0</b>	<b>115</b>	<b>301</b>
Apprch %	23.3	56.7	20	0		4.9	72.8	22.2	0		32	30.7	37.3	0		14.8	76.5	8.7	0		
Total %	2.3	5.6	2	0	10	1.3	19.6	6	0	26.9	8	7.6	9.3	0	24.9	5.6	29.2	3.3	0	38.2	

Start Time	Hodges Blvd Southbound				Beach Blvd Westbound				Hodges Blvd Northbound				Beach Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	1	2	3	1	3	3	7	2	0	5	7	3	10	2	15	32
08:30 AM	0	2	0	2	0	5	3	8	2	3	2	7	1	8	0	9	26
08:45 AM	0	5	0	5	0	5	2	7	3	4	6	13	0	6	1	7	32
09:00 AM	2	2	0	4	0	6	2	8	2	2	4	8	1	14	1	16	36
<b>Total Volume</b>	<b>2</b>	<b>10</b>	<b>2</b>	<b>14</b>	<b>1</b>	<b>19</b>	<b>10</b>	<b>30</b>	<b>9</b>	<b>9</b>	<b>17</b>	<b>35</b>	<b>5</b>	<b>38</b>	<b>4</b>	<b>47</b>	<b>126</b>
% App. Total	14.3	71.4	14.3		3.3	63.3	33.3		25.7	25.7	48.6		10.6	80.9	8.5		
PHF	.250	.500	.250	.700	.250	.792	.833	.938	.750	.563	.708	.673	.417	.679	.500	.734	.875

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**Groups Printed- Combined**

Start Time	Hodges Blvd Southbound					Beach Blvd Westbound					Hodges Blvd Northbound					Beach Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	37	67	29	2	135	17	129	35	1	182	53	46	20	1	120	24	189	23	0	236	673
06:45 AM	31	79	63	1	174	20	150	38	0	208	102	66	34	1	203	31	210	24	1	266	851
<b>Total</b>	<b>68</b>	<b>146</b>	<b>92</b>	<b>3</b>	<b>309</b>	<b>37</b>	<b>279</b>	<b>73</b>	<b>1</b>	<b>390</b>	<b>155</b>	<b>112</b>	<b>54</b>	<b>2</b>	<b>323</b>	<b>55</b>	<b>399</b>	<b>47</b>	<b>1</b>	<b>502</b>	<b>1524</b>
07:00 AM	53	108	64	0	225	25	169	50	0	244	85	78	47	0	210	21	169	32	0	222	901
07:15 AM	54	142	70	0	266	33	185	69	0	287	98	115	42	1	256	40	232	38	0	310	1119
07:30 AM	56	156	139	1	352	113	195	58	0	366	99	190	39	0	328	44	316	77	0	437	1483
07:45 AM	69	156	142	1	368	79	220	104	0	403	145	127	60	0	332	55	323	75	0	453	1556
<b>Total</b>	<b>232</b>	<b>562</b>	<b>415</b>	<b>2</b>	<b>1211</b>	<b>250</b>	<b>769</b>	<b>281</b>	<b>0</b>	<b>1300</b>	<b>427</b>	<b>510</b>	<b>188</b>	<b>1</b>	<b>1126</b>	<b>160</b>	<b>1040</b>	<b>222</b>	<b>0</b>	<b>1422</b>	<b>5059</b>
08:00 AM	54	178	132	1	365	52	229	94	0	375	100	75	43	1	219	65	247	26	0	338	1297
08:15 AM	41	122	106	0	269	38	177	106	0	321	118	89	68	1	276	70	273	46	0	389	1255
08:30 AM	58	121	71	0	250	35	227	93	0	355	98	86	75	0	259	54	242	45	0	341	1205
08:45 AM	36	117	84	1	238	28	204	74	0	306	117	79	87	0	283	42	239	26	0	307	1134
<b>Total</b>	<b>189</b>	<b>538</b>	<b>393</b>	<b>2</b>	<b>1122</b>	<b>153</b>	<b>837</b>	<b>367</b>	<b>0</b>	<b>1357</b>	<b>433</b>	<b>329</b>	<b>273</b>	<b>2</b>	<b>1037</b>	<b>231</b>	<b>1001</b>	<b>143</b>	<b>0</b>	<b>1375</b>	<b>4891</b>
09:00 AM	39	99	68	0	206	27	199	54	0	280	74	65	62	0	201	49	206	44	0	299	986
09:15 AM	35	99	38	1	173	37	185	84	1	307	67	44	50	0	161	37	211	40	1	289	930
<b>Grand Total</b>	<b>563</b>	<b>1444</b>	<b>1006</b>	<b>8</b>	<b>3021</b>	<b>504</b>	<b>2269</b>	<b>859</b>	<b>2</b>	<b>3634</b>	<b>1156</b>	<b>1060</b>	<b>627</b>	<b>5</b>	<b>2848</b>	<b>532</b>	<b>2857</b>	<b>496</b>	<b>2</b>	<b>3887</b>	<b>13390</b>
Apprch %	18.6	47.8	33.3	0.3		13.9	62.4	23.6	0.1		40.6	37.2	22	0.2		13.7	73.5	12.8	0.1		
Total %	4.2	10.8	7.5	0.1	22.6	3.8	16.9	6.4	0	27.1	8.6	7.9	4.7	0	21.3	4	21.3	3.7	0	29	

Start Time	Hodges Blvd Southbound				Beach Blvd Westbound				Hodges Blvd Northbound				Beach Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	56	156	139	351	<b>113</b>	195	58	366	99	<b>190</b>	39	328	44	316	<b>77</b>	437	1482
07:45 AM	<b>69</b>	156	<b>142</b>	<b>367</b>	79	220	104	<b>403</b>	<b>145</b>	127	60	<b>332</b>	55	<b>323</b>	75	<b>453</b>	<b>1555</b>
08:00 AM	54	<b>178</b>	132	364	52	<b>229</b>	94	375	100	75	43	218	65	247	26	338	1295
08:15 AM	41	122	106	269	38	177	<b>106</b>	321	118	89	<b>68</b>	275	<b>70</b>	273	46	389	1254
Total Volume	220	612	519	1351	282	821	362	1465	462	481	210	1153	234	1159	224	1617	5586
% App. Total	16.3	45.3	38.4		19.2	56	24.7		40.1	41.7	18.2		14.5	71.7	13.9		
PHF	.797	.860	.914	.920	.624	.896	.854	.909	.797	.633	.772	.868	.836	.897	.727	.892	.898

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**Groups Printed- Cars**

Start Time	Hodges Blvd Southbound					Beach Blvd Westbound					Hodges Blvd Northbound					Beach Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	45	102	46	0	193	69	248	91	1	409	102	141	97	2	342	59	284	93	1	437	1381
02:45 PM	39	105	77	1	222	73	258	106	1	438	83	133	84	0	300	68	287	100	2	457	1417
Total	84	207	123	1	415	142	506	197	2	847	185	274	181	2	642	127	571	193	3	894	2798
03:00 PM	52	133	82	0	267	94	292	92	0	478	105	129	85	1	320	66	278	76	1	421	1486
03:15 PM	73	162	99	0	334	65	278	111	1	455	88	164	130	0	382	63	250	79	2	394	1565
03:30 PM	63	181	106	0	350	59	295	107	2	463	107	116	93	1	317	82	308	93	0	483	1613
03:45 PM	42	119	78	2	241	65	328	86	2	481	105	127	97	4	333	54	361	69	1	485	1540
Total	230	595	365	2	1192	283	1193	396	5	1877	405	536	405	6	1352	265	1197	317	4	1783	6204
04:00 PM	43	91	76	0	210	74	295	102	0	471	77	158	117	1	353	64	332	61	0	457	1491
04:15 PM	46	139	67	3	255	78	301	102	0	481	98	168	75	0	341	50	333	78	0	461	1538
04:30 PM	55	144	82	1	282	72	243	134	1	450	105	162	107	2	376	67	298	80	1	446	1554
04:45 PM	55	131	81	3	270	85	302	111	0	498	117	146	95	0	358	62	329	60	2	453	1579
Total	199	505	306	7	1017	309	1141	449	1	1900	397	634	394	3	1428	243	1292	279	3	1817	6162
05:00 PM	51	106	54	3	214	87	294	112	0	493	109	152	86	1	348	52	346	82	4	484	1539
05:15 PM	68	136	82	0	286	93	305	86	3	487	115	216	114	2	447	78	360	111	0	549	1769
05:30 PM	58	148	92	0	298	80	310	139	2	531	126	203	108	2	439	57	267	105	2	431	1699
05:45 PM	50	121	92	2	265	77	271	114	0	462	134	193	102	0	429	64	356	67	3	490	1646
Total	227	511	320	5	1063	337	1180	451	5	1973	484	764	410	5	1663	251	1329	365	9	1954	6653
06:00 PM	47	123	74	1	245	66	294	120	0	480	98	115	77	2	292	63	326	80	0	469	1486
06:15 PM	39	118	87	2	246	72	250	98	1	421	99	143	83	2	327	61	313	86	3	463	1457
06:30 PM	33	112	84	1	230	72	235	99	1	407	100	131	95	0	326	46	269	63	1	379	1342
06:45 PM	58	96	82	0	236	59	196	91	1	347	97	164	62	0	323	43	235	73	1	352	1258
Total	177	449	327	4	957	269	975	408	3	1655	394	553	317	4	1268	213	1143	302	5	1663	5543
07:00 PM	50	133	89	2	274	66	206	106	1	379	90	108	76	1	275	51	205	68	3	327	1255
07:15 PM	49	107	71	2	229	52	228	109	0	389	80	100	51	0	231	45	219	64	1	329	1178
Grand Total	1016	2507	1601	23	5147	1458	5429	2116	17	9020	2035	2969	1834	21	6859	1195	5956	1588	28	8767	29793
Apprch %	19.7	48.7	31.1	0.4		16.2	60.2	23.5	0.2		29.7	43.3	26.7	0.3		13.6	67.9	18.1	0.3		
Total %	3.4	8.4	5.4	0.1	17.3	4.9	18.2	7.1	0.1	30.3	6.8	10	6.2	0.1	23	4	20	5.3	0.1	29.4	

Start Time	Hodges Blvd Southbound					Beach Blvd Westbound					Hodges Blvd Northbound					Beach Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	51	106	54		211	87	294	112		493	109	152	86		347	52	346	82		480	1531
05:15 PM	<b>68</b>	136	82		286	<b>93</b>	305	86		484	115	<b>216</b>	<b>114</b>		<b>445</b>	<b>78</b>	<b>360</b>	<b>111</b>		<b>549</b>	<b>1764</b>
05:30 PM	58	<b>148</b>	<b>92</b>		<b>298</b>	80	<b>310</b>	<b>139</b>		<b>529</b>	126	203	108		437	57	267	105		429	1693
05:45 PM	50	121	92		263	77	271	114		462	<b>134</b>	193	102		429	64	356	67		487	1641
Total Volume	227	511	320		1058	337	1180	451		1968	484	764	410		1658	251	1329	365		1945	6629
% App. Total	21.5	48.3	30.2			17.1	60	22.9			29.2	46.1	24.7			12.9	68.3	18.8			
PHF	.835	.863	.870		.888	.906	.952	.811		.930	.903	.884	.899		.931	.804	.923	.822		.886	.939



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

File Name : 6\_Hodges Blvd & Beach Blvd (SR 212) PM  
Site Code :  
Start Date : 9/15/2020  
Page No : 1

**Groups Printed- Trucks**

Start Time	Hodges Blvd Southbound					Beach Blvd Westbound					Hodges Blvd Northbound					Beach Blvd Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
02:30 PM	2	2	0	0	4	1	8	2	0	11	3	4	0	0	7	0	6	0	0	6	6	28
02:45 PM	1	2	0	0	3	0	6	1	0	7	0	2	1	0	3	3	8	1	0	12	0	25
<b>Total</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>53</b>
03:00 PM	0	1	0	0	1	2	7	1	0	10	1	2	3	0	6	1	2	0	0	3	0	20
03:15 PM	1	1	1	0	3	0	5	0	0	5	0	1	0	0	1	2	4	0	0	6	0	15
03:30 PM	1	3	0	0	4	2	11	1	0	14	7	1	1	0	9	5	4	3	0	12	0	39
03:45 PM	2	2	0	0	4	1	4	0	0	5	4	1	3	0	8	2	6	1	0	9	0	26
<b>Total</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>24</b>	<b>10</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>100</b>
04:00 PM	0	1	0	0	1	1	7	0	0	8	1	1	0	0	2	3	5	0	0	8	0	19
04:15 PM	1	1	0	0	2	0	8	1	0	9	0	1	3	0	4	1	2	1	0	4	0	19
04:30 PM	0	2	0	0	2	1	5	0	0	6	0	0	2	0	2	2	5	1	0	8	0	18
04:45 PM	0	0	0	0	0	0	9	2	0	11	1	0	1	0	2	3	5	1	0	9	0	22
<b>Total</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>9</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>78</b>
05:00 PM	0	1	0	0	1	0	5	2	0	7	0	1	2	0	3	0	2	1	0	3	0	14
05:15 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	8
05:30 PM	1	1	0	0	2	0	6	1	0	7	0	1	0	0	1	1	2	0	0	3	0	13
05:45 PM	0	1	0	0	1	0	5	2	0	7	1	2	1	0	4	0	5	0	0	5	0	17
<b>Total</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>52</b>
06:00 PM	0	1	0	0	1	1	4	1	0	6	0	0	0	0	0	2	2	1	0	5	0	12
06:15 PM	0	1	0	0	1	1	2	0	0	3	0	0	1	0	1	0	3	0	0	3	0	8
06:30 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	4	0	0	4	0	8
06:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	4
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>32</b>
07:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2
07:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2
<b>Grand Total</b>	<b>9</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>10</b>	<b>98</b>	<b>15</b>	<b>0</b>	<b>123</b>	<b>18</b>	<b>19</b>	<b>18</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>106</b>	<b>0</b>	<b>319</b>
Apprch %	25.7	68.6	5.7	0		8.1	79.7	12.2	0		32.7	34.5	32.7	0		24.5	66	9.4	0			
Total %	2.8	7.5	0.6	0	11	3.1	30.7	4.7	0	38.6	5.6	6	5.6	0	17.2	8.2	21.9	3.1	0	33.2		

Start Time	Hodges Blvd Southbound					Beach Blvd Westbound					Hodges Blvd Northbound					Beach Blvd Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 03:30 PM																						
03:30 PM	1	3	0	0	4	2	11	1	0	14	7	1	1	0	9	5	4	3	0	12	0	39
03:45 PM	2	2	0	0	4	1	4	0	0	5	4	1	3	0	8	2	6	1	0	9	0	26
04:00 PM	0	1	0	0	1	1	7	0	0	8	1	1	0	0	2	3	5	0	0	8	0	19
04:15 PM	1	1	0	0	2	0	8	1	0	9	0	1	3	0	4	1	2	1	0	4	0	19
<b>Total Volume</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>12</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>23</b>	<b>11</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>103</b>
% App. Total	36.4	63.6	0	0		11.1	83.3	5.6	0		52.2	17.4	30.4	0		33.3	51.5	15.2	0			
PHF	.500	.583	.000	.000	.688	.500	.682	.500	.000	.643	.429	1.00	.583	.000	.639	.550	.708	.417	.000	.688	.000	.660

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

File Name : 6\_Hodges Blvd & Beach Blvd (SR 212) PM  
 Site Code :  
 Start Date : 9/15/2020  
 Page No : 1

**Groups Printed- Combined**

Start Time	Hodges Blvd Southbound					Beach Blvd Westbound					Hodges Blvd Northbound					Beach Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	47	104	46	0	197	70	256	93	1	420	105	145	97	2	349	59	290	93	1	443	1409
02:45 PM	40	107	77	1	225	73	264	107	1	445	83	135	85	0	303	71	295	101	2	469	1442
Total	87	211	123	1	422	143	520	200	2	865	188	280	182	2	652	130	585	194	3	912	2851
03:00 PM	52	134	82	0	268	96	299	93	0	488	106	131	88	1	326	67	280	76	1	424	1506
03:15 PM	74	163	100	0	337	65	283	111	1	460	88	165	130	0	383	65	254	79	2	400	1580
03:30 PM	64	184	106	0	354	61	306	108	2	477	114	117	94	1	326	87	312	96	0	495	1652
03:45 PM	44	121	78	2	245	66	332	86	2	486	109	128	100	4	341	56	367	70	1	494	1566
Total	234	602	366	2	1204	288	1220	398	5	1911	417	541	412	6	1376	275	1213	321	4	1813	6304
04:00 PM	43	92	76	0	211	75	302	102	0	479	78	159	117	1	355	67	337	61	0	465	1510
04:15 PM	47	140	67	3	257	78	309	103	0	490	98	169	78	0	345	51	335	79	0	465	1557
04:30 PM	55	146	82	1	284	73	248	134	1	456	105	162	109	2	378	69	303	81	1	454	1572
04:45 PM	55	131	81	3	270	85	311	113	0	509	118	146	96	0	360	65	334	61	2	462	1601
Total	200	509	306	7	1022	311	1170	452	1	1934	399	636	400	3	1438	252	1309	282	3	1846	6240
05:00 PM	51	107	54	3	215	87	299	114	0	500	109	153	88	1	351	52	348	83	4	487	1553
05:15 PM	68	138	82	0	288	93	308	86	3	490	115	216	114	2	447	78	363	111	0	552	1777
05:30 PM	59	149	92	0	300	80	316	140	2	538	126	204	108	2	440	58	269	105	2	434	1712
05:45 PM	50	122	92	2	266	77	276	116	0	469	135	195	103	0	433	64	361	67	3	495	1663
Total	228	516	320	5	1069	337	1199	456	5	1997	485	768	413	5	1671	252	1341	366	9	1968	6705
06:00 PM	47	124	74	1	246	67	298	121	0	486	98	115	77	2	292	65	328	81	0	474	1498
06:15 PM	39	119	87	2	247	73	252	98	1	424	99	143	84	2	328	61	316	86	3	466	1465
06:30 PM	33	113	84	1	231	72	236	99	1	408	100	133	95	0	328	46	273	63	1	383	1350
06:45 PM	58	97	82	0	237	59	198	91	1	349	97	164	62	0	323	43	236	73	1	353	1262
Total	177	453	327	4	961	271	984	409	3	1667	394	555	318	4	1271	215	1153	303	5	1676	5575
07:00 PM	50	133	90	2	275	66	206	106	1	379	90	108	76	1	275	51	206	68	3	328	1257
07:15 PM	49	107	71	2	229	52	228	110	0	390	80	100	51	0	231	46	219	64	1	330	1180
Grand Total	1025	2531	1603	23	5182	1468	5527	2131	17	9143	2053	2988	1852	21	6914	1221	6026	1598	28	8873	30112
Apprch %	19.8	48.8	30.9	0.4		16.1	60.5	23.3	0.2		29.7	43.2	26.8	0.3		13.8	67.9	18	0.3		
Total %	3.4	8.4	5.3	0.1	17.2	4.9	18.4	7.1	0.1	30.4	6.8	9.9	6.2	0.1	23	4.1	20	5.3	0.1	29.5	

Start Time	Hodges Blvd Southbound					Beach Blvd Westbound					Hodges Blvd Northbound					Beach Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	51	107	54		212	87	299	114		500	109	153	88		350	52	348	83		483	1545
05:15 PM	<b>68</b>	138	82		288	<b>93</b>	308	86		487	115	<b>216</b>	<b>114</b>		<b>445</b>	<b>78</b>	<b>363</b>	<b>111</b>		<b>552</b>	<b>1772</b>
05:30 PM	59	<b>149</b>	<b>92</b>		<b>300</b>	80	<b>316</b>	<b>140</b>		<b>536</b>	126	204	108		438	58	269	105		432	1706
05:45 PM	50	122	92		264	77	276	116		469	<b>135</b>	195	103		433	64	361	67		492	1658
Total Volume	228	516	320		1064	337	1199	456		1992	485	768	413		1666	252	1341	366		1959	6681
% App. Total	21.4	48.5	30.1			16.9	60.2	22.9			29.1	46.1	24.8			12.9	68.5	18.7			
PHF	.838	.866	.870		.887	.906	.949	.814		.929	.898	.889	.906		.936	.808	.924	.824		.887	.943

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

File Name : 7\_Hodges Blvd & Bentwater Dr\_Providence School AM  
 Site Code :  
 Start Date : 9/16/2020  
 Page No : 1

**Groups Printed- Cars**

Start Time	Hodges Blvd Southbound					Bentwater Dr Westbound					Hodges Blvd Northbound					Bentwater Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	2	137	1	0	140	0	0	0	0	0	0	71	2	0	73	23	0	9	0	32	245
06:45 AM	2	116	3	0	121	0	0	0	1	1	0	91	2	0	93	19	0	15	1	35	250
<b>Total</b>	<b>4</b>	<b>253</b>	<b>4</b>	<b>0</b>	<b>261</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>162</b>	<b>4</b>	<b>0</b>	<b>166</b>	<b>42</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>67</b>	<b>495</b>
07:00 AM	1	175	10	0	186	0	0	0	0	0	4	102	5	0	111	25	0	12	0	37	334
07:15 AM	2	240	36	0	278	0	0	0	2	2	18	121	1	0	140	28	0	15	1	44	464
07:30 AM	1	259	127	0	387	0	0	0	0	0	103	144	12	1	260	29	1	7	0	37	684
07:45 AM	4	248	83	0	335	0	0	0	0	0	102	213	12	0	327	20	1	17	0	38	700
<b>Total</b>	<b>8</b>	<b>922</b>	<b>256</b>	<b>0</b>	<b>1186</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>227</b>	<b>580</b>	<b>30</b>	<b>1</b>	<b>838</b>	<b>102</b>	<b>2</b>	<b>51</b>	<b>1</b>	<b>156</b>	<b>2182</b>
08:00 AM	6	204	5	0	215	0	0	1	0	1	7	172	11	0	190	20	0	11	0	31	437
08:15 AM	8	212	1	0	221	0	0	0	0	0	1	161	16	0	178	21	0	10	0	31	430
08:30 AM	5	244	1	0	250	0	0	0	0	0	0	147	8	0	155	25	0	11	0	36	441
08:45 AM	7	180	3	1	191	0	0	0	0	0	1	121	13	0	135	22	0	15	0	37	363
<b>Total</b>	<b>26</b>	<b>840</b>	<b>10</b>	<b>1</b>	<b>877</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>601</b>	<b>48</b>	<b>0</b>	<b>658</b>	<b>88</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>135</b>	<b>1671</b>
09:00 AM	6	183	1	0	190	0	0	0	4	4	1	155	8	0	164	18	0	11	0	29	387
09:15 AM	6	185	3	0	194	0	0	0	2	2	2	115	10	1	128	16	0	6	0	22	346
<b>Grand Total</b>	<b>50</b>	<b>2383</b>	<b>274</b>	<b>1</b>	<b>2708</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>10</b>	<b>239</b>	<b>1613</b>	<b>100</b>	<b>2</b>	<b>1954</b>	<b>266</b>	<b>2</b>	<b>139</b>	<b>2</b>	<b>409</b>	<b>5081</b>
Apprch %	1.8	88	10.1	0		0	0	10	90		12.2	82.5	5.1	0.1		65	0.5	34	0.5		
Total %	1	46.9	5.4	0	53.3	0	0	0	0.2	0.2	4.7	31.7	2	0	38.5	5.2	0	2.7	0	8	

Start Time	Hodges Blvd Southbound				Bentwater Dr Westbound				Hodges Blvd Northbound				Bentwater Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	240	36	278	0	0	0	0	18	121	1	140	28	0	15	43	461
07:30 AM	1	259	127	387	0	0	0	0	103	144	12	259	29	1	7	37	683
07:45 AM	4	248	83	335	0	0	0	0	102	213	12	327	20	1	17	38	700
08:00 AM	6	204	5	215	0	0	1	1	7	172	11	190	20	0	11	31	437
Total Volume	13	951	251	1215	0	0	1	1	230	650	36	916	97	2	50	149	2281
% App. Total	1.1	78.3	20.7		0	0	100		25.1	71	3.9		65.1	1.3	33.6		
PHF	.542	.918	.494	.785	.000	.000	.250	.250	.558	.763	.750	.700	.836	.500	.735	.866	.815

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

File Name : 7\_Hodges Blvd & Bentwater Dr\_Providence School AM  
 Site Code :  
 Start Date : 9/16/2020  
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**Groups Printed- Trucks**

Start Time	Hodges Blvd Southbound					Bentwater Dr Westbound					Hodges Blvd Northbound					Bentwater Dr Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:30 AM	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	2	0	0	0	0	2	6
06:45 AM	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9
<b>Total</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>15</b>
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
07:30 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
<b>Total</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
08:00 AM	1	5	0	0	6	0	0	0	0	0	0	2	1	0	3	0	0	1	0	0	1	10
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	8
08:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	1	7
08:45 AM	1	3	0	0	4	0	0	0	0	0	0	5	0	0	5	1	0	0	0	0	1	10
<b>Total</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>35</b>
09:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
09:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6
<b>Grand Total</b>	<b>3</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>
Apprch %	7.7	89.7	2.6	0		0	0	0	0		0	91.7	8.3	0		60	0	40	0			
<b>Total %</b>	<b>3.8</b>	<b>43.8</b>	<b>1.2</b>	<b>0</b>	<b>48.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41.2</b>	<b>3.8</b>	<b>0</b>	<b>45</b>	<b>3.8</b>	<b>0</b>	<b>2.5</b>	<b>0</b>	<b>6.2</b>		

Start Time	Hodges Blvd Southbound				Bentwater Dr Westbound				Hodges Blvd Northbound				Bentwater Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	5	0	6	0	0	0	0	0	2	1	3	0	0	1	1	10
08:15 AM	0	3	0	3	0	0	0	0	0	4	1	5	0	0	0	0	8
08:30 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	1	1	7
08:45 AM	1	3	0	4	0	0	0	0	0	5	0	5	1	0	0	1	10
<b>Total Volume</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>35</b>
<b>% App. Total</b>	<b>11.8</b>	<b>88.2</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>86.7</b>	<b>13.3</b>		<b>33.3</b>	<b>0</b>	<b>66.7</b>		
<b>PHF</b>	<b>.500</b>	<b>.750</b>	<b>.000</b>	<b>.708</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.650</b>	<b>.500</b>	<b>.750</b>	<b>.250</b>	<b>.000</b>	<b>.500</b>	<b>.750</b>	<b>.875</b>

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

File Name : 7\_Hodges Blvd & Bentwater Dr\_Providence School AM  
 Site Code :  
 Start Date : 9/16/2020  
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**Groups Printed- Combined**

Start Time	Hodges Blvd Southbound					Bentwater Dr Westbound					Hodges Blvd Northbound					Bentwater Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	3	138	1	0	142	0	0	0	0	0	0	72	3	0	75	25	0	9	0	34	251
06:45 AM	2	121	4	0	127	0	0	0	1	1	0	94	2	0	96	19	0	15	1	35	259
<b>Total</b>	<b>5</b>	<b>259</b>	<b>5</b>	<b>0</b>	<b>269</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>166</b>	<b>5</b>	<b>0</b>	<b>171</b>	<b>44</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>69</b>	<b>510</b>
07:00 AM	1	175	10	0	186	0	0	0	0	0	4	106	5	0	115	25	0	12	0	37	338
07:15 AM	2	241	36	0	279	0	0	0	2	2	18	123	1	0	142	28	0	15	1	44	467
07:30 AM	1	262	127	0	390	0	0	0	0	0	103	148	12	1	264	29	1	7	0	37	691
07:45 AM	4	251	83	0	338	0	0	0	0	0	102	216	12	0	330	20	1	17	0	38	706
<b>Total</b>	<b>8</b>	<b>929</b>	<b>256</b>	<b>0</b>	<b>1193</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>227</b>	<b>593</b>	<b>30</b>	<b>1</b>	<b>851</b>	<b>102</b>	<b>2</b>	<b>51</b>	<b>1</b>	<b>156</b>	<b>2202</b>
08:00 AM	7	209	5	0	221	0	0	1	0	1	7	174	12	0	193	20	0	12	0	32	447
08:15 AM	8	215	1	0	224	0	0	0	0	0	1	165	17	0	183	21	0	10	0	31	438
08:30 AM	5	248	1	0	254	0	0	0	0	0	0	149	8	0	157	25	0	12	0	37	448
08:45 AM	8	183	3	1	195	0	0	0	0	0	1	126	13	0	140	23	0	15	0	38	373
<b>Total</b>	<b>28</b>	<b>855</b>	<b>10</b>	<b>1</b>	<b>894</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>614</b>	<b>50</b>	<b>0</b>	<b>673</b>	<b>89</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>138</b>	<b>1706</b>
09:00 AM	6	186	1	0	193	0	0	0	4	4	1	156	8	0	165	18	0	11	0	29	391
09:15 AM	6	189	3	0	198	0	0	0	2	2	2	117	10	1	130	16	0	6	0	22	352
<b>Grand Total</b>	<b>53</b>	<b>2418</b>	<b>275</b>	<b>1</b>	<b>2747</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>10</b>	<b>239</b>	<b>1646</b>	<b>103</b>	<b>2</b>	<b>1990</b>	<b>269</b>	<b>2</b>	<b>141</b>	<b>2</b>	<b>414</b>	<b>5161</b>
Apprch %	1.9	88	10	0		0	0	10	90		12	82.7	5.2	0.1		65	0.5	34.1	0.5		
Total %	1	46.9	5.3	0	53.2	0	0	0	0.2	0.2	4.6	31.9	2	0	38.6	5.2	0	2.7	0	8	

Start Time	Hodges Blvd Southbound				Bentwater Dr Westbound				Hodges Blvd Northbound				Bentwater Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	241	36	279	0	0	0	0	18	123	1	142	28	0	15	43	464
07:30 AM	1	262	127	390	0	0	0	0	103	148	12	263	29	1	7	37	690
07:45 AM	4	251	83	338	0	0	0	0	102	216	12	330	20	1	17	38	706
08:00 AM	7	209	5	221	0	0	1	1	7	174	12	193	20	0	12	32	447
Total Volume	14	963	251	1228	0	0	1	1	230	661	37	928	97	2	51	150	2307
% App. Total	1.1	78.4	20.4		0	0	100		24.8	71.2	4		64.7	1.3	34		
PHF	.500	.919	.494	.787	.000	.000	.250	.250	.558	.765	.771	.703	.836	.500	.750	.872	.817

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

File Name : 7\_Hodges Blvd & Bentwater Dr\_Providence School PM  
 Site Code :  
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**Groups Printed- Cars**

Start Time	Hodges Blvd Southbound					Bentwater Dr Westbound					Hodges Blvd Northbound					Bentwater Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	7	186	35	0	228	15	0	20	0	35	21	147	14	0	182	17	0	7	0	24	469
02:45 PM	9	198	15	0	222	23	1	57	0	81	10	291	20	0	321	24	1	14	1	40	664
<b>Total</b>	<b>16</b>	<b>384</b>	<b>50</b>	<b>0</b>	<b>450</b>	<b>38</b>	<b>1</b>	<b>77</b>	<b>0</b>	<b>116</b>	<b>31</b>	<b>438</b>	<b>34</b>	<b>0</b>	<b>503</b>	<b>41</b>	<b>1</b>	<b>21</b>	<b>1</b>	<b>64</b>	<b>1133</b>
03:00 PM	12	192	10	0	214	5	0	5	0	10	2	219	23	0	244	17	1	8	0	26	494
03:15 PM	16	204	4	0	224	6	0	2	0	8	3	203	26	0	232	17	0	13	0	30	494
03:30 PM	20	195	5	0	220	2	0	0	0	2	0	234	30	0	264	17	0	12	1	30	516
03:45 PM	24	187	4	0	215	0	0	3	2	5	2	241	22	0	265	12	0	17	0	29	514
<b>Total</b>	<b>72</b>	<b>778</b>	<b>23</b>	<b>0</b>	<b>873</b>	<b>13</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>25</b>	<b>7</b>	<b>897</b>	<b>101</b>	<b>0</b>	<b>1005</b>	<b>63</b>	<b>1</b>	<b>50</b>	<b>1</b>	<b>115</b>	<b>2018</b>
04:00 PM	18	178	11	0	207	3	1	3	0	7	0	226	28	0	254	19	0	15	0	34	502
04:15 PM	15	199	6	0	220	3	0	4	3	10	4	247	23	0	274	19	0	9	0	28	532
04:30 PM	18	197	5	0	220	4	0	2	1	7	1	241	26	0	268	21	0	9	0	30	525
04:45 PM	13	202	8	1	224	2	0	1	0	3	2	262	30	0	294	20	0	11	1	32	553
<b>Total</b>	<b>64</b>	<b>776</b>	<b>30</b>	<b>1</b>	<b>871</b>	<b>12</b>	<b>1</b>	<b>10</b>	<b>4</b>	<b>27</b>	<b>7</b>	<b>976</b>	<b>107</b>	<b>0</b>	<b>1090</b>	<b>79</b>	<b>0</b>	<b>44</b>	<b>1</b>	<b>124</b>	<b>2112</b>
05:00 PM	13	206	6	0	225	1	0	1	3	5	0	256	40	0	296	15	0	14	0	29	555
05:15 PM	16	234	6	0	256	2	0	2	2	6	0	290	28	0	318	29	0	14	1	44	624
05:30 PM	19	208	5	1	233	3	0	2	0	5	0	289	33	0	322	14	0	9	4	27	587
05:45 PM	21	218	3	4	246	2	0	4	0	6	0	262	25	0	287	18	0	7	0	25	564
<b>Total</b>	<b>69</b>	<b>866</b>	<b>20</b>	<b>5</b>	<b>960</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>22</b>	<b>0</b>	<b>1097</b>	<b>126</b>	<b>0</b>	<b>1223</b>	<b>76</b>	<b>0</b>	<b>44</b>	<b>5</b>	<b>125</b>	<b>2330</b>
06:00 PM	11	236	1	0	248	1	0	0	0	1	0	227	25	0	252	13	0	14	3	30	531
06:15 PM	18	236	3	0	257	1	0	0	0	1	0	226	32	0	258	22	1	8	2	33	549
06:30 PM	14	229	2	0	245	0	0	0	1	1	0	208	30	0	238	22	0	6	1	29	513
06:45 PM	17	188	0	0	205	1	0	0	0	1	0	196	22	0	218	14	0	4	0	18	442
<b>Total</b>	<b>60</b>	<b>889</b>	<b>6</b>	<b>0</b>	<b>955</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>857</b>	<b>109</b>	<b>0</b>	<b>966</b>	<b>71</b>	<b>1</b>	<b>32</b>	<b>6</b>	<b>110</b>	<b>2035</b>
07:00 PM	7	150	1	0	158	0	0	0	0	0	0	191	24	0	215	22	0	6	1	29	402
07:15 PM	18	144	4	0	166	0	0	0	1	1	1	195	20	0	216	19	0	6	3	28	411
<b>Grand Total</b>	<b>306</b>	<b>3987</b>	<b>134</b>	<b>6</b>	<b>4433</b>	<b>74</b>	<b>2</b>	<b>106</b>	<b>13</b>	<b>195</b>	<b>46</b>	<b>4651</b>	<b>521</b>	<b>0</b>	<b>5218</b>	<b>371</b>	<b>3</b>	<b>203</b>	<b>18</b>	<b>595</b>	<b>10441</b>
Apprch %	6.9	89.9	3	0.1		37.9	1	54.4	6.7		0.9	89.1	10	0		62.4	0.5	34.1	3		
Total %	2.9	38.2	1.3	0.1	42.5	0.7	0	1	0.1	1.9	0.4	44.5	5	0	50	3.6	0	1.9	0.2	5.7	

Start Time	Hodges Blvd Southbound				Bentwater Dr Westbound				Hodges Blvd Northbound				Bentwater Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	13	206	<b>6</b>	225	1	0	1	2	0	256	<b>40</b>	296	15	0	<b>14</b>	29	552
05:15 PM	16	<b>234</b>	6	<b>256</b>	2	0	2	4	0	<b>290</b>	28	318	<b>29</b>	0	14	<b>43</b>	<b>621</b>
05:30 PM	19	208	5	232	<b>3</b>	0	2	5	0	289	33	<b>322</b>	14	0	9	23	582
05:45 PM	<b>21</b>	218	3	242	2	0	<b>4</b>	<b>6</b>	0	262	25	287	18	0	7	25	560
Total Volume	69	866	20	955	8	0	9	17	0	1097	126	1223	76	0	44	120	2315
% App. Total	7.2	90.7	2.1		47.1	0	52.9		0	89.7	10.3		63.3	0	36.7		
PHF	.821	.925	.833	.933	.667	.000	.563	.708	.000	.946	.788	.950	.655	.000	.786	.698	.932

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

File Name : 7\_Hodges Blvd & Bentwater Dr\_Providence School PM  
 Site Code :  
 Start Date : 9/16/2020  
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**Groups Printed- Trucks**

Start Time	Hodges Blvd Southbound					Bentwater Dr Westbound					Hodges Blvd Northbound					Bentwater Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6
Total	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	11
03:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
03:15 PM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
03:30 PM	1	2	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
03:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Total	1	14	0	0	15	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	26
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	8
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
04:30 PM	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	6
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	5
Total	1	8	0	0	9	0	0	0	0	0	0	7	3	0	10	1	0	2	0	3	22
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	3	0	3	0	0	2	0	2	7
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	5	0	0	5	0	0	0	0	0	0	6	4	0	10	0	0	2	0	2	17
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
06:30 PM	0	1	0	0	1	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
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
07:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	2	36	0	0	38	0	0	0	0	0	0	32	7	0	39	2	0	6	0	8	85
Apprch %	5.3	94.7	0	0		0	0	0	0		0	82.1	17.9	0		25	0	75	0		
Total %	2.4	42.4	0	0	44.7	0	0	0	0		0	37.6	8.2	0	45.9	2.4	0	7.1	0	9.4	

Start Time	Hodges Blvd Southbound					Bentwater Dr Westbound					Hodges Blvd Northbound					Bentwater Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6
03:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
03:15 PM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
03:30 PM	1	2	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
Total Volume	1	15	0	0	16	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	29
% App. Total	6.2	93.8	0	0		0	0	0	0		0	100	0	0		0	0	100	0		
PHF	.250	.536	.000	.000	.571	.000	.000	.000	.000	.000	.000	.500	.000	.500		.000	.000	.250	.250		.806

**Peggy Malone & Associates, Inc.**  
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File Name : 7\_Hodges Blvd & Bentwater Dr\_Providence School PM  
 Site Code :  
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**Groups Printed- Combined**

Start Time	Hodges Blvd Southbound					Bentwater Dr Westbound					Hodges Blvd Northbound					Bentwater Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	7	187	35	0	229	15	0	20	0	35	21	150	14	0	185	17	0	8	0	25	474
02:45 PM	9	201	15	0	225	23	1	57	0	81	10	293	20	0	323	24	1	15	1	41	670
<b>Total</b>	<b>16</b>	<b>388</b>	<b>50</b>	<b>0</b>	<b>454</b>	<b>38</b>	<b>1</b>	<b>77</b>	<b>0</b>	<b>116</b>	<b>31</b>	<b>443</b>	<b>34</b>	<b>0</b>	<b>508</b>	<b>41</b>	<b>1</b>	<b>23</b>	<b>1</b>	<b>66</b>	<b>1144</b>
03:00 PM	12	195	10	0	217	5	0	5	0	10	2	221	23	0	246	17	1	8	0	26	499
03:15 PM	16	211	4	0	231	6	0	2	0	8	3	205	26	0	234	17	0	13	0	30	503
03:30 PM	21	197	5	0	223	2	0	0	0	2	0	240	30	0	270	17	0	12	1	30	525
03:45 PM	24	189	4	0	217	0	0	3	2	5	2	241	22	0	265	13	0	17	0	30	517
<b>Total</b>	<b>73</b>	<b>792</b>	<b>23</b>	<b>0</b>	<b>888</b>	<b>13</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>25</b>	<b>7</b>	<b>907</b>	<b>101</b>	<b>0</b>	<b>1015</b>	<b>64</b>	<b>1</b>	<b>50</b>	<b>1</b>	<b>116</b>	<b>2044</b>
04:00 PM	18	182	11	0	211	3	1	3	0	7	0	229	29	0	258	19	0	15	0	34	510
04:15 PM	15	201	6	0	222	3	0	4	3	10	4	247	24	0	275	19	0	9	0	28	535
04:30 PM	19	198	5	0	222	4	0	2	1	7	1	243	27	0	271	21	0	10	0	31	531
04:45 PM	13	203	8	1	225	2	0	1	0	3	2	264	30	0	296	21	0	12	1	34	558
<b>Total</b>	<b>65</b>	<b>784</b>	<b>30</b>	<b>1</b>	<b>880</b>	<b>12</b>	<b>1</b>	<b>10</b>	<b>4</b>	<b>27</b>	<b>7</b>	<b>983</b>	<b>110</b>	<b>0</b>	<b>1100</b>	<b>80</b>	<b>0</b>	<b>46</b>	<b>1</b>	<b>127</b>	<b>2134</b>
05:00 PM	13	208	6	0	227	1	0	1	3	5	0	256	43	0	299	15	0	16	0	31	562
05:15 PM	16	236	6	0	258	2	0	2	2	6	0	291	29	0	320	29	0	14	1	44	628
05:30 PM	19	209	5	1	234	3	0	2	0	5	0	291	33	0	324	14	0	9	4	27	590
05:45 PM	21	218	3	4	246	2	0	4	0	6	0	265	25	0	290	18	0	7	0	25	567
<b>Total</b>	<b>69</b>	<b>871</b>	<b>20</b>	<b>5</b>	<b>965</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>22</b>	<b>0</b>	<b>1103</b>	<b>130</b>	<b>0</b>	<b>1233</b>	<b>76</b>	<b>0</b>	<b>46</b>	<b>5</b>	<b>127</b>	<b>2347</b>
06:00 PM	11	236	1	0	248	1	0	0	0	1	0	228	25	0	253	13	0	14	3	30	532
06:15 PM	18	238	3	0	259	1	0	0	0	1	0	227	32	0	259	22	1	8	2	33	552
06:30 PM	14	230	2	0	246	0	0	0	1	1	0	208	30	0	238	22	0	6	1	29	514
06:45 PM	17	188	0	0	205	1	0	0	0	1	0	196	22	0	218	14	0	4	0	18	442
<b>Total</b>	<b>60</b>	<b>892</b>	<b>6</b>	<b>0</b>	<b>958</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>859</b>	<b>109</b>	<b>0</b>	<b>968</b>	<b>71</b>	<b>1</b>	<b>32</b>	<b>6</b>	<b>110</b>	<b>2040</b>
07:00 PM	7	151	1	0	159	0	0	0	0	0	0	192	24	0	216	22	0	6	1	29	404
07:15 PM	18	145	4	0	167	0	0	0	1	1	1	196	20	0	217	19	0	6	3	28	413
<b>Grand Total</b>	<b>308</b>	<b>4023</b>	<b>134</b>	<b>6</b>	<b>4471</b>	<b>74</b>	<b>2</b>	<b>106</b>	<b>13</b>	<b>195</b>	<b>46</b>	<b>4683</b>	<b>528</b>	<b>0</b>	<b>5257</b>	<b>373</b>	<b>3</b>	<b>209</b>	<b>18</b>	<b>603</b>	<b>10526</b>
Apprch %	6.9	90	3	0.1		37.9	1	54.4	6.7		0.9	89.1	10	0		61.9	0.5	34.7	3		
Total %	2.9	38.2	1.3	0.1	42.5	0.7	0	1	0.1	1.9	0.4	44.5	5	0	49.9	3.5	0	2	0.2	5.7	

Start Time	Hodges Blvd Southbound				Bentwater Dr Westbound				Hodges Blvd Northbound				Bentwater Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	13	208	6	227	1	0	1	2	0	256	43	299	15	0	16	31	559
05:15 PM	16	236	6	258	2	0	2	4	0	291	29	320	29	0	14	43	625
05:30 PM	19	209	5	233	3	0	2	5	0	291	33	324	14	0	9	23	585
05:45 PM	21	218	3	242	2	0	4	6	0	265	25	290	18	0	7	25	563
<b>Total Volume</b>	<b>69</b>	<b>871</b>	<b>20</b>	<b>960</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>17</b>	<b>0</b>	<b>1103</b>	<b>130</b>	<b>1233</b>	<b>76</b>	<b>0</b>	<b>46</b>	<b>122</b>	<b>2332</b>
<b>% App. Total</b>	<b>7.2</b>	<b>90.7</b>	<b>2.1</b>		<b>47.1</b>	<b>0</b>	<b>52.9</b>		<b>0</b>	<b>89.5</b>	<b>10.5</b>		<b>62.3</b>	<b>0</b>	<b>37.7</b>		
<b>PHF</b>	<b>.821</b>	<b>.923</b>	<b>.833</b>	<b>.930</b>	<b>.667</b>	<b>.000</b>	<b>.563</b>	<b>.708</b>	<b>.000</b>	<b>.948</b>	<b>.756</b>	<b>.951</b>	<b>.655</b>	<b>.000</b>	<b>.719</b>	<b>.709</b>	<b>.933</b>



**Peggy Malone & Associates, Inc.**  
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File Name : 8\_Hodges Blvd & The Woods Park Dr AM  
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**Groups Printed- Cars**

Start Time	Hodges Blvd Southbound					The Woods Park Dr Westbound					Hodges Blvd Northbound					The Woods Park Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	106	3	0	109	6	0	10	0	16	0	79	3	0	82	13	1	3	0	17	224
06:45 AM	1	99	0	0	100	7	0	8	0	15	0	101	5	0	106	21	0	10	0	31	252
<b>Total</b>	<b>1</b>	<b>205</b>	<b>3</b>	<b>0</b>	<b>209</b>	<b>13</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>180</b>	<b>8</b>	<b>0</b>	<b>188</b>	<b>34</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>48</b>	<b>476</b>
07:00 AM	3	141	3	0	147	7	0	9	0	16	0	114	6	0	120	31	0	6	2	39	322
07:15 AM	3	232	4	0	239	9	0	8	1	18	0	133	5	0	138	38	0	5	1	44	439
07:30 AM	8	331	4	0	343	7	1	7	0	15	0	131	6	0	137	50	1	16	1	68	563
07:45 AM	2	247	4	0	253	9	0	11	0	20	0	228	22	0	250	35	0	9	2	46	569
<b>Total</b>	<b>16</b>	<b>951</b>	<b>15</b>	<b>0</b>	<b>982</b>	<b>32</b>	<b>1</b>	<b>35</b>	<b>1</b>	<b>69</b>	<b>0</b>	<b>606</b>	<b>39</b>	<b>0</b>	<b>645</b>	<b>154</b>	<b>1</b>	<b>36</b>	<b>6</b>	<b>197</b>	<b>1893</b>
08:00 AM	7	180	7	0	194	14	0	2	1	17	0	183	11	0	194	16	0	13	3	32	437
08:15 AM	10	204	6	0	220	8	0	6	1	15	0	171	6	0	177	22	0	10	0	32	444
08:30 AM	14	205	4	0	223	3	0	12	0	15	0	128	9	0	137	22	0	10	2	34	409
08:45 AM	13	173	3	0	189	6	0	7	0	13	0	136	15	0	151	15	0	6	0	21	374
<b>Total</b>	<b>44</b>	<b>762</b>	<b>20</b>	<b>0</b>	<b>826</b>	<b>31</b>	<b>0</b>	<b>27</b>	<b>2</b>	<b>60</b>	<b>0</b>	<b>618</b>	<b>41</b>	<b>0</b>	<b>659</b>	<b>75</b>	<b>0</b>	<b>39</b>	<b>5</b>	<b>119</b>	<b>1664</b>
09:00 AM	6	143	2	0	151	5	0	3	0	8	0	152	18	0	170	23	0	7	0	30	359
09:15 AM	6	171	6	0	183	5	0	4	1	10	0	128	10	0	138	15	0	8	0	23	354
<b>Grand Total</b>	<b>73</b>	<b>2232</b>	<b>46</b>	<b>0</b>	<b>2351</b>	<b>86</b>	<b>1</b>	<b>87</b>	<b>4</b>	<b>178</b>	<b>0</b>	<b>1684</b>	<b>116</b>	<b>0</b>	<b>1800</b>	<b>301</b>	<b>2</b>	<b>103</b>	<b>11</b>	<b>417</b>	<b>4746</b>
Apprch %	3.1	94.9	2	0		48.3	0.6	48.9	2.2		0	93.6	6.4	0		72.2	0.5	24.7	2.6		
Total %	1.5	47	1	0	49.5	1.8	0	1.8	0.1	3.8	0	35.5	2.4	0	37.9	6.3	0	2.2	0.2	8.8	

Start Time	Hodges Blvd Southbound				The Woods Park Dr Westbound				Hodges Blvd Northbound				The Woods Park Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	<b>331</b>	4	<b>343</b>	7	<b>1</b>	7	15	0	131	6	137	<b>50</b>	<b>1</b>	<b>16</b>	<b>67</b>	562
07:45 AM	2	247	4	253	9	0	<b>11</b>	<b>20</b>	0	<b>228</b>	<b>22</b>	<b>250</b>	35	0	9	44	<b>567</b>
08:00 AM	7	180	<b>7</b>	194	<b>14</b>	0	2	16	0	183	11	194	16	0	13	29	433
08:15 AM	<b>10</b>	204	6	220	8	0	6	14	0	171	6	177	22	0	10	32	443
Total Volume	27	962	21	1010	38	1	26	65	0	713	45	758	123	1	48	172	2005
% App. Total	2.7	95.2	2.1		58.5	1.5	40		0	94.1	5.9		71.5	0.6	27.9		
PHF	.675	.727	.750	.736	.679	.250	.591	.813	.000	.782	.511	.758	.615	.250	.750	.642	.884

**Peggy Malone & Associates, Inc.**  
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File Name : 8\_Hodges Blvd & The Woods Park Dr AM  
 Site Code :  
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**Groups Printed- Trucks**

Start Time	Hodges Blvd Southbound					The Woods Park Dr Westbound					Hodges Blvd Northbound					The Woods Park Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
06:45 AM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
<b>Total</b>	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
07:30 AM	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8
07:45 AM	0	3	0	0	3	1	0	0	0	1	0	3	2	0	5	0	0	0	0	0	9
<b>Total</b>	1	6	0	0	7	1	0	0	0	1	0	12	2	0	14	1	0	0	0	1	23
08:00 AM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
08:15 AM	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	10
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	0	0	2	0	2	9
<b>Total</b>	0	17	0	0	17	0	0	0	0	0	0	12	2	0	14	0	0	2	0	2	33
09:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
09:15 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
<b>Grand Total</b>	1	37	0	0	38	1	0	0	0	1	0	33	4	0	37	1	0	2	0	3	79
Apprch %	2.6	97.4	0	0		100	0	0	0		0	89.2	10.8	0		33.3	0	66.7	0		
Total %	1.3	46.8	0	0	48.1	1.3	0	0	0	1.3	0	41.8	5.1	0	46.8	1.3	0	2.5	0	3.8	

Start Time	Hodges Blvd Southbound				The Woods Park Dr Westbound				Hodges Blvd Northbound				The Woods Park Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	3	0	4	0	0	0	0	0	3	0	3	1	0	0	1	8
07:45 AM	0	3	0	3	1	0	0	1	0	3	2	5	0	0	0	0	9
08:00 AM	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
08:15 AM	0	4	0	4	0	0	0	0	0	5	1	6	0	0	0	0	10
<b>Total Volume</b>	1	16	0	17	1	0	0	1	0	13	3	16	1	0	0	1	35
% App. Total	5.9	94.1	0		100	0	0		0	81.2	18.8		100	0	0		
PHF	.250	.667	.000	.708	.250	.000	.000	.250	.000	.650	.375	.667	.250	.000	.000	.250	.875

**Peggy Malone & Associates, Inc.**  
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File Name : 8\_Hodges Blvd & The Woods Park Dr AM  
 Site Code :  
 Start Date : 9/16/2020  
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**Groups Printed- Combined**

Start Time	Hodges Blvd Southbound					The Woods Park Dr Westbound					Hodges Blvd Northbound					The Woods Park Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	108	3	0	111	6	0	10	0	16	0	81	3	0	84	13	1	3	0	17	228
06:45 AM	1	105	0	0	106	7	0	8	0	15	0	104	5	0	109	21	0	10	0	31	261
<b>Total</b>	<b>1</b>	<b>213</b>	<b>3</b>	<b>0</b>	<b>217</b>	<b>13</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>185</b>	<b>8</b>	<b>0</b>	<b>193</b>	<b>34</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>48</b>	<b>489</b>
07:00 AM	3	141	3	0	147	7	0	9	0	16	0	116	6	0	122	31	0	6	2	39	324
07:15 AM	3	232	4	0	239	9	0	8	1	18	0	137	5	0	142	38	0	5	1	44	443
07:30 AM	9	334	4	0	347	7	1	7	0	15	0	134	6	0	140	51	1	16	1	69	571
07:45 AM	2	250	4	0	256	10	0	11	0	21	0	231	24	0	255	35	0	9	2	46	578
<b>Total</b>	<b>17</b>	<b>957</b>	<b>15</b>	<b>0</b>	<b>989</b>	<b>33</b>	<b>1</b>	<b>35</b>	<b>1</b>	<b>70</b>	<b>0</b>	<b>618</b>	<b>41</b>	<b>0</b>	<b>659</b>	<b>155</b>	<b>1</b>	<b>36</b>	<b>6</b>	<b>198</b>	<b>1916</b>
08:00 AM	7	186	7	0	200	14	0	2	1	17	0	185	11	0	196	16	0	13	3	32	445
08:15 AM	10	208	6	0	224	8	0	6	1	15	0	176	7	0	183	22	0	10	0	32	454
08:30 AM	14	208	4	0	226	3	0	12	0	15	0	131	9	0	140	22	0	10	2	34	415
08:45 AM	13	177	3	0	193	6	0	7	0	13	0	138	16	0	154	15	0	8	0	23	383
<b>Total</b>	<b>44</b>	<b>779</b>	<b>20</b>	<b>0</b>	<b>843</b>	<b>31</b>	<b>0</b>	<b>27</b>	<b>2</b>	<b>60</b>	<b>0</b>	<b>630</b>	<b>43</b>	<b>0</b>	<b>673</b>	<b>75</b>	<b>0</b>	<b>41</b>	<b>5</b>	<b>121</b>	<b>1697</b>
09:00 AM	6	145	2	0	153	5	0	3	0	8	0	155	18	0	173	23	0	7	0	30	364
09:15 AM	6	175	6	0	187	5	0	4	1	10	0	129	10	0	139	15	0	8	0	23	359
<b>Grand Total</b>	<b>74</b>	<b>2269</b>	<b>46</b>	<b>0</b>	<b>2389</b>	<b>87</b>	<b>1</b>	<b>87</b>	<b>4</b>	<b>179</b>	<b>0</b>	<b>1717</b>	<b>120</b>	<b>0</b>	<b>1837</b>	<b>302</b>	<b>2</b>	<b>105</b>	<b>11</b>	<b>420</b>	<b>4825</b>
Apprch %	3.1	95	1.9	0		48.6	0.6	48.6	2.2		0	93.5	6.5	0		71.9	0.5	25	2.6		
Total %	1.5	47	1	0	49.5	1.8	0	1.8	0.1	3.7	0	35.6	2.5	0	38.1	6.3	0	2.2	0.2	8.7	

Start Time	Hodges Blvd Southbound				The Woods Park Dr Westbound				Hodges Blvd Northbound				The Woods Park Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	9	<b>334</b>	4	<b>347</b>	7	<b>1</b>	7	15	0	134	6	140	<b>51</b>	<b>1</b>	<b>16</b>	<b>68</b>	570
07:45 AM	2	250	4	256	10	0	11	21	0	231	24	255	35	0	9	44	576
08:00 AM	7	186	7	200	14	0	2	16	0	185	11	196	16	0	13	29	441
08:15 AM	<b>10</b>	208	6	224	8	0	6	14	0	176	7	183	22	0	10	32	453
Total Volume	28	978	21	1027	39	1	26	66	0	726	48	774	124	1	48	173	2040
% App. Total	2.7	95.2	2		59.1	1.5	39.4		0	93.8	6.2		71.7	0.6	27.7		
PHF	.700	.732	.750	.740	.696	.250	.591	.786	.000	.786	.500	.759	.608	.250	.750	.636	.885

**Peggy Malone & Associates, Inc.**  
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File Name : 8\_Hodges Blvd & The Woods Park Dr PM  
 Site Code :  
 Start Date : 9/16/2020  
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**Groups Printed- Cars**

Start Time	Hodges Blvd Southbound					The Woods Park Dr Westbound					Hodges Blvd Northbound					The Woods Park Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	7	229	7	0	243	8	0	5	0	13	0	146	26	0	172	14	0	12	0	26	454
02:45 PM	10	174	10	0	194	5	0	3	0	8	0	286	27	1	314	15	0	7	1	23	539
<b>Total</b>	<b>17</b>	<b>403</b>	<b>17</b>	<b>0</b>	<b>437</b>	<b>13</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>432</b>	<b>53</b>	<b>1</b>	<b>486</b>	<b>29</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>49</b>	<b>993</b>
03:00 PM	15	181	10	0	206	8	0	9	1	18	1	190	18	0	209	19	0	4	0	23	456
03:15 PM	16	200	14	0	230	9	0	6	0	15	0	192	21	0	213	18	0	9	0	27	485
03:30 PM	17	205	8	0	230	6	0	8	0	14	0	217	28	0	245	16	0	8	1	25	514
03:45 PM	8	192	10	0	210	7	0	2	0	9	0	216	22	0	238	9	1	9	0	19	476
<b>Total</b>	<b>56</b>	<b>778</b>	<b>42</b>	<b>0</b>	<b>876</b>	<b>30</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>56</b>	<b>1</b>	<b>815</b>	<b>89</b>	<b>0</b>	<b>905</b>	<b>62</b>	<b>1</b>	<b>30</b>	<b>1</b>	<b>94</b>	<b>1931</b>
04:00 PM	20	211	19	0	250	5	0	7	1	13	0	230	29	0	259	16	0	6	0	22	544
04:15 PM	14	188	9	0	211	7	0	0	0	7	0	213	30	0	243	12	0	10	0	22	483
04:30 PM	27	193	3	0	223	6	0	3	1	10	0	227	29	0	256	19	0	11	0	30	519
04:45 PM	11	205	9	0	225	5	0	6	2	13	0	248	25	2	275	19	0	5	0	24	537
<b>Total</b>	<b>72</b>	<b>797</b>	<b>40</b>	<b>0</b>	<b>909</b>	<b>23</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>43</b>	<b>0</b>	<b>918</b>	<b>113</b>	<b>2</b>	<b>1033</b>	<b>66</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>98</b>	<b>2083</b>
05:00 PM	18	223	7	0	248	8	0	12	2	22	0	218	24	0	242	22	0	11	1	34	546
05:15 PM	14	218	9	0	241	3	0	3	1	7	0	249	32	0	281	18	0	12	0	30	559
05:30 PM	15	211	11	0	237	4	0	10	1	15	1	246	36	0	283	24	0	12	0	36	571
05:45 PM	25	209	12	0	246	9	0	8	0	17	0	206	39	1	246	16	0	16	4	36	545
<b>Total</b>	<b>72</b>	<b>861</b>	<b>39</b>	<b>0</b>	<b>972</b>	<b>24</b>	<b>0</b>	<b>33</b>	<b>4</b>	<b>61</b>	<b>1</b>	<b>919</b>	<b>131</b>	<b>1</b>	<b>1052</b>	<b>80</b>	<b>0</b>	<b>51</b>	<b>5</b>	<b>136</b>	<b>2221</b>
06:00 PM	10	211	10	0	231	6	1	10	0	17	0	198	26	0	224	24	0	6	3	33	505
06:15 PM	7	229	8	0	244	7	0	8	2	17	0	197	21	0	218	24	0	10	1	35	514
06:30 PM	12	219	11	0	242	7	0	8	0	15	0	157	29	0	186	22	0	5	1	28	471
06:45 PM	19	172	13	0	204	11	0	6	0	17	0	185	25	1	211	12	0	5	0	17	449
<b>Total</b>	<b>48</b>	<b>831</b>	<b>42</b>	<b>0</b>	<b>921</b>	<b>31</b>	<b>1</b>	<b>32</b>	<b>2</b>	<b>66</b>	<b>0</b>	<b>737</b>	<b>101</b>	<b>1</b>	<b>839</b>	<b>82</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>113</b>	<b>1939</b>
07:00 PM	18	149	12	0	179	8	0	6	1	15	0	160	17	0	177	8	0	10	1	19	390
07:15 PM	17	147	16	0	180	10	0	5	0	15	1	159	21	0	181	10	0	8	1	19	395
<b>Grand Total</b>	<b>300</b>	<b>3966</b>	<b>208</b>	<b>0</b>	<b>4474</b>	<b>139</b>	<b>1</b>	<b>125</b>	<b>12</b>	<b>277</b>	<b>3</b>	<b>4140</b>	<b>525</b>	<b>5</b>	<b>4673</b>	<b>337</b>	<b>1</b>	<b>176</b>	<b>14</b>	<b>528</b>	<b>9952</b>
Apprch %	6.7	88.6	4.6	0		50.2	0.4	45.1	4.3		0.1	88.6	11.2	0.1		63.8	0.2	33.3	2.7		
Total %	3	39.9	2.1	0	45	1.4	0	1.3	0.1	2.8	0	41.6	5.3	0.1	47	3.4	0	1.8	0.1	5.3	

Start Time	Hodges Blvd Southbound				The Woods Park Dr Westbound				Hodges Blvd Northbound				The Woods Park Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	18	223	7	248	8	0	12	20	0	218	24	242	22	0	11	33	543
05:15 PM	14	218	9	241	3	0	3	6	0	249	32	281	18	0	12	30	558
05:30 PM	15	211	11	237	4	0	10	14	1	246	36	283	24	0	12	36	570
05:45 PM	25	209	12	246	9	0	8	17	0	206	39	245	16	0	16	32	540
<b>Total Volume</b>	<b>72</b>	<b>861</b>	<b>39</b>	<b>972</b>	<b>24</b>	<b>0</b>	<b>33</b>	<b>57</b>	<b>1</b>	<b>919</b>	<b>131</b>	<b>1051</b>	<b>80</b>	<b>0</b>	<b>51</b>	<b>131</b>	<b>2211</b>
% App. Total	7.4	88.6	4		42.1	0	57.9		0.1	87.4	12.5		61.1	0	38.9		
PHF	.720	.965	.813	.980	.667	.000	.688	.713	.250	.923	.840	.928	.833	.000	.797	.910	.970

**Peggy Malone & Associates, Inc.**  
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File Name : 8\_Hodges Blvd & The Woods Park Dr PM  
 Site Code :  
 Start Date : 9/16/2020  
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**Groups Printed- Trucks**

Start Time	Hodges Blvd Southbound					The Woods Park Dr Westbound					Hodges Blvd Northbound					The Woods Park Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	1	2	0	0	3	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	7
02:45 PM	1	3	0	0	4	1	0	0	0	1	0	1	2	0	3	0	0	0	0	0	8
<b>Total</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
03:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5
03:15 PM	0	6	0	0	6	0	0	0	0	0	0	2	1	0	3	1	0	1	0	2	11
03:30 PM	0	3	0	0	3	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	9
03:45 PM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	4
<b>Total</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>29</b>
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	6
<b>Total</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>21</b>
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
06:30 PM	0	1	0	0	1	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
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Grand Total</b>	<b>2</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>86</b>
Apprch %	5.6	94.4	0	0		75	0	25	0		0	89.2	10.8	0		55.6	0	44.4	0		
Total %	2.3	39.5	0	0	41.9	3.5	0	1.2	0	4.7	0	38.4	4.7	0	43	5.8	0	4.7	0	10.5	

Start Time	Hodges Blvd Southbound				The Woods Park Dr Westbound				Hodges Blvd Northbound				The Woods Park Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:45 PM																	
02:45 PM	1	3	0	4	1	0	0	1	0	1	2	3	0	0	0	0	8
03:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	1	0	0	1	5
03:15 PM	0	6	0	6	0	0	0	0	0	2	1	3	1	0	1	2	11
03:30 PM	0	3	0	3	1	0	0	1	0	5	0	5	0	0	0	0	9
<b>Total Volume</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>33</b>
<b>% App. Total</b>	<b>6.7</b>	<b>93.3</b>	<b>0</b>		<b>100</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>76.9</b>	<b>23.1</b>		<b>66.7</b>	<b>0</b>	<b>33.3</b>		
PHF	.250	.583	.000	.625	.500	.000	.000	.500	.000	.500	.375	.650	.500	.000	.250	.375	.750

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

File Name : 8\_Hodges Blvd & The Woods Park Dr PM  
 Site Code :  
 Start Date : 9/16/2020  
 Page No : 1

**Groups Printed- Combined**

Start Time	Hodges Blvd Southbound					The Woods Park Dr Westbound					Hodges Blvd Northbound					The Woods Park Dr Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	8	231	7	0	246	8	0	6	0	14	0	148	27	0	175	14	0	12	0	26	461
02:45 PM	11	177	10	0	198	6	0	3	0	9	0	287	29	1	317	15	0	7	1	23	547
<b>Total</b>	<b>19</b>	<b>408</b>	<b>17</b>	<b>0</b>	<b>444</b>	<b>14</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>435</b>	<b>56</b>	<b>1</b>	<b>492</b>	<b>29</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>49</b>	<b>1008</b>
03:00 PM	15	183	10	0	208	8	0	9	1	18	1	192	18	0	211	20	0	4	0	24	461
03:15 PM	16	206	14	0	236	9	0	6	0	15	0	194	22	0	216	19	0	10	0	29	496
03:30 PM	17	208	8	0	233	7	0	8	0	15	0	222	28	0	250	16	0	8	1	25	523
03:45 PM	8	194	10	0	212	8	0	2	0	10	0	216	22	0	238	9	1	10	0	20	480
<b>Total</b>	<b>56</b>	<b>791</b>	<b>42</b>	<b>0</b>	<b>889</b>	<b>32</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>58</b>	<b>1</b>	<b>824</b>	<b>90</b>	<b>0</b>	<b>915</b>	<b>64</b>	<b>1</b>	<b>32</b>	<b>1</b>	<b>98</b>	<b>1960</b>
04:00 PM	20	215	19	0	254	5	0	7	1	13	0	232	29	0	261	16	0	6	0	22	550
04:15 PM	14	190	9	0	213	7	0	0	0	7	0	214	30	0	244	12	0	10	0	22	486
04:30 PM	27	194	3	0	224	6	0	3	1	10	0	230	29	0	259	20	0	12	0	32	525
04:45 PM	11	205	9	0	225	5	0	6	2	13	0	252	25	2	279	20	0	6	0	26	543
<b>Total</b>	<b>72</b>	<b>804</b>	<b>40</b>	<b>0</b>	<b>916</b>	<b>23</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>43</b>	<b>0</b>	<b>928</b>	<b>113</b>	<b>2</b>	<b>1043</b>	<b>68</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>102</b>	<b>2104</b>
05:00 PM	18	227	7	0	252	8	0	12	2	22	0	219	24	0	243	22	0	11	1	34	551
05:15 PM	14	218	9	0	241	3	0	3	1	7	0	251	32	0	283	18	0	12	0	30	561
05:30 PM	15	212	11	0	238	4	0	10	1	15	1	248	36	0	285	24	0	12	0	36	574
05:45 PM	25	210	12	0	247	9	0	8	0	17	0	208	39	1	248	16	0	16	4	36	548
<b>Total</b>	<b>72</b>	<b>867</b>	<b>39</b>	<b>0</b>	<b>978</b>	<b>24</b>	<b>0</b>	<b>33</b>	<b>4</b>	<b>61</b>	<b>1</b>	<b>926</b>	<b>131</b>	<b>1</b>	<b>1059</b>	<b>80</b>	<b>0</b>	<b>51</b>	<b>5</b>	<b>136</b>	<b>2234</b>
06:00 PM	10	211	10	0	231	6	1	10	0	17	0	200	26	0	226	24	0	6	3	33	507
06:15 PM	7	230	8	0	245	7	0	8	2	17	0	197	21	0	218	25	0	10	1	36	516
06:30 PM	12	220	11	0	243	7	0	8	0	15	0	157	29	0	186	22	0	5	1	28	472
06:45 PM	19	172	13	0	204	11	0	6	0	17	0	185	25	1	211	12	0	5	0	17	449
<b>Total</b>	<b>48</b>	<b>833</b>	<b>42</b>	<b>0</b>	<b>923</b>	<b>31</b>	<b>1</b>	<b>32</b>	<b>2</b>	<b>66</b>	<b>0</b>	<b>739</b>	<b>101</b>	<b>1</b>	<b>841</b>	<b>83</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>114</b>	<b>1944</b>
07:00 PM	18	149	12	0	179	8	0	6	1	15	0	161	17	0	178	8	0	10	1	19	391
07:15 PM	17	148	16	0	181	10	0	5	0	15	1	160	21	0	182	10	0	8	1	19	397
<b>Grand Total</b>	<b>302</b>	<b>4000</b>	<b>208</b>	<b>0</b>	<b>4510</b>	<b>142</b>	<b>1</b>	<b>126</b>	<b>12</b>	<b>281</b>	<b>3</b>	<b>4173</b>	<b>529</b>	<b>5</b>	<b>4710</b>	<b>342</b>	<b>1</b>	<b>180</b>	<b>14</b>	<b>537</b>	<b>10038</b>
Apprch %	6.7	88.7	4.6	0		50.5	0.4	44.8	4.3		0.1	88.6	11.2	0.1		63.7	0.2	33.5	2.6		
Total %	3	39.8	2.1	0	44.9	1.4	0	1.3	0.1	2.8	0	41.6	5.3	0	46.9	3.4	0	1.8	0.1	5.3	

Start Time	Hodges Blvd Southbound				The Woods Park Dr Westbound				Hodges Blvd Northbound				The Woods Park Dr Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	18	227	7	252	8	0	12	20	0	219	24	243	22	0	11	33	548
05:15 PM	14	218	9	241	3	0	3	6	0	251	32	283	18	0	12	30	560
05:30 PM	15	212	11	238	4	0	10	14	1	248	36	285	24	0	12	36	573
05:45 PM	25	210	12	247	9	0	8	17	0	208	39	247	16	0	16	32	543
Total Volume	72	867	39	978	24	0	33	57	1	926	131	1058	80	0	51	131	2224
% App. Total	7.4	88.7	4		42.1	0	57.9		0.1	87.5	12.4		61.1	0	38.9		
PHF	.720	.955	.813	.970	.667	.000	.688	.713	.250	.922	.840	.928	.833	.000	.797	.910	.970

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

File Name : 9\_Hodges Blvd & Atlantic Blvd (SR 10) AM  
 Site Code :  
 Start Date : 9/16/2020  
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**Groups Printed- Cars**

Start Time	Joeandy Rd N Southbound					Atlantic Blvd Westbound					Hodges Blvd Northbound					Atlantic Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	16	24	26	1	67	8	224	50	0	282	50	14	32	0	96	32	208	9	0	249	694
06:45 AM	27	34	47	0	108	5	250	32	0	287	70	10	28	0	108	41	289	7	0	337	840
Total	43	58	73	1	175	13	474	82	0	569	120	24	60	0	204	73	497	16	0	586	1534
07:00 AM	22	39	51	0	112	14	305	65	0	384	76	20	42	0	138	42	261	4	0	307	941
07:15 AM	12	52	64	0	128	18	348	98	0	464	78	11	55	0	144	80	285	11	0	376	1112
07:30 AM	22	79	81	2	184	9	321	137	2	469	96	26	56	0	178	126	274	15	0	415	1246
07:45 AM	19	54	87	1	161	34	356	79	0	469	115	32	64	1	212	100	413	15	0	528	1370
Total	75	224	283	3	585	75	1330	379	2	1786	365	89	217	1	672	348	1233	45	0	1626	4669
08:00 AM	24	40	76	1	141	36	323	84	1	444	133	28	61	0	222	71	322	13	0	406	1213
08:15 AM	14	42	69	1	126	35	360	84	0	479	105	37	49	0	191	78	358	18	0	454	1250
08:30 AM	24	45	70	1	140	27	374	115	0	516	85	22	44	0	151	61	300	13	0	374	1181
08:45 AM	22	45	62	1	130	18	280	72	0	370	91	24	46	1	162	70	361	10	0	441	1103
Total	84	172	277	4	537	116	1337	355	1	1809	414	111	200	1	726	280	1341	54	0	1675	4747
09:00 AM	16	29	51	1	97	33	309	76	0	418	84	26	53	0	163	52	246	11	0	309	987
09:15 AM	17	40	57	1	115	20	317	77	0	414	73	26	39	0	138	79	246	17	0	342	1009
Grand Total	235	523	741	10	1509	257	3767	969	3	4996	1056	276	569	2	1903	832	3563	143	0	4538	12946
Apprch %	15.6	34.7	49.1	0.7		5.1	75.4	19.4	0.1		55.5	14.5	29.9	0.1		18.3	78.5	3.2	0		
Total %	1.8	4	5.7	0.1	11.7	2	29.1	7.5	0	38.6	8.2	2.1	4.4	0	14.7	6.4	27.5	1.1	0	35.1	

Start Time	Joeandy Rd N Southbound				Atlantic Blvd Westbound				Hodges Blvd Northbound				Atlantic Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:30 AM	22	79	81	182	9	321	137	467	96	26	56	178	126	274	15	415	1242
07:45 AM	19	54	87	160	34	356	79	469	115	32	64	211	100	413	15	528	1368
08:00 AM	24	40	76	140	36	323	84	443	133	28	61	222	71	322	13	406	1211
08:15 AM	14	42	69	125	35	360	84	479	105	37	49	191	78	358	18	454	1249
Total Volume	79	215	313	607	114	1360	384	1858	449	123	230	802	375	1367	61	1803	5070
% App. Total	13	35.4	51.6		6.1	73.2	20.7		56	15.3	28.7		20.8	75.8	3.4		
PHF	.823	.680	.899	.834	.792	.944	.701	.970	.844	.831	.898	.903	.744	.827	.847	.854	.927

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:30 AM

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

File Name : 9\_Hodges Blvd & Atlantic Blvd (SR 10) AM  
 Site Code :  
 Start Date : 9/16/2020  
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**Groups Printed- Trucks**

Start Time	Joeandy Rd N Southbound					Atlantic Blvd Westbound					Hodges Blvd Northbound					Atlantic Blvd Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:30 AM	1	0	3	0	4	0	2	1	0	3	1	0	1	0	2	0	9	0	0	0	9	18
06:45 AM	0	0	0	0	0	1	5	3	0	9	2	0	1	0	3	2	9	0	0	0	11	23
<b>Total</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>41</b>
07:00 AM	0	0	0	0	0	0	7	0	0	7	2	0	0	0	2	0	12	0	0	0	12	21
07:15 AM	0	0	1	0	1	1	4	0	0	5	4	0	0	0	4	0	10	0	0	0	10	20
07:30 AM	0	0	0	0	0	3	3	2	0	8	2	0	0	0	2	1	12	1	0	0	14	24
07:45 AM	0	1	3	0	4	1	8	2	0	11	2	1	3	0	6	0	13	0	0	0	13	34
<b>Total</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>47</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>99</b>
08:00 AM	0	0	0	0	0	1	11	4	0	16	2	0	0	0	2	3	17	0	0	0	20	38
08:15 AM	0	1	4	0	5	1	6	1	0	8	3	0	2	0	5	1	17	0	0	0	18	36
08:30 AM	1	0	0	0	1	1	13	1	0	15	2	1	2	0	5	3	13	1	0	0	17	38
08:45 AM	0	0	0	0	0	0	12	1	0	13	1	1	1	0	3	1	13	0	0	0	14	30
<b>Total</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>42</b>	<b>7</b>	<b>0</b>	<b>52</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>8</b>	<b>60</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>142</b>
09:00 AM	0	0	0	0	0	1	8	2	0	11	3	0	1	0	4	1	11	0	0	0	12	27
09:15 AM	1	0	1	0	2	2	12	3	0	17	1	0	0	0	1	1	17	0	0	0	18	38
<b>Grand Total</b>	<b>3</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>17</b>	<b>12</b>	<b>91</b>	<b>20</b>	<b>0</b>	<b>123</b>	<b>25</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>39</b>	<b>13</b>	<b>153</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>168</b>	<b>347</b>
Apprch %	17.6	11.8	70.6	0		9.8	74	16.3	0		64.1	7.7	28.2	0		7.7	91.1	1.2	0			
Total %	0.9	0.6	3.5	0	4.9	3.5	26.2	5.8	0	35.4	7.2	0.9	3.2	0	11.2	3.7	44.1	0.6	0		48.4	

Start Time	Joeandy Rd N Southbound				Atlantic Blvd Westbound				Hodges Blvd Northbound				Atlantic Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:45 AM	0	1	3	4	1	8	2	11	2	1	3	6	0	13	0	13	34
08:00 AM	0	0	0	0	1	11	4	16	2	0	0	2	3	17	0	20	38
08:15 AM	0	1	4	5	1	6	1	8	3	0	2	5	1	17	0	18	36
08:30 AM	1	0	0	1	1	13	1	15	2	1	2	5	3	13	1	17	38
<b>Total Volume</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>10</b>	<b>4</b>	<b>38</b>	<b>8</b>	<b>50</b>	<b>9</b>	<b>2</b>	<b>7</b>	<b>18</b>	<b>7</b>	<b>60</b>	<b>1</b>	<b>68</b>	<b>146</b>
% App. Total	10	20	70		8	76	16		50	11.1	38.9		10.3	88.2	1.5		
PHF	.250	.500	.438	.500	1.00	.731	.500	.781	.750	.500	.583	.750	.583	.882	.250	.850	.961

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:45 AM



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

File Name : 9\_Hodges Blvd & Atlantic Blvd (SR 10) AM  
 Site Code :  
 Start Date : 9/16/2020  
 Page No : 1

**Groups Printed- Combined**

Start Time	Joeandy Rd N Southbound					Atlantic Blvd Westbound					Hodges Blvd Northbound					Atlantic Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	17	24	29	1	71	8	226	51	0	285	51	14	33	0	98	32	217	9	0	258	712
06:45 AM	27	34	47	0	108	6	255	35	0	296	72	10	29	0	111	43	298	7	0	348	863
Total	44	58	76	1	179	14	481	86	0	581	123	24	62	0	209	75	515	16	0	606	1575
07:00 AM	22	39	51	0	112	14	312	65	0	391	78	20	42	0	140	42	273	4	0	319	962
07:15 AM	12	52	65	0	129	19	352	98	0	469	82	11	55	0	148	80	295	11	0	386	1132
07:30 AM	22	79	81	2	184	12	324	139	2	477	98	26	56	0	180	127	286	16	0	429	1270
07:45 AM	19	55	90	1	165	35	364	81	0	480	117	33	67	1	218	100	426	15	0	541	1404
Total	75	225	287	3	590	80	1352	383	2	1817	375	90	220	1	686	349	1280	46	0	1675	4768
08:00 AM	24	40	76	1	141	37	334	88	1	460	135	28	61	0	224	74	339	13	0	426	1251
08:15 AM	14	43	73	1	131	36	366	85	0	487	108	37	51	0	196	79	375	18	0	472	1286
08:30 AM	25	45	70	1	141	28	387	116	0	531	87	23	46	0	156	64	313	14	0	391	1219
08:45 AM	22	45	62	1	130	18	292	73	0	383	92	25	47	1	165	71	374	10	0	455	1133
Total	85	173	281	4	543	119	1379	362	1	1861	422	113	205	1	741	288	1401	55	0	1744	4889
09:00 AM	16	29	51	1	97	34	317	78	0	429	87	26	54	0	167	53	257	11	0	321	1014
09:15 AM	18	40	58	1	117	22	329	80	0	431	74	26	39	0	139	80	263	17	0	360	1047
Grand Total	238	525	753	10	1526	269	3858	989	3	5119	1081	279	580	2	1942	845	3716	145	0	4706	13293
Apprch %	15.6	34.4	49.3	0.7		5.3	75.4	19.3	0.1		55.7	14.4	29.9	0.1		18	79	3.1	0		
Total %	1.8	3.9	5.7	0.1	11.5	2	29	7.4	0	38.5	8.1	2.1	4.4	0	14.6	6.4	28	1.1	0	35.4	

Start Time	Joeandy Rd N Southbound				Atlantic Blvd Westbound				Hodges Blvd Northbound				Atlantic Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:30 AM	22	79	81	182	12	324	139	475	98	26	56	180	127	286	16	429	1266
07:45 AM	19	55	90	164	35	364	81	480	117	33	67	217	100	426	15	541	1402
08:00 AM	24	40	76	140	37	334	88	459	135	28	61	224	74	339	13	426	1249
08:15 AM	14	43	73	130	36	366	85	487	108	37	51	196	79	375	18	472	1285
Total Volume	79	217	320	616	120	1388	393	1901	458	124	235	817	380	1426	62	1868	5202
% App. Total	12.8	35.2	51.9		6.3	73	20.7		56.1	15.2	28.8		20.3	76.3	3.3		
PHF	.823	.687	.889	.846	.811	.948	.707	.976	.848	.838	.877	.912	.748	.837	.861	.863	.928

Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:30 AM

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

File Name : 9\_Hodges Blvd & Atlantic Blvd (SR 10) PM  
Site Code :  
Start Date : 9/16/2020  
Page No : 1

Groups Printed- Cars

Start Time	Joeandy Rd N Southbound					Atlantic Blvd Westbound					Hodges Blvd Northbound					Atlantic Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	16	45	65	0	126	31	341	95	0	467	78	44	59	2	183	94	350	18	0	462	1238
02:45 PM	13	33	45	0	91	39	334	86	0	459	126	64	77	1	268	82	414	17	0	513	1331
Total	29	78	110	0	217	70	675	181	0	926	204	108	136	3	451	176	764	35	0	975	2569
03:00 PM	10	42	68	1	121	51	350	108	0	509	105	48	71	0	224	66	293	17	0	376	1230
03:15 PM	23	40	47	0	110	56	363	96	0	515	94	47	62	1	204	89	382	14	0	485	1314
03:30 PM	22	55	49	0	126	46	353	107	0	506	123	56	61	2	242	82	355	27	3	467	1341
03:45 PM	14	25	42	0	81	48	356	97	0	501	112	41	59	1	213	90	441	18	2	551	1346
Total	69	162	206	1	438	201	1422	408	0	2031	434	192	253	4	883	327	1471	76	5	1879	5231
04:00 PM	15	44	50	2	111	54	380	105	0	539	133	57	52	0	242	85	342	20	1	448	1340
04:15 PM	12	32	47	0	91	60	439	89	0	588	110	42	68	0	220	80	428	22	0	530	1429
04:30 PM	14	36	66	0	116	65	358	109	0	532	125	46	63	0	234	75	380	18	0	473	1355
04:45 PM	16	38	55	0	109	63	339	98	0	500	111	66	56	1	234	82	487	20	0	589	1432
Total	57	150	218	2	427	242	1516	401	0	2159	479	211	239	1	930	322	1637	80	1	2040	5556
05:00 PM	20	53	61	1	135	74	383	103	0	560	114	74	79	1	268	97	392	11	0	500	1463
05:15 PM	17	48	53	0	118	80	419	92	0	591	101	54	71	2	228	83	458	13	0	554	1491
05:30 PM	14	59	80	0	153	68	335	112	0	515	129	69	70	0	268	86	378	24	0	488	1424
05:45 PM	11	42	58	0	111	65	368	96	0	529	95	53	61	0	209	83	469	20	0	572	1421
Total	62	202	252	1	517	287	1505	403	0	2195	439	250	281	3	973	349	1697	68	0	2114	5799
06:00 PM	16	60	63	0	139	54	303	86	0	443	108	71	50	1	230	88	332	34	1	455	1267
06:15 PM	18	48	42	1	109	62	359	87	0	508	97	43	66	2	208	101	476	22	0	599	1424
06:30 PM	24	45	67	2	138	54	238	114	0	406	83	38	53	2	176	104	338	25	0	467	1187
06:45 PM	20	37	45	0	102	46	235	73	0	354	95	40	61	0	196	93	323	18	0	434	1086
Total	78	190	217	3	488	216	1135	360	0	1711	383	192	230	5	810	386	1469	99	1	1955	4964
07:00 PM	12	32	48	2	94	51	256	76	0	383	73	32	48	0	153	70	256	25	0	351	981
07:15 PM	12	35	46	0	93	48	255	98	0	401	75	64	73	1	213	66	233	18	0	317	1024
<b>Grand Total</b>	<b>319</b>	<b>849</b>	<b>1097</b>	<b>9</b>	<b>2274</b>	<b>1115</b>	<b>6764</b>	<b>1927</b>	<b>0</b>	<b>9806</b>	<b>2087</b>	<b>1049</b>	<b>1260</b>	<b>17</b>	<b>4413</b>	<b>1696</b>	<b>7527</b>	<b>401</b>	<b>7</b>	<b>9631</b>	<b>26124</b>
Apprch %	14	37.3	48.2	0.4		11.4	69	19.7	0		47.3	23.8	28.6	0.4		17.6	78.2	4.2	0.1		
Total %	1.2	3.2	4.2	0	8.7	4.3	25.9	7.4	0	37.5	8	4	4.8	0.1	16.9	6.5	28.8	1.5	0	36.9	

Start Time	Joeandy Rd N Southbound				Atlantic Blvd Westbound				Hodges Blvd Northbound				Atlantic Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:45 PM	16	38	55	109	63	339	98	500	111	66	56	233	82	<b>487</b>	20	<b>589</b>	1431
05:00 PM	<b>20</b>	53	61	134	74	383	103	560	114	<b>74</b>	<b>79</b>	267	<b>97</b>	392	11	500	1461
05:15 PM	17	48	53	118	<b>80</b>	<b>419</b>	92	<b>591</b>	101	54	71	226	83	458	13	554	<b>1489</b>
05:30 PM	14	<b>59</b>	<b>80</b>	<b>153</b>	68	335	<b>112</b>	515	<b>129</b>	69	70	<b>268</b>	86	378	<b>24</b>	488	1424
Total Volume	67	198	249	514	285	1476	405	2166	455	263	276	994	348	1715	68	2131	5805
% App. Total	13	38.5	48.4		13.2	68.1	18.7		45.8	26.5	27.8		16.3	80.5	3.2		
PHF	.838	.839	.778	.840	.891	.881	.904	.916	.882	.889	.873	.927	.897	.880	.708	.904	.975

Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

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

File Name : 9\_Hodges Blvd & Atlantic Blvd (SR 10) PM  
 Site Code :  
 Start Date : 9/16/2020  
 Page No : 1

**Groups Printed- Trucks**

Start Time	Joeandy Rd N Southbound					Atlantic Blvd Westbound					Hodges Blvd Northbound					Atlantic Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	0	0	0	0	1	12	2	0	15	2	0	0	0	2	3	16	0	0	19	36
02:45 PM	2	0	0	0	2	0	19	1	0	20	2	0	1	0	3	1	8	0	0	9	34
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>70</b>
03:00 PM	0	0	0	0	0	2	11	1	0	14	2	0	0	0	2	1	5	0	0	6	22
03:15 PM	0	0	1	0	1	1	8	2	0	11	3	0	0	0	3	3	7	0	0	10	25
03:30 PM	0	1	2	0	3	3	14	0	0	17	3	0	2	0	5	2	8	0	0	10	35
03:45 PM	0	0	1	0	1	0	14	1	0	15	0	0	2	0	2	1	9	0	0	10	28
<b>Total</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>47</b>	<b>4</b>	<b>0</b>	<b>57</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>7</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>110</b>
04:00 PM	0	0	0	0	0	0	7	3	0	10	1	1	1	0	3	0	6	0	0	6	19
04:15 PM	0	0	0	0	0	2	5	1	0	8	0	0	0	0	0	1	6	0	0	7	15
04:30 PM	0	0	2	0	2	1	18	1	0	20	1	0	1	0	2	1	7	0	0	8	32
04:45 PM	0	0	0	0	0	0	6	0	0	6	5	1	2	0	8	0	6	0	0	6	20
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>36</b>	<b>5</b>	<b>0</b>	<b>44</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>86</b>
05:00 PM	0	0	0	0	0	1	7	4	0	12	0	0	1	0	1	0	0	0	0	0	13
05:15 PM	0	0	0	0	0	1	4	0	0	5	2	0	0	0	2	0	3	0	0	3	10
05:30 PM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	8
05:45 PM	1	0	0	0	1	1	2	1	0	4	4	0	0	0	4	0	4	0	0	4	13
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>44</b>
06:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	0	2	0	0	2	8
06:15 PM	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	0	2	0	0	2	9
06:30 PM	0	0	0	0	0	0	5	1	0	6	1	0	1	0	2	0	1	0	0	1	9
06:45 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	9
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>35</b>
07:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
07:15 PM	0	0	1	0	1	0	4	1	0	5	0	0	1	0	1	0	1	0	0	1	8
<b>Grand Total</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>159</b>	<b>21</b>	<b>0</b>	<b>193</b>	<b>26</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>42</b>	<b>14</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>361</b>
Apprch %	30.8	15.4	53.8	0		6.7	82.4	10.9	0		61.9	4.8	33.3	0		12.4	87.6	0	0		
Total %	1.1	0.6	1.9	0	3.6	3.6	44	5.8	0	53.5	7.2	0.6	3.9	0	11.6	3.9	27.4	0	0	31.3	

Start Time	Joeandy Rd N Southbound					Atlantic Blvd Westbound					Hodges Blvd Northbound					Atlantic Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	0	0	0	0	0	1	12	2	0	15	2	0	0	0	2	3	16	0	0	19	36
02:45 PM	2	0	0	0	2	0	19	1	0	20	2	0	1	0	3	1	8	0	0	9	34
03:00 PM	0	0	0	0	0	2	11	1	0	14	2	0	0	0	2	1	5	0	0	6	22
03:15 PM	0	0	1	0	1	1	8	2	0	11	3	0	0	0	3	3	7	0	0	10	25
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>50</b>	<b>6</b>	<b>0</b>	<b>60</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>8</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>117</b>
% App. Total	66.7	0	33.3	0		6.7	83.3	10	0		90	0	10	0		18.2	81.8	0	0		
PHF	.250	.000	.250		.375	.500	.658	.750		.750	.750	.000	.250		.833	.667	.563	.000		.579	.813

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

File Name : 9\_Hodges Blvd & Atlantic Blvd (SR 10) PM  
Site Code :  
Start Date : 9/16/2020  
Page No : 1

Groups Printed- Combined

Start Time	Joeandy Rd N Southbound					Atlantic Blvd Westbound					Hodges Blvd Northbound					Atlantic Blvd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	16	45	65	0	126	32	353	97	0	482	80	44	59	2	185	97	366	18	0	481	1274
02:45 PM	15	33	45	0	93	39	353	87	0	479	128	64	78	1	271	83	422	17	0	522	1365
Total	31	78	110	0	219	71	706	184	0	961	208	108	137	3	456	180	788	35	0	1003	2639
03:00 PM	10	42	68	1	121	53	361	109	0	523	107	48	71	0	226	67	298	17	0	382	1252
03:15 PM	23	40	48	0	111	57	371	98	0	526	97	47	62	1	207	92	389	14	0	495	1339
03:30 PM	22	56	51	0	129	49	367	107	0	523	126	56	63	2	247	84	363	27	3	477	1376
03:45 PM	14	25	43	0	82	48	370	98	0	516	112	41	61	1	215	91	450	18	2	561	1374
Total	69	163	210	1	443	207	1469	412	0	2088	442	192	257	4	895	334	1500	76	5	1915	5341
04:00 PM	15	44	50	2	111	54	387	108	0	549	134	58	53	0	245	85	348	20	1	454	1359
04:15 PM	12	32	47	0	91	62	444	90	0	596	110	42	68	0	220	81	434	22	0	537	1444
04:30 PM	14	36	68	0	118	66	376	110	0	552	126	46	64	0	236	76	387	18	0	481	1387
04:45 PM	16	38	55	0	109	63	345	98	0	506	116	67	58	1	242	82	493	20	0	595	1452
Total	57	150	220	2	429	245	1552	406	0	2203	486	213	243	1	943	324	1662	80	1	2067	5642
05:00 PM	20	53	61	1	135	75	390	107	0	572	114	74	80	1	269	97	392	11	0	500	1476
05:15 PM	17	48	53	0	118	81	423	92	0	596	103	54	71	2	230	83	461	13	0	557	1501
05:30 PM	14	60	80	0	154	68	340	112	0	520	129	69	70	0	268	87	379	24	0	490	1432
05:45 PM	12	42	58	0	112	66	370	97	0	533	99	53	61	0	213	83	473	20	0	576	1434
Total	63	203	252	1	519	290	1523	408	0	2221	445	250	282	3	980	350	1705	68	0	2123	5843
06:00 PM	16	60	63	0	139	54	307	86	0	447	108	71	52	1	232	88	334	34	1	457	1275
06:15 PM	18	48	42	1	109	62	364	89	0	515	97	43	66	2	208	101	478	22	0	601	1433
06:30 PM	24	45	67	2	138	54	243	115	0	412	84	38	54	2	178	104	339	25	0	468	1196
06:45 PM	21	37	45	0	103	46	239	73	0	358	95	40	61	0	196	93	327	18	0	438	1095
Total	79	190	217	3	489	216	1153	363	0	1732	384	192	233	5	814	386	1478	99	1	1964	4999
07:00 PM	12	32	48	2	94	51	261	76	0	388	73	32	48	0	153	70	259	25	0	354	989
07:15 PM	12	35	47	0	94	48	259	99	0	406	75	64	74	1	214	66	234	18	0	318	1032
<b>Grand Total</b>	<b>323</b>	<b>851</b>	<b>1104</b>	<b>9</b>	<b>2287</b>	<b>1128</b>	<b>6923</b>	<b>1948</b>	<b>0</b>	<b>9999</b>	<b>2113</b>	<b>1051</b>	<b>1274</b>	<b>17</b>	<b>4455</b>	<b>1710</b>	<b>7626</b>	<b>401</b>	<b>7</b>	<b>9744</b>	<b>26485</b>
Apprch %	14.1	37.2	48.3	0.4		11.3	69.2	19.5	0		47.4	23.6	28.6	0.4		17.5	78.3	4.1	0.1		
Total %	1.2	3.2	4.2	0	8.6	4.3	26.1	7.4	0	37.8	8	4	4.8	0.1	16.8	6.5	28.8	1.5	0	36.8	

Start Time	Joeandy Rd N Southbound				Atlantic Blvd Westbound				Hodges Blvd Northbound				Atlantic Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 07:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	16	38	55	109	63	345	98	506	116	67	58	241	82	<b>493</b>	20	<b>595</b>	1451
05:00 PM	<b>20</b>	53	61	134	75	390	107	572	114	<b>74</b>	<b>80</b>	<b>268</b>	<b>97</b>	392	11	500	1474
05:15 PM	17	48	53	118	<b>81</b>	<b>423</b>	92	<b>596</b>	103	54	71	228	83	461	13	557	<b>1499</b>
05:30 PM	14	<b>60</b>	<b>80</b>	<b>154</b>	68	340	<b>112</b>	520	<b>129</b>	69	70	268	87	379	<b>24</b>	490	1432
Total Volume	67	199	249	515	287	1498	409	2194	462	264	279	1005	349	1725	68	2142	5856
% App. Total	13	38.6	48.3		13.1	68.3	18.6		46	26.3	27.8		16.3	80.5	3.2		
PHF	.838	.829	.778	.836	.886	.885	.913	.920	.895	.892	.872	.938	.899	.875	.708	.900	.977

## **Appendix G:**

### Study Area Historical AADT Volume and Growth Rates

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2019 HISTORICAL AADT REPORT

COUNTY: 72 - DUVAL

SITE: 9038 - HODGES BLVD. N. OF CHAUNY RD. (HPMS)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	24000	C	N 12000		S 12000	9.00	55.90	1.20
2018	25500	C	N 12500		S 13000	9.00	55.80	1.40
2017	26000	C	N 13000		S 13000	9.00	56.10	1.30
2016	26000	C	N 13000		S 13000	9.00	56.20	1.50
2015	26000	C	N 13000		S 13000	9.00	56.30	0.80
2014	25000	C	N 12500		S 12500	9.00	56.40	0.80
2013	24500	C	N 12000		S 12500	9.00	57.10	0.80
2012	23500	C	N 11500		S 12000	9.00	57.80	1.70
2011	24500	C	N 12000		S 12500	9.00	56.60	1.70
2010	24500	C	N 12000		S 12500	9.75	56.38	1.50
2009	20000	F	0		0	9.48	57.48	0.90
2008	20500	C	N 0		S 0	9.68	57.27	1.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2019 HISTORICAL AADT REPORT

COUNTY: 72 - DUVAL

SITE: 4165 - RAMP HODGES BLVD. TO SR 202 EB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	4400 C	E 4400	0	8.00	99.90	6.00
2018	4600 C	E 4600	0	9.00	99.90	5.90
2017	4700 C	E 4700	0	9.00	99.90	4.60
2016	4400 C	E 4400	0	9.00	99.90	5.70
2015	4300 C	E 4300	0	9.00	99.90	4.40
2014	4200 C	E 4200	0	9.00	99.90	4.50
2013	4100 C	E 4100	0	9.00	99.90	2.40
2012	4000 C	E 4000	0	9.00	99.90	4.00
2011	4100 C	E 4100	0	9.00	99.90	4.20
2010	3500 C	E 3500	0	9.75	99.99	4.50
2009	3600 C	E 3600	0	9.48	99.99	4.70
2008	3500 C	E 3500	0	9.68	99.99	8.40
2007	4300 C	E 4300	0	9.26	99.99	5.00
2006	4200 C	E 4200	0	9.52	99.99	3.70
2005	4400 C	E 4400	0	9.00	99.90	6.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2019 HISTORICAL AADT REPORT

COUNTY: 72 - DUVAL

SITE: 4162 - RAMP HODGES BLVD. TO SR 202 WB

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	15500	C	W 15500	0	8.00	99.90	6.00
2018	15500	C	W 15500	0	9.00	99.90	5.90
2017	15000	C	W 15000	0	9.00	99.90	4.60
2016	14000	C	W 14000	0	9.00	99.90	5.70
2015	14500	C	W 14500	0	9.00	99.90	4.40
2014	14000	C	W 14000	0	9.00	99.90	4.50
2013	14000	C	W 14000	0	9.00	99.90	2.40
2012	13500	C	W 13500	0	9.00	99.90	4.00
2011	14000	C	W 14000	0	9.00	99.90	4.20
2010	13000	C	W 13000	0	9.75	99.99	4.50
2009	12000	C	W 12000	0	9.48	99.99	4.70
2008	12500	C	W 12500	0	9.68	99.99	8.40
2007	14500	C	W 14500	0	9.26	99.99	5.00
2006	13500	C	W 13500	0	9.52	99.99	3.70
2005	13000	C	W 13000	0	9.00	99.90	6.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2019 HISTORICAL AADT REPORT

COUNTY: 72 - DUVAL

SITE: 4163 - RAMP SR 202 EB TO HODGES BLVD.

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	15500	C	E 15500	0	8.00	99.90	6.00
2018	15000	C	E 15000	0	9.00	99.90	5.90
2017	14000	C	E 14000	0	9.00	99.90	4.60
2016	14000	C	E 14000	0	9.00	99.90	5.70
2015	14000	C	E 14000	0	9.00	99.90	4.40
2014	13500	C	E 13500	0	9.00	99.90	4.50
2013	13000	C	E 13000	0	9.00	99.90	2.40
2012	12500	C	E 12500	0	9.00	99.90	4.00
2011	13000	C	E 13000	0	9.00	99.90	4.20
2010	12000	C	E 12000	0	9.75	99.99	4.50
2009	11000	C	E 11000	0	9.48	99.99	4.70
2008	11000	C	E 11000	0	9.68	99.99	8.40
2007	13500	C	E 13500	0	9.26	99.99	5.00
2006	13000	C	E 13000	0	9.52	99.99	3.70
2005	12000	C	E 12000	0	9.00	99.90	6.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2019 HISTORICAL AADT REPORT

COUNTY: 72 - DUVAL

SITE: 4164 - RAMP SR 202 WB TO HODGES BLVD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	5000 C	W 5000	0	8.00	99.90	6.00
2018	5400 C	W 5400	0	9.00	99.90	5.90
2017	5200 C	W 5200	0	9.00	99.90	4.60
2016	5000 C	W 5000	0	9.00	99.90	5.70
2015	4700 C	W 4700	0	9.00	99.90	4.40
2014	4600 C	W 4600	0	9.00	99.90	4.50
2013	4500 C	W 4500	0	9.00	99.90	2.40
2012	4300 C	W 4300	0	9.00	99.90	4.00
2011	4700 C	W 4700	0	9.00	99.90	4.20
2010	3800 C	W 3800	0	9.75	99.99	4.50
2009	4100 C	W 4100	0	9.48	99.99	4.70
2008	3600 C	W 3600	0	9.68	99.99	8.40
2007	4700 C	W 4700	0	9.26	99.99	5.00
2006	4700 C	W 4700	0	9.52	99.99	3.70
2005	4700 C	W 4700	0	9.00	99.90	6.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2019 HISTORICAL AADT REPORT

COUNTY: 72 - DUVAL

SITE: 0944 - SR 212 (BEACH BLVD) .2 MI. W. OF SAN PABLO RD.

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	48000	C	E 24500		W 23500	9.00	54.70	1.40
2018	45000	C	E 23000		W 22000	9.00	55.50	1.60
2017	46000	C	E 23500		W 22500	9.00	55.20	1.60
2016	46000	C	E 23500		W 22500	9.00	55.40	1.60
2015	45000	C	E 23000		W 22000	9.00	56.00	1.50
2014	43500	C	E 21500		W 22000	9.00	55.50	1.50
2013	43000	C	E 21500		W 21500	9.00	54.90	1.60
2012	44500	C	E 22500		W 22000	9.00	54.60	1.60
2011	42000	S	E 22000		W 20000	9.00	55.60	1.40
2010	41500	F	E 21500		W 20000	12.93	53.55	1.50
2009	42500	C	E 22000		W 20500	12.89	55.63	1.50
2008	43000	C	E 23000		W 20000	10.64	51.44	1.80
2007	36500	C	E 19000		W 17500	8.62	53.60	1.80
2006	39500	C	E 20000		W 19500	9.11	52.57	2.80
2005	45000	C	E 23000		W 22000	8.60	53.60	5.30
2004	43000	C	E 21500		W 21500	8.90	53.00	3.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2019 HISTORICAL AADT REPORT

COUNTY: 72 - DUVAL

SITE: 0301 - SR 10(ATLANTIC BLVD.) 300' W. OF SAN PABLO RD.

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	57000	C	E 28000		W 29000	9.00	54.70	2.10
2018	54000	C	E 27000		W 27000	9.00	55.50	2.10
2017	56500	C	E 28500		W 28000	9.00	55.20	2.10
2016	56500	C	E 27000		W 29500	9.00	55.40	2.00
2015	52000	C	E 26500		W 25500	9.00	56.00	2.00
2014	52500	C	E 26000		W 26500	9.00	55.50	2.10
2013	52000	C	E 26000		W 26000	9.00	54.90	2.00
2012	51500	C	E 25000		W 26500	9.00	54.60	2.00
2011	52000	C	E 26000		W 26000	9.00	55.60	1.90
2010	49500	C	E 25000		W 24500	12.93	53.55	1.80
2009	47500	C	E 24000		W 23500	12.89	55.63	2.20
2008	53500	C	E 26500		W 27000	10.64	51.44	2.50
2007	53000	C	E 26000		W 27000	8.62	53.60	2.00
2006	61000	C	E 31000		W 30000	9.11	52.57	2.90
2005	57500	C	E 29000		W 28500	8.60	53.60	3.20
2004	67000	C	E 34000		W 33000	8.90	53.00	4.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## City of Jacksonville 2019 Local Traffic Counts

Link Id Number	Facility Name <sup>2</sup>	From To	Roadway Type <sup>3</sup>	Posted Speed	Lanes	Max Daily Capacity *	2019 Average Daily Traffic	2019 PM Peak Hour Traffic	Daily % Cap Used	Daily Capacity Available	Volume to Capacity Ratio	2018 Average Daily Traffic	2018 PM Peak Hour Traffic
422	GROVE PARK BLVD	ALTAMA RD TO BEACH BLVD	COLLECTOR	30	2	11,232	8,455	800	75.28%	2,777	0.75	7,904	757
303	HALSEMA RD	SOUTH OF NAS WHITEHOUSE TO BEAVER ST	COLLECTOR	35	2	11,232	3,291	276	29.30%	7,941	0.29	2,598	232
304	HALSEMA RD	BEAVER ST TO TURKEY RD	COLLECTOR	35	2	11,232	1,258	148	11.20%	9,974	0.11	1,352	138
310	HAMILTON ST	EDGEWOOD AVE TO BLANDING BLVD	COLLECTOR	30	2	11,232	3,270	284	29.11%	7,962	0.29	2,778	259
311	HAMILTON ST	BLANDING BLVD TO LAKE SHORE BLVD	COLLECTOR	30	2	11,232	2,523	227	22.46%	8,709	0.22	2,268	211
300	HAMMOND BLVD	NORMANDY BLVD TO CRYSTAL SPRINGS RD	COLLECTOR	40	2	16,727	7,469	631	44.65%	9,258	0.45	7,489	658
655	HAMMOND BLVD	CRYSTAL SPRINGS RD TO DEVOE RD	COLLECTOR	40	4	37,611	13,906	1,258	36.97%	23,705	0.37	13,195	1,193
277	HARLOW BLVD	BLANDING BLVD TO LANE AVE	COLLECTOR	30	2	14,742	3,915	363	26.56%	10,827	0.27	4,242	412
278	HARLOW BLVD	LANE AVE TO 103RD ST	MINOR ARTERIAL	30	2	11,232	6,503	590	57.90%	4,729	0.58	6,544	566
438	HARTLEY RD	SAN JOSE BLVD TO HAMPTON RD	COLLECTOR	35	2	11,232	12,376	958	110.19%	(1,144)	1.10	11,603	871
845	HARTLEY RD	HAMPTON RD TO OLD ST. AUGUSTINE RD	COLLECTOR	35	2	11,232	11,367	953	101.20%	(135)	1.01		
535	HARTS RD	DUNN AVE TO TORTOISE WAY	COLLECTOR	35	2	14,742	15,133	1,176	102.65%	(391)	1.03	14,446	1,223
656	HARTS RD	TORTOISE WAY TO DEAD END	COLLECTOR	35	2	14,742	5,957	454	40.41%	8,785	0.40	6,248	563
286	HERLONG RD	NORMANDY BLVD TO FOURAKER RD	COLLECTOR	35	2	11,232	5,247	455	46.71%	5,985	0.47	4,844	469
747	HERLONG RD	FOURAKER RD TO OLD MIDDLEBURG RD	CURRENTLY NOT CLASSIFIED	35	2	11,232	8,351	799	74.35%	2,881	0.74	8,442	827
713	HERSCHEL ST	WOODMERE ST TO GERALDINE AVE	MINOR ARTERIAL	35	2	11,232	13,911	1,271	123.85%	(2,679)	1.24	13,845	1,364
776	HICKORY CREEK BLVD	ASHLEY MELISSE BLVD TO ATLANTIC BLVD	CURRENTLY NOT CLASSIFIED	40	2	12,744	5,699	440	44.72%	7,045	0.45	5,691	438
764	HIGHWAY AVE	DRAKE ST TO LANE AVE	CURRENTLY NOT CLASSIFIED	35	2	11,232	1,154	80	10.27%	10,078	0.10	1,324	98
765	HIGHWAY AVE	LANE AVE TO CASSATT AVE	CURRENTLY NOT CLASSIFIED	35	2	11,232	2,779	201	24.74%	8,453	0.25	3,245	269
766	HIGHWAY AVE	CASSATT AVE TO LUNA AVE	CURRENTLY NOT CLASSIFIED	35	2	11,232	6,285	507	55.96%	4,947	0.56	6,717	547
407	HODGES BLVD	BEACH BLVD TO BENT WATER DR	MINOR ARTERIAL	45	4	39,492	27,241	2,270	68.98%	12,251	0.69	27,699	2,298
408	HODGES BLVD	JT BUTLER BLVD TO HUNT CLUB RD	MINOR ARTERIAL	45	4	39,492	39,588	3,453	100.24%	(96)	1.00	36,713	3,026
840	HODGES BLVD	BENT WATER DR TO ATLANTIC BLVD	MINOR ARTERIAL	45	4	39,492	25,793	2,196	65.31%	13,699	0.65		
841	HODGES BLVD	HUNT CLUB RD TO BEACH BLVD	MINOR ARTERIAL	45	4	39,492	35,055	3,024	88.77%	4,437	0.89		
432	HOGAN RD	BEACH BLVD TO PARENTAL HOME RD	COLLECTOR	35	2	14,742	4,764	554	32.32%	9,978	0.32	5,930	627
843	HOGAN RD	PARENTAL HOME RD TO BELFORD RD	COLLECTOR	35	2	14,742	7,299	732	49.51%	7,443	0.50		
864	HOGAN RD	BELFORD RD TO SOUTHSIDE BLVD	COLLECTOR	40	2	16,727	7,299	732	43.64%	9,428	0.44		
492	HOGAN ST	WATER ST TO STATE ST	COLLECTOR (ONE-WAY)	30	2	18,252	1,935	226	10.60%	16,317	0.11	2,105	281
537	HOOD LANDING RD	OLD ST. AUGUSTINE RD TO JULINGTON CREEK RD	COLLECTOR	35	2	11,232	7,004	611	62.36%	4,228	0.62	7,392	613
439	HOOD RD	OLD ST. AUGUSTINE RD TO SHAD RD	COLLECTOR	40	2	17,563	13,433	1,140	76.49%	4,130	0.76	14,318	1,325
657	HOOD RD	SHAD RD TO SUNBEAM RD	CURRENTLY NOT CLASSIFIED	35	2	14,742	8,874	922	60.20%	5,868	0.60	9,340	1,009
548	HOOD RD SOUTH	LOSCO ROAD TO HOOD RD/SHAD RD	COLLECTOR	40	2	16,727	8,458	923	50.57%	8,269	0.51	9,007	987
767	HOWARD RD	PULASKI RD TO DUNN CREEK RD	CURRENTLY NOT CLASSIFIED	35	2	11,232	4,705	415	41.89%	6,527	0.42	4,404	408
287	HYDE GROVE AVE	OLD MIDDLEBURG RD TO LANE AVE	COLLECTOR	30	2	11,232	5,999	573	53.41%	5,233	0.53	5,912	565
387	IMESON PARK BLVD	MAIN ST TO BUSCH DR	COLLECTOR	45	4	39,492	2,425	248	6.14%	37,067	0.06	2,300	230
341	IMESON RD	COMMONWEALTH AVE TO PRITCHARD RD	COLLECTOR	40	2	12,744	2,787	234	21.87%	9,957	0.22	2,581	238
342	IMESON RD	PRITCHARD RD TO GARDEN ST	COLLECTOR	40	2	12,744	9,458	532	74.22%	3,286	0.74	8,947	167
275	JAMMES RD	WILSON BLVD TO 103RD ST	COLLECTOR	35	2	13,338	8,498	767	63.71%	4,840	0.64	8,521	741
276	JAMMES RD	103RD ST TO MORSE AVE	COLLECTOR	35	2	13,338	8,415	706	63.09%	4,923	0.63	8,156	730
489	JEFFERSON ST	WATER ST TO STATE ST	COLLECTOR (ONE-WAY)	30	2	27,486	8,990	889	32.71%	18,496	0.33	9,037	868
787	JEFFERSON ST	STATE ST TO 8TH ST	CURRENTLY NOT CLASSIFIED	30	2	11,232	4,796	539	42.70%	6,436	0.43		
806	JESSIE ST	A. PHILIP RANDOLPH BLVD TO TALLEYRAND AVE	CURRENTLY NOT CLASSIFIED	30	2	11,232	1,392	86	12.39%	9,840	0.12		
739	JOEANDY RD	ATLANTIC BLVD TO GIRVIN RD	CURRENTLY NOT CLASSIFIED	30	2	14,742	9,800	960	66.48%	4,942	0.66	9,468	908
330	JONES RD	GARDEN ST TO CISCO DR	COLLECTOR	40	2	15,134	1,038	100	6.86%	14,096	0.07	920	109
331	JONES RD	CISCO DR TO PRITCHARD RD	COLLECTOR	40	2	15,134	1,909	134	12.61%	13,225	0.13	1,703	151
332	JONES RD	PRITCHARD RD TO BEAVER ST	COLLECTOR	40	2	15,134	5,388	476	35.60%	9,746	0.36	5,279	442
491	JULIA ST	BAY ST TO STATE ST	COLLECTOR (ONE-WAY)	35	2	18,252	960	106	5.26%	17,292	0.05	2,127	284
454	JULINGTON CREEK RD	SAN JOSE BLVD TO HOOD LANDING RD	COLLECTOR	35	2	11,232	7,021	709	62.51%	4,211	0.63	7,146	684
455	JULINGTON CREEK RD	HOOD LANDING RD TO OLD ST. AUGUSTINE RD	COLLECTOR	35	2	11,232	3,081	288	27.43%	8,151	0.27	3,081	316

## **Appendix H:**

2020 Volumes Synchro Analysis Results

Lanes, Volumes, Timings  
1: Hodges Blvd & JTB EB Off-Ramp

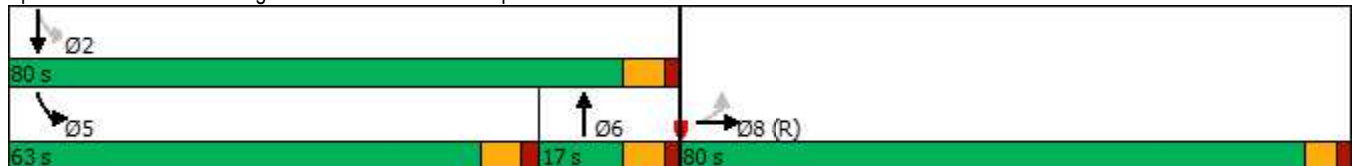
Hodges Blvd AM Peak  
02/11/2021

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖						↖↗			↖↗	
Traffic Volume (vph)	1152	1	0	0	0	0	0	1	0	324	1	0
Future Volume (vph)	1152	1	0	0	0	0	0	1	0	324	1	0
Satd. Flow (prot)	1681	1686	0	0	0	0	0	3539	0	0	1775	0
Flt Permitted	0.950	0.953									0.452	
Satd. Flow (perm)	1681	1686	0	0	0	0	0	3539	0	0	842	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	652	656	0	0	0	0	0	4	0	0	388	0
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8									2		
Total Split (s)	80.0	80.0						17.0		63.0	80.0	
Total Lost Time (s)	5.7	5.7						6.8			6.8	
Act Effct Green (s)	74.3	74.3						10.0			73.2	
Actuated g/C Ratio	0.46	0.46						0.06			0.46	
v/c Ratio	0.84	0.84						0.02			0.49	
Control Delay	48.7	48.9						71.0			41.3	
Queue Delay	0.0	0.0						0.0			0.0	
Total Delay	48.7	48.9						71.0			41.3	
LOS	D	D						E			D	
Approach Delay		48.8						71.0			41.3	
Approach LOS		D						E			D	
Queue Length 50th (ft)	621	625						2			310	
Queue Length 95th (ft)	820	143						2			104	
Internal Link Dist (ft)		1237			277			315			401	
Turn Bay Length (ft)												
Base Capacity (vph)	780	782						225			792	
Starvation Cap Reductn	0	0						0			0	
Spillback Cap Reductn	0	0						0			0	
Storage Cap Reductn	0	0						0			0	
Reduced v/c Ratio	0.84	0.84						0.02			0.49	

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 128 (80%), Referenced to phase 8:EBTL, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 47.1  
 Intersection Capacity Utilization 68.5%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service C

Splits and Phases: 1: Hodges Blvd & JTB EB Off-Ramp



Lanes, Volumes, Timings  
2: Hodges Blvd & Glen Kernan/Sutton Park

Hodges Blvd AM Peak  
02/11/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	34	141	226	13	56	100	868	361	109	1170	46
Future Volume (vph)	87	34	141	226	13	56	100	868	361	109	1170	46
Satd. Flow (prot)	1770	1630	0	3433	1667	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.685			0.950			0.950			0.950		
Satd. Flow (perm)	1276	1630	0	3433	1667	0	1770	3539	1583	1770	3539	1583
Satd. Flow (RTOR)		129			66				334			149
Lane Group Flow (vph)	145	251	0	323	111	0	139	1077	453	135	1385	62
Turn Type	pm+pt	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8								6			2
Total Split (s)	17.0	23.0		31.0	37.0		21.0	72.0	72.0	34.0	85.0	85.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.8	6.8	6.8	6.8	6.8	6.8
Act Effct Green (s)	27.7	16.7		20.2	26.0		14.9	79.9	79.9	17.5	82.5	82.5
Actuated g/C Ratio	0.17	0.10		0.13	0.16		0.09	0.50	0.50	0.11	0.52	0.52
v/c Ratio	0.57	0.88		0.75	0.34		0.84	0.61	0.47	0.70	0.76	0.07
Control Delay	57.5	62.9		78.1	27.2		80.7	50.0	27.2	78.7	32.7	2.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.5	62.9		78.1	27.2		80.7	50.0	27.2	78.7	32.7	2.0
LOS	E	E		E	C		F	D	C	E	C	A
Approach Delay		60.9			65.1			46.3			35.4	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	118	127		170	40		134	595	296	140	344	0
Queue Length 95th (ft)	119	#252		170	11		m#191	620	344	192	610	9
Internal Link Dist (ft)		238			495			727			3282	
Turn Bay Length (ft)	100			175			225			240		240
Base Capacity (vph)	255	299		536	376		167	1768	957	300	1824	888
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.84		0.60	0.30		0.83	0.61	0.47	0.45	0.76	0.07

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 78 (49%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 45.5

Intersection LOS: D

Intersection Capacity Utilization 77.8%

ICU Level of Service D

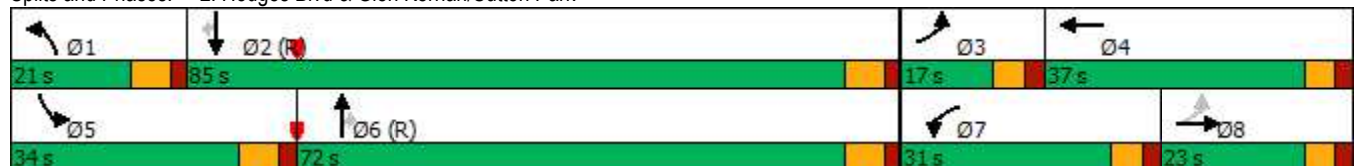
Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: Hodges Blvd & Glen Kernan/Sutton Park





Lanes, Volumes, Timings  
 3: Chets Creek/Sutton Park & Hodges Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	201	19	242	45	34	100	155	708	23	85	910	241
Future Volume (vph)	201	19	242	45	34	100	155	708	23	85	910	241
Satd. Flow (prot)	1770	1613	0	1770	1639	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.161			0.214			0.950			0.950		
Satd. Flow (perm)	300	1613	0	399	1639	0	1770	3539	1583	1770	3539	1583
Satd. Flow (RTOR)		250			110				152			203
Lane Group Flow (vph)	329	382	0	62	226	0	202	784	33	115	1041	314
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4					6			2
Total Split (s)	24.0	46.0		13.0	35.0		34.0	65.0	65.0	36.0	67.0	67.0
Total Lost Time (s)	5.7	5.9		6.4	6.4		6.8	6.8	6.8	6.8	6.8	6.8
Act Effct Green (s)	42.1	31.5		24.0	17.4		23.0	82.9	82.9	15.7	75.6	75.6
Actuated g/C Ratio	0.26	0.20		0.15	0.11		0.14	0.52	0.52	0.10	0.47	0.47
v/c Ratio	1.33	0.74		0.53	0.82		0.80	0.43	0.04	0.66	0.62	0.37
Control Delay	215.0	29.1		61.8	57.4		76.7	43.4	0.4	87.1	35.7	11.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	215.0	29.1		61.8	57.4		76.7	43.4	0.4	87.1	35.7	11.9
LOS	F	C		E	E		E	D	A	F	D	B
Approach Delay		115.1			58.4			48.6			34.6	
Approach LOS		F			E			D			C	
Queue Length 50th (ft)	~398	137		50	123		206	333	0	118	424	65
Queue Length 95th (ft)	#287	6		70	157		269	474	m0	152	594	119
Internal Link Dist (ft)		454			564			3282			1952	
Turn Bay Length (ft)							350		285	230		220
Base Capacity (vph)	247	591		116	383		304	1833	893	323	1671	855
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.33	0.65		0.53	0.59		0.66	0.43	0.04	0.36	0.62	0.37

**Intersection Summary**  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 74 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.33  
 Intersection Signal Delay: 57.1  
 Intersection LOS: E  
 Intersection Capacity Utilization 76.1%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Chets Creek/Sutton Park & Hodges Blvd



Lanes, Volumes, Timings  
4: Hodges Blvd & Hunt Club



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	77	133	37	965	1492	45
Future Volume (vph)	77	133	37	965	1492	45
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.234			
Satd. Flow (perm)	1770	1583	436	3539	3539	1583
Satd. Flow (RTOR)		1				66
Lane Group Flow (vph)	112	165	54	1156	1670	66
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	8.8	8.8	18.3	18.3	18.3	18.3
Actuated g/C Ratio	0.25	0.25	0.51	0.51	0.51	0.51
v/c Ratio	0.26	0.42	0.24	0.64	0.92	0.08
Control Delay	11.6	14.1	12.2	13.1	27.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	14.1	12.2	13.1	27.8	3.2
LOS	B	B	B	B	C	A
Approach Delay	13.1			13.1	26.9	
Approach LOS	B			B	C	
Queue Length 50th (ft)	17	25	6	92	~214	0
Queue Length 95th (ft)	31	52	22	#205	#364	9
Internal Link Dist (ft)	294			1952	2360	
Turn Bay Length (ft)			275			230
Base Capacity (vph)	697	624	224	1819	1819	846
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.26	0.24	0.64	0.92	0.08

Intersection Summary

Cycle Length: 40

Actuated Cycle Length: 35.6

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 20.5

Intersection LOS: C

Intersection Capacity Utilization 61.0%

ICU Level of Service B

Analysis Period (min) 15

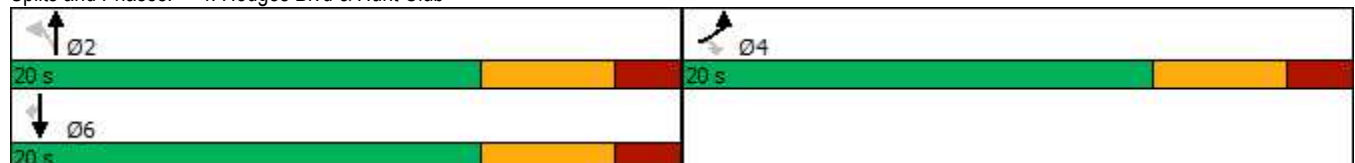
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: Hodges Blvd & Hunt Club



Lanes, Volumes, Timings  
5: Hodges Blvd & Montebello Way/Danforth DR

Hodges Blvd AM Peak  
02/11/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	0	41	85	2	76	7	1089	17	26	1399	10
Future Volume (vph)	28	0	41	85	2	76	7	1089	17	26	1399	10
Satd. Flow (prot)	1770	1583	0	1770	1608	0	1770	3532	0	1770	3539	1583
Flt Permitted	0.769			0.769			0.215			0.215		
Satd. Flow (perm)	1432	1583	0	1432	1608	0	400	3532	0	400	3539	1583
Satd. Flow (RTOR)		82			3			4				82
Lane Group Flow (vph)	37	62	0	95	90	0	12	1497	0	37	1486	16
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Total Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	20.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Act Effct Green (s)	7.7	7.7		7.8	7.8		21.3	21.3		21.3	21.3	21.3
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.64	0.64		0.64	0.64	0.64
v/c Ratio	0.11	0.15		0.28	0.24		0.05	0.66		0.15	0.66	0.02
Control Delay	10.7	3.4		12.6	11.5		7.9	14.9		9.4	14.6	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	10.7	3.4		12.6	11.5		7.9	14.9		9.4	14.6	0.0
LOS	B	A		B	B		A	B		A	B	A
Approach Delay		6.1			12.0			14.8			14.4	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	5	0		14	13		1	~134		4	~129	0
Queue Length 95th (ft)	15	0		36	8		5	#226		15	#291	0
Internal Link Dist (ft)		432			330			2360			2656	
Turn Bay Length (ft)							325			325		350
Base Capacity (vph)	612	723		612	689		255	2260		255	2263	1042
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.06	0.09		0.16	0.13		0.05	0.66		0.15	0.66	0.02

Intersection Summary

Cycle Length: 40

Actuated Cycle Length: 33.3

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 14.2

Intersection LOS: B

Intersection Capacity Utilization 61.3%

ICU Level of Service B

Analysis Period (min) 15

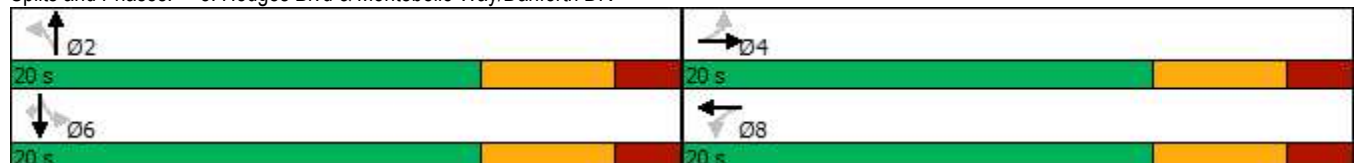
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Hodges Blvd & Montebello Way/Danforth DR



Lanes, Volumes, Timings  
6: Hodges Blvd & Pablo Creek

Hodges Blvd AM Peak  
02/11/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	9	38	58	4	61	52	1067	111	35	1091	49
Future Volume (vph)	37	9	38	58	4	61	52	1067	111	35	1091	49
Satd. Flow (prot)	3433	1863	1583	3433	1863	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	3433	1863	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			117			117			172			115
Lane Group Flow (vph)	66	21	54	74	8	86	82	1340	176	54	1183	74
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Total Split (s)	17.0	27.0	27.0	17.0	27.0	27.0	17.0	99.0	99.0	17.0	99.0	99.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.8	6.8	6.8	6.8	6.8	6.8
Act Effct Green (s)	8.4	7.5	7.5	11.1	7.7	7.7	9.2	111.9	111.9	7.9	108.1	108.1
Actuated g/c Ratio	0.05	0.05	0.05	0.07	0.05	0.05	0.06	0.70	0.70	0.05	0.68	0.68
v/c Ratio	0.36	0.24	0.29	0.31	0.09	0.46	0.42	0.54	0.15	0.32	0.49	0.07
Control Delay	78.4	79.8	4.0	75.5	74.0	12.2	78.8	13.6	1.7	80.1	3.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay	78.4	79.8	4.0	75.5	74.0	12.2	78.8	13.6	1.7	80.1	3.4	0.1
LOS	E	E	A	E	E	B	E	B	A	F	A	A
Approach Delay		50.1			43.0			15.7			6.3	
Approach LOS		D			D			B			A	
Queue Length 50th (ft)	35	22	0	39	8	0	43	351	1	30	51	0
Queue Length 95th (ft)	39	26	0	60	15	0	52	396	4	m39	m86	m0
Internal Link Dist (ft)		160			186			2656			786	
Turn Bay Length (ft)							425		300	175		275
Base Capacity (vph)	225	238	304	260	238	304	225	2475	1158	218	2391	1106
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	282	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.09	0.18	0.28	0.03	0.28	0.36	0.54	0.15	0.25	0.56	0.07

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 99 (62%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 14.8

Intersection LOS: B

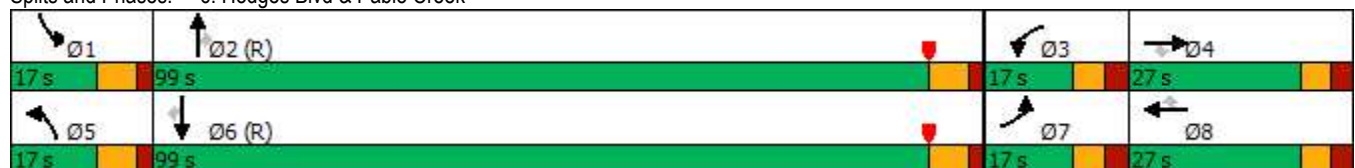
Intersection Capacity Utilization 55.9%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 6: Hodges Blvd & Pablo Creek



Lanes, Volumes, Timings  
7: Hodges Blvd & Beach Blvd

Hodges Blvd AM Peak  
02/11/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	224	1159	234	362	821	282	210	481	462	519	612	22
Future Volume (vph)	224	1159	234	362	821	282	210	481	462	519	612	22
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			259			350			288			166
Lane Group Flow (vph)	316	1326	287	439	940	468	281	786	595	587	733	28
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Total Split (s)	24.0	54.0	54.0	29.0	59.0	59.0	24.0	40.0	40.0	37.0	53.0	53.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.0	7.0	7.0	7.0	7.0	7.0
Act Effct Green (s)	17.2	47.4	47.4	22.0	52.2	52.2	16.3	33.6	33.6	29.4	46.7	46.7
Actuated g/C Ratio	0.11	0.30	0.30	0.14	0.33	0.33	0.10	0.21	0.21	0.18	0.29	0.29
v/c Ratio	0.86	0.88	0.44	0.93	0.57	0.62	0.81	1.06	1.06	0.93	0.71	0.05
Control Delay	91.6	61.6	9.0	94.5	46.2	14.9	108.3	99.1	76.1	86.2	55.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.6	61.6	9.0	94.5	46.2	14.9	108.3	99.1	76.1	86.2	55.3	0.1
LOS	F	E	A	F	D	B	F	F	E	F	E	A
Approach Delay		58.7			49.7			92.4			67.6	
Approach LOS		E			D			F			E	
Queue Length 50th (ft)	170	487	21	237	298	98	157	~482	~437	314	364	0
Queue Length 95th (ft)	179	550	75	#306	347	33	180	309	#504	#420	415	0
Internal Link Dist (ft)		831			922			786			2907	
Turn Bay Length (ft)	450		600	475		550	475		430	300		300
Base Capacity (vph)	369	1505	650	476	1658	752	364	742	560	643	1033	579
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.88	0.44	0.92	0.57	0.62	0.77	1.06	1.06	0.91	0.71	0.05

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 116 (73%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.06

Intersection Signal Delay: 66.3

Intersection LOS: E

Intersection Capacity Utilization 85.6%

ICU Level of Service E

Analysis Period (min) 15

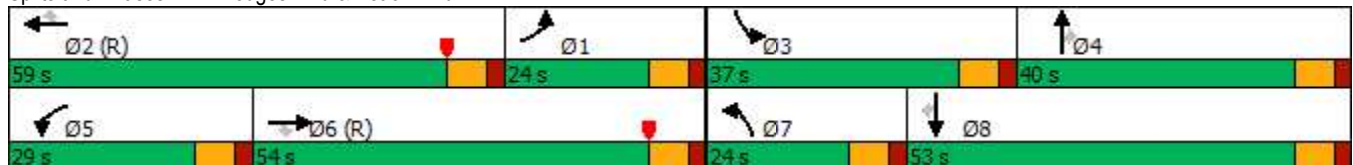
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Hodges Blvd & Beach Blvd



Lanes, Volumes, Timings  
8: Hodges Blvd & Bentwater Dr

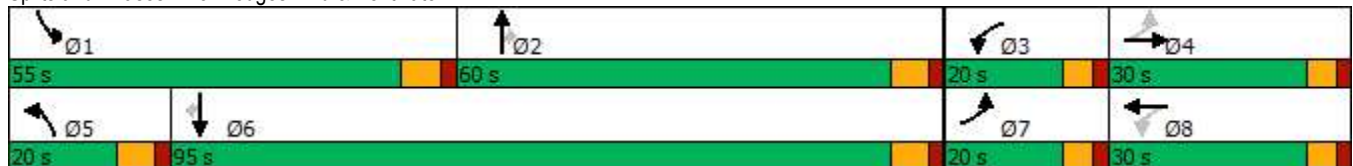
Hodges Blvd AM Peak  
02/11/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	2	97	1	0	0	37	661	230	251	963	14
Future Volume (vph)	51	2	97	1	0	0	37	661	230	251	963	14
Satd. Flow (prot)	1770	1593	0	1770	1863	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.471						0.950			0.950		
Satd. Flow (perm)	877	1593	0	1863	1863	0	1770	3539	1583	1770	3539	1583
Satd. Flow (RTOR)		119							264			100
Lane Group Flow (vph)	34	123	0	4	0	0	49	884	423	528	1078	29
Turn Type	pm+pt	NA		pm+pt			Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8					2			6
Total Split (s)	20.0	30.0		20.0	30.0		20.0	60.0	60.0	55.0	95.0	95.0
Total Lost Time (s)	5.7	5.7		5.7	5.7		6.8	6.8	6.8	6.8	6.8	6.8
Act Effct Green (s)	10.1	8.0		6.2			8.9	37.9	37.9	47.9	80.0	80.0
Actuated g/C Ratio	0.09	0.07		0.05			0.08	0.33	0.33	0.41	0.69	0.69
v/c Ratio	0.22	0.56		0.04			0.36	0.76	0.61	0.72	0.44	0.03
Control Delay	54.3	21.3		61.0			62.4	39.7	15.6	37.5	10.1	0.1
Queue Delay	0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	21.3		61.0			62.4	39.7	15.6	37.5	10.1	0.1
LOS	D	C		E			E	D	B	D	B	A
Approach Delay		28.4			61.0			33.0			18.8	
Approach LOS		C			E			C			B	
Queue Length 50th (ft)	24	3		3			34	298	90	305	169	0
Queue Length 95th (ft)	51	0		5			76	362	42	277	341	0
Internal Link Dist (ft)		329			179			1810			1769	
Turn Bay Length (ft)							385		200	250		200
Base Capacity (vph)	248	434		225			205	1659	882	752	2753	1253
Starvation Cap Reductn	0	0		0			0	0	0	0	0	0
Spillback Cap Reductn	0	0		0			0	0	0	0	0	0
Storage Cap Reductn	0	0		0			0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.28		0.02			0.24	0.53	0.48	0.70	0.39	0.02

Intersection Summary

Cycle Length: 165  
 Actuated Cycle Length: 115.5  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 25.4  
 Intersection Capacity Utilization 57.3%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 8: Hodges Blvd & Bentwater Dr



Lanes, Volumes, Timings  
9: Hodges Blvd & Woods Park

Hodges Blvd AM Peak  
02/11/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	1	124	26	1	39	48	726	0	21	978	28
Future Volume (vph)	48	1	124	26	1	39	48	726	0	21	978	28
Satd. Flow (prot)	1770	1589	0	1770	1602	0	1770	3539	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1589	0	1770	1602	0	1770	3539	0	1770	3539	1583
Satd. Flow (RTOR)		209			57							164
Lane Group Flow (vph)	66	213	0	45	61	0	99	947	0	29	1380	41
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Total Split (s)	15.0	50.0		15.0	50.0		30.0	55.0		20.0	45.0	45.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Act Effct Green (s)	8.2	18.1		7.7	17.7		10.9	48.2		7.3	39.3	39.3
Actuated g/C Ratio	0.08	0.19		0.08	0.18		0.11	0.49		0.07	0.40	0.40
v/c Ratio	0.45	0.46		0.32	0.18		0.50	0.54		0.22	0.97	0.06
Control Delay	54.5	9.3		50.8	12.8		50.9	20.7		48.5	47.6	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	54.5	9.3		50.8	12.8		50.9	20.7		48.5	47.6	0.1
LOS	D	A		D	B		D	C		D	D	A
Approach Delay		20.0			28.9			23.6			46.3	
Approach LOS		B			C			C			D	
Queue Length 50th (ft)	40	2		28	2		61	241		18	454	0
Queue Length 95th (ft)	72	0		42	0		61	269		39	434	0
Internal Link Dist (ft)		223			220			2425			1763	
Turn Bay Length (ft)							425			300		175
Base Capacity (vph)	164	837		164	760		439	1859		256	1428	736
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.40	0.25		0.27	0.08		0.23	0.51		0.11	0.97	0.06

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 97.4

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 34.9

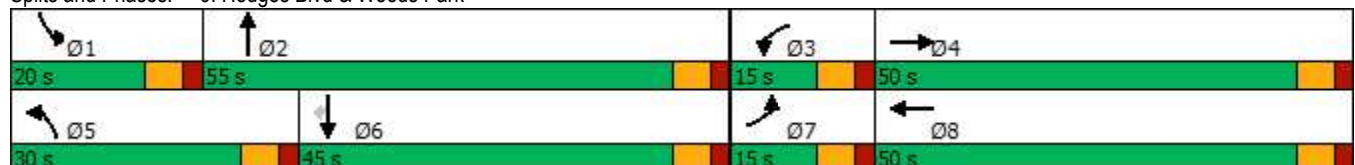
Intersection LOS: C

Intersection Capacity Utilization 69.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 9: Hodges Blvd & Woods Park



Lanes, Volumes, Timings  
10: Hodges Blvd/Joeandy Rd & Atlantic Blvd

Hodges Blvd AM Peak  
02/11/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	1426	380	393	1388	120	235	124	458	320	217	79
Future Volume (vph)	62	1426	380	393	1388	120	235	124	458	320	217	79
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1770	1863	1583	1770	1798	0
Flt Permitted	0.950			0.950			0.157			0.395		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	292	1863	1583	736	1798	0
Satd. Flow (RTOR)			390			143			138		7	
Lane Group Flow (vph)	74	1749	522	570	1505	153	275	152	555	370	423	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6			2	4		4	8		
Total Split (s)	18.0	68.0	68.0	39.0	89.0	89.0	34.0	28.0	39.0	45.0	39.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.0	7.7	6.8	6.1	7.7	
Act Effct Green (s)	10.6	61.2	61.2	32.2	82.8	82.8	53.7	25.4	58.5	65.8	32.6	
Actuated g/C Ratio	0.06	0.34	0.34	0.18	0.46	0.46	0.30	0.14	0.32	0.37	0.18	
v/c Ratio	0.71	1.01	0.66	0.93	0.64	0.19	0.90	0.58	0.91	0.80	1.28	
Control Delay	116.1	82.5	16.1	94.4	39.0	5.2	84.6	83.2	45.4	59.1	199.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	116.1	82.5	16.1	94.4	39.0	5.2	84.6	83.2	45.4	59.1	199.5	
LOS	F	F	B	F	D	A	F	F	D	E	F	
Approach Delay		68.8			50.8			62.2			134.0	
Approach LOS		E			D			E			F	
Queue Length 50th (ft)	87	~792	130	346	499	6	268	173	298	348	~641	
Queue Length 95th (ft)	#154	750	125	318	550	36	#430	245	#468	457	#574	
Internal Link Dist (ft)		567			579			856			536	
Turn Bay Length (ft)	300		400	350		230	450					
Base Capacity (vph)	110	1728	795	614	2338	805	319	262	607	497	331	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.67	1.01	0.66	0.93	0.64	0.19	0.86	0.58	0.91	0.74	1.28	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 153.2 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.28

Intersection Signal Delay: 69.6

Intersection LOS: E

Intersection Capacity Utilization 92.8%

ICU Level of Service F

Analysis Period (min) 15

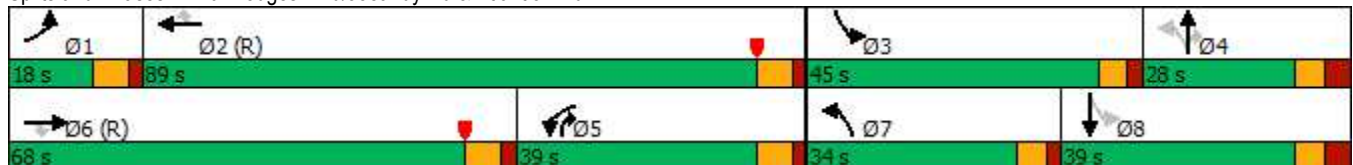
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.



















Splits and Phases: 10: Hodges Blvd/Joeandy Rd & Atlantic Blvd





Lanes, Volumes, Timings  
 35: Hodges Blvd & JTB WB Off-Ramp

Hodges Blvd AM Peak  
 02/11/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 				
Traffic Volume (vph)	0	0	0	0	0	288	1	1162	0	0	329	1255
Future Volume (vph)	0	0	0	0	0	288	1	1162	0	0	329	1255
Satd. Flow (prot)	0	0	0	1863	0	1583	0	3539	0	0	1863	1583
Flt Permitted												
Satd. Flow (perm)	0	0	0	1863	0	1583	0	3539	0	0	1863	1583
Lane Group Flow (vph)	0	0	0	0	0	371	0	1305	0	0	368	1436
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Control Type: Unsignalized	
Intersection Capacity Utilization 119.8%	ICU Level of Service H
Analysis Period (min) 15	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			↑↑
Traffic Volume (vph)	0	0	1494	0	0	1632
Future Volume (vph)	0	0	1494	0	0	1632
Satd. Flow (prot)	0	0	5085	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	0	5085	0	0	3539
Lane Group Flow (vph)	0	0	1624	0	0	1774
Sign Control	Stop		Free			Free

Intersection Summary	
Control Type: Unsignalized	
Intersection Capacity Utilization 48.4%	ICU Level of Service A
Analysis Period (min) 15	

Lanes, Volumes, Timings  
1: Hodges Blvd & JTB EB Off-Ramp

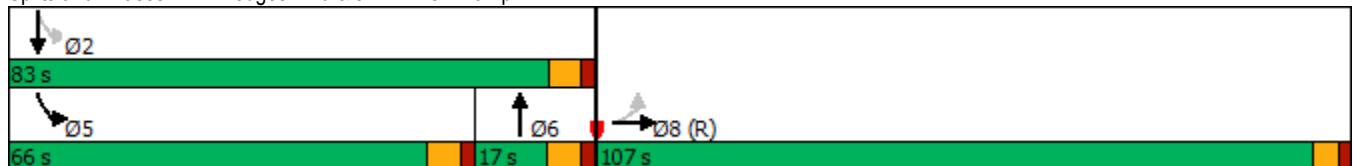
Hodges Blvd PM Peak 1  
02/11/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1393	1	1	0	0	0	0	1	0	285	0	0
Future Volume (vph)	1393	1	1	0	0	0	0	1	0	285	0	0
Satd. Flow (prot)	1681	1685	0	0	0	0	0	3539	0	0	1770	0
Flt Permitted	0.950	0.953									0.449	
Satd. Flow (perm)	1681	1685	0	0	0	0	0	3539	0	0	836	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	806	814	0	0	0	0	0	4	0	0	337	0
Turn Type	Perm	NA						NA		pm+pt	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8									2		
Total Split (s)	107.0	107.0						17.0		66.0	83.0	
Total Lost Time (s)	5.7	5.7						6.9			6.8	
Act Effct Green (s)	101.3	101.3						10.0			76.2	
Actuated g/C Ratio	0.53	0.53						0.05			0.40	
v/c Ratio	0.90	0.91						0.02			0.49	
Control Delay	54.1	55.0						86.0			66.4	
Queue Delay	0.0	0.0						0.0			0.0	
Total Delay	54.1	55.0						86.0			66.4	
LOS	D	E						F			E	
Approach Delay		54.6						86.0			66.4	
Approach LOS		D						F			E	
Queue Length 50th (ft)	936	951						2			426	
Queue Length 95th (ft)	#1171	182						3			136	
Internal Link Dist (ft)		1237			277			315			401	
Turn Bay Length (ft)												
Base Capacity (vph)	896	898						188			692	
Starvation Cap Reductn	0	0						0			0	
Spillback Cap Reductn	0	0						0			0	
Storage Cap Reductn	0	0						0			0	
Reduced v/c Ratio	0.90	0.91						0.02			0.49	

Intersection Summary

Cycle Length: 190  
 Actuated Cycle Length: 190  
 Offset: 115 (61%), Referenced to phase 8:EBTL, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 56.7  
 Intersection LOS: E  
 Intersection Capacity Utilization 73.1%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Hodges Blvd & JTB EB Off-Ramp



Lanes, Volumes, Timings  
2: Hodges Blvd & Glen Kernan/Sutton Park

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	27	109	313	45	106	134	1392	203	176	945	66
Future Volume (vph)	81	27	109	313	45	106	134	1392	203	176	945	66
Satd. Flow (prot)	1770	1634	0	3433	1663	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.641			0.950			0.950			0.950		
Satd. Flow (perm)	1194	1634	0	3433	1663	0	1770	3539	1583	1770	3539	1583
Satd. Flow (RTOR)		94			55				130			130
Lane Group Flow (vph)	111	225	0	461	185	0	160	1687	265	193	1248	78
Turn Type	pm+pt	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8								6			2
Total Split (s)	37.0	24.0		47.0	34.0		30.0	87.0	87.0	32.0	89.0	89.0
Total Lost Time (s)	6.0	6.0		6.4	6.4		6.8	6.8	6.8	6.8	6.8	6.8
Act Effct Green (s)	36.0	21.8		30.8	38.4		20.8	87.5	87.5	23.9	90.6	90.6
Actuated g/C Ratio	0.19	0.11		0.16	0.20		0.11	0.46	0.46	0.13	0.48	0.48
v/c Ratio	0.41	0.83		0.83	0.49		0.82	1.03	0.33	0.87	0.74	0.09
Control Delay	53.2	71.2		90.1	50.5		92.9	96.6	34.9	133.1	30.8	0.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.2	71.2		90.1	50.5		92.9	96.6	34.9	133.1	30.8	0.7
LOS	D	E		F	D		F	F	C	F	C	A
Approach Delay		65.2			78.7			88.6			42.2	
Approach LOS		E			E			F			D	
Queue Length 50th (ft)	100	163		292	142		201	~1254	171	196	716	7
Queue Length 95th (ft)	126	169		258	220		m254	#1265	m210	#384	523	0
Internal Link Dist (ft)		238			495			727			3282	
Turn Bay Length (ft)	100			175			225			240		240
Base Capacity (vph)	425	274		733	380		216	1630	799	237	1686	822
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.82		0.63	0.49		0.74	1.03	0.33	0.81	0.74	0.09

Intersection Summary

Cycle Length: 190

Actuated Cycle Length: 190

Offset: 78 (41%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 70.2

Intersection LOS: E

Intersection Capacity Utilization 88.9%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: Hodges Blvd & Glen Kernan/Sutton Park



Lanes, Volumes, Timings  
3: Chets Creek/Sutton Park & Hodges Blvd

Hodges Blvd PM Peak 1  
02/11/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	11	135	51	17	166	176	1367	38	79	910	120
Future Volume (vph)	124	11	135	51	17	166	176	1367	38	79	910	120
Satd. Flow (prot)	1770	1634	0	1770	1609	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.256			0.357			0.950			0.950		
Satd. Flow (perm)	477	1634	0	665	1609	0	1770	3539	1583	1770	3539	1583
Satd. Flow (RTOR)		117			197				91			130
Lane Group Flow (vph)	152	181	0	70	218	0	248	1530	58	120	1030	156
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8					2			6
Total Split (s)	23.0	58.0		26.0	61.0		43.0	83.0	83.0	23.0	63.0	63.0
Total Lost Time (s)	5.7	5.9		6.4	6.4		6.8	6.8	6.8	6.8	6.8	6.8
Act Effct Green (s)	32.3	15.6		23.2	11.2		31.7	117.7	117.7	18.8	104.8	104.8
Actuated g/C Ratio	0.17	0.08		0.12	0.06		0.17	0.62	0.62	0.10	0.55	0.55
v/c Ratio	0.78	0.75		0.47	0.78		0.84	0.70	0.06	0.69	0.53	0.17
Control Delay	95.9	49.5		75.4	32.6		59.7	50.6	8.3	101.7	30.2	6.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.9	49.5		75.4	32.6		59.7	50.6	8.3	101.7	30.2	6.5
LOS	F	D		E	C		E	D	A	F	C	A
Approach Delay		70.7			43.0			50.5			34.0	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)	175	80		77	26		272	1035	9	148	410	14
Queue Length 95th (ft)	219	0		100	96		m219	m1033	m13	162	607	46
Internal Link Dist (ft)		454			564			3282			1952	
Turn Bay Length (ft)							350		285	230		220
Base Capacity (vph)	199	532		221	602		345	2191	1014	182	1951	931
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.34		0.32	0.36		0.72	0.70	0.06	0.66	0.53	0.17

Intersection Summary

Cycle Length: 190

Actuated Cycle Length: 190

Offset: 52 (27%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 46.0

Intersection LOS: D

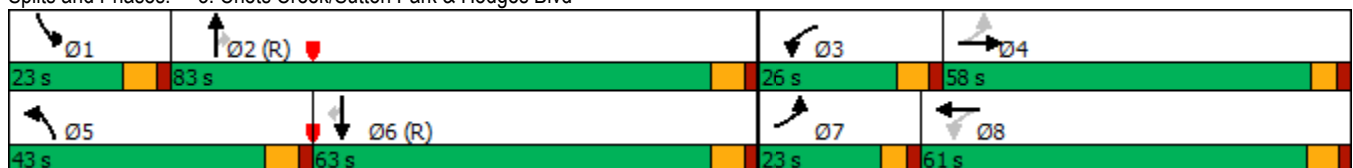
Intersection Capacity Utilization 83.4%

ICU Level of Service E

Analysis Period (min) 15

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

Splits and Phases: 3: Chets Creek/Sutton Park & Hodges Blvd



Lanes, Volumes, Timings  
4: Hodges Blvd & Hunt Club



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	36	59	120	1711	1206	64
Future Volume (vph)	36	59	120	1711	1206	64
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Satd. Flow (RTOR)		74				99
Lane Group Flow (vph)	49	74	153	1895	1281	103
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8				2
Total Split (s)	35.0	35.0	15.0	55.0	45.0	45.0
Total Lost Time (s)	6.7	6.7	6.9	7.0	6.8	6.8
Act Effct Green (s)	7.5	7.5	8.2	55.1	38.5	38.5
Actuated g/C Ratio	0.10	0.10	0.11	0.77	0.54	0.54
v/c Ratio	0.27	0.32	0.76	0.70	0.67	0.12
Control Delay	34.5	12.4	59.1	8.0	15.4	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	12.4	59.1	8.0	15.4	3.0
LOS	C	B	E	A	B	A
Approach Delay	21.2			11.8	14.5	
Approach LOS	C			B	B	
Queue Length 50th (ft)	21	0	70	226	220	1
Queue Length 95th (ft)	43	29	#144	349	313	9
Internal Link Dist (ft)	294			1952	2360	
Turn Bay Length (ft)			275			230
Base Capacity (vph)	703	673	201	2716	1898	895
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.11	0.76	0.70	0.67	0.12

Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 71.8

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 13.2

Intersection LOS: B

Intersection Capacity Utilization 64.3%

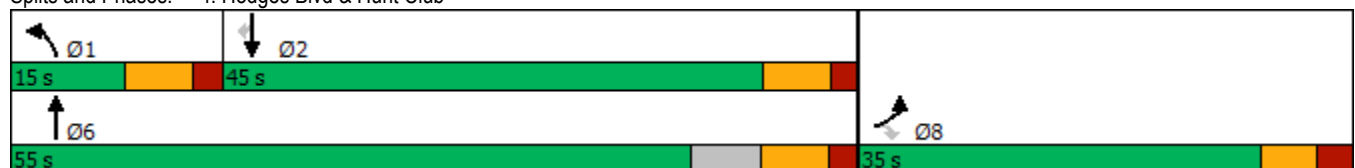
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: Hodges Blvd & Hunt Club



Lanes, Volumes, Timings  
5: Hodges Blvd & Montebello Way/Danforth DR

Hodges Blvd PM Peak 1  
02/11/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1	14	30	0	60	33	1614	33	95	1312	28
Future Volume (vph)	13	1	14	30	0	60	33	1614	33	95	1312	28
Satd. Flow (prot)	1770	1639	0	1770	1583	0	1770	3529	0	1770	3539	1583
Flt Permitted				0.656			0.950			0.950		
Satd. Flow (perm)	1863	1639	0	1222	1583	0	1770	3529	0	1770	3539	1583
Satd. Flow (RTOR)		16			279			2				181
Lane Group Flow (vph)	33	20	0	41	78	0	37	1929	0	132	1422	33
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								6
Total Split (s)	15.0	25.0		15.0	25.0		15.0	50.0		15.0	50.0	50.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.8	6.8		6.8	6.8	6.8
Act Effct Green (s)	9.4	6.2		11.9	6.2		7.1	44.1		8.4	53.2	53.2
Actuated g/C Ratio	0.11	0.07		0.14	0.07		0.08	0.52		0.10	0.63	0.63
v/c Ratio	0.16	0.15		0.18	0.21		0.25	1.04		0.75	0.64	0.03
Control Delay	32.9	24.5		31.0	1.3		43.9	57.2		67.8	18.1	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	32.9	24.5		31.0	1.3		43.9	57.2		67.8	18.1	0.1
LOS	C	C		C	A		D	E		E	B	A
Approach Delay		29.7			11.5			56.9			21.9	
Approach LOS		C			B			E			C	
Queue Length 50th (ft)	18	2		19	0		20	~700		76	357	0
Queue Length 95th (ft)	17	0		38	0		52	#854		#135	#499	0
Internal Link Dist (ft)		432			330			2360			2656	
Turn Bay Length (ft)							325			325		350
Base Capacity (vph)	233	374		257	567		176	1849		176	2235	1066
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.14	0.05		0.16	0.14		0.21	1.04		0.75	0.64	0.03

Intersection Summary

Cycle Length: 105  
 Actuated Cycle Length: 84.2  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.04  
 Intersection Signal Delay: 40.1  
 Intersection LOS: D  
 Intersection Capacity Utilization 77.8%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Hodges Blvd & Montebello Way/Danforth DR

Ø1	Ø2	Ø3	Ø4
15 s	50 s	15 s	25 s
Ø5	Ø6	Ø7	Ø8
15 s	50 s	15 s	25 s

Lanes, Volumes, Timings  
6: Hodges Blvd & Pablo Creek

Hodges Blvd PM Peak 1  
02/11/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	37	101	153	42	208	166	1267	167	114	945	95
Future Volume (vph)	173	37	101	153	42	208	166	1267	167	114	945	95
Satd. Flow (prot)	3433	1863	1583	3433	1863	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	3433	1863	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			117			132			183			115
Lane Group Flow (vph)	205	49	116	195	62	252	194	1418	198	149	1058	115
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Total Split (s)	17.0	27.0	27.0	17.0	27.0	27.0	17.0	99.0	99.0	17.0	99.0	99.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.8	6.8	6.8	6.8	6.8	6.8
Act Effct Green (s)	10.5	16.8	16.8	10.5	16.8	16.8	11.4	95.7	95.7	10.3	94.6	94.6
Actuated g/C Ratio	0.07	0.10	0.10	0.07	0.10	0.10	0.07	0.60	0.60	0.06	0.59	0.59
v/c Ratio	0.91	0.25	0.43	0.87	0.32	0.89	0.79	0.67	0.19	0.67	0.51	0.12
Control Delay	113.6	67.3	14.7	106.5	69.1	63.6	94.8	24.2	3.0	92.2	5.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	113.6	67.3	14.7	106.5	69.1	63.6	94.8	24.2	3.0	92.2	5.3	0.2
LOS	F	E	B	F	E	E	F	C	A	F	A	A
Approach Delay		76.5			80.7			29.4			14.7	
Approach LOS		E			F			C			B	
Queue Length 50th (ft)	111	47	0	106	60	127	105	534	7	84	66	0
Queue Length 95th (ft)	#182	77	61	#148	84	#215	#176	616	39	m94	m84	m0
Internal Link Dist (ft)		160			186			2656			786	
Turn Bay Length (ft)							425		300	175		275
Base Capacity (vph)	225	238	304	225	238	317	245	2117	1020	227	2093	983
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.21	0.38	0.87	0.26	0.79	0.79	0.67	0.19	0.66	0.51	0.12

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 99 (62%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 35.4

Intersection LOS: D

Intersection Capacity Utilization 70.9%

ICU Level of Service C

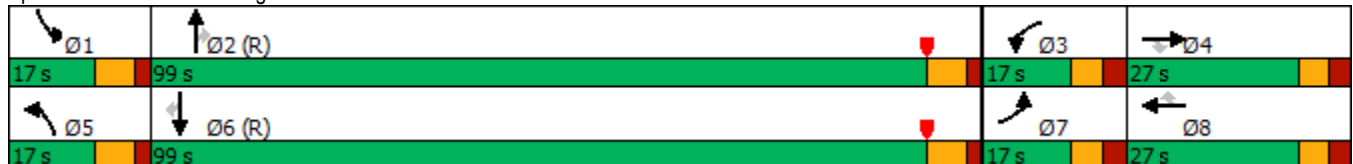
Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: Hodges Blvd & Pablo Creek





Lanes, Volumes, Timings  
7: Hodges Blvd & Beach Blvd

Hodges Blvd PM Peak 1  
02/11/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	366	1341	252	456	1199	337	413	768	485	320	516	228
Future Volume (vph)	366	1341	252	456	1199	337	413	768	485	320	516	228
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			270			345			303			239
Lane Group Flow (vph)	460	1501	320	580	1300	381	467	889	555	379	611	280
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Total Split (s)	24.0	54.0	54.0	29.0	59.0	59.0	24.0	40.0	40.0	37.0	53.0	53.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.0	7.0	7.0	7.0	7.0	7.0
Act Effct Green (s)	17.2	47.2	47.2	22.2	52.2	52.2	17.0	40.1	40.1	22.9	46.0	46.0
Actuated g/C Ratio	0.11	0.30	0.30	0.14	0.33	0.33	0.11	0.25	0.25	0.14	0.29	0.29
v/c Ratio	1.25	1.00	0.49	1.22	0.78	0.51	1.28	1.00	0.89	0.77	0.60	0.45
Control Delay	186.9	79.0	11.0	171.2	52.9	8.3	203.7	78.1	33.5	76.9	52.0	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	186.9	79.0	11.0	171.2	52.9	8.3	203.7	78.1	33.5	76.9	52.0	10.7
LOS	F	E	B	F	D	A	F	E	C	E	D	B
Approach Delay		91.3			75.7			95.8			50.4	
Approach LOS		F			E			F			D	
Queue Length 50th (ft)	~307	~579	38	~381	452	26	~325	~451	139	200	291	32
Queue Length 95th (ft)	#368	#693	85	#428	511	116	m#438	m#693	m#357	240	343	89
Internal Link Dist (ft)		831			922			786			2907	
Turn Bay Length (ft)	450		600	475		550	475		430	300		300
Base Capacity (vph)	369	1500	657	476	1658	748	364	887	624	643	1017	625
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.25	1.00	0.49	1.22	0.78	0.51	1.28	1.00	0.89	0.59	0.60	0.45

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 116 (73%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.28

Intersection Signal Delay: 81.1

Intersection LOS: F

Intersection Capacity Utilization 94.4%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

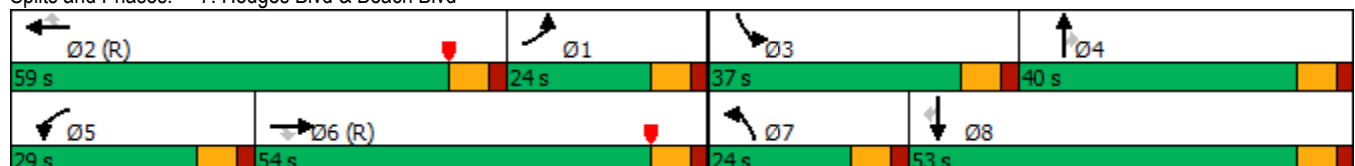
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: Hodges Blvd & Beach Blvd



Lanes, Volumes, Timings  
8: Hodges Blvd & Bentwater Dr

Hodges Blvd PM Peak 1  
02/11/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	0	76	9	0	8	130	1103	0	20	871	69
Future Volume (vph)	46	0	76	9	0	8	130	1103	0	20	871	69
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3539	1863	1770	3539	1583
Flt Permitted	0.526						0.950			0.950		
Satd. Flow (perm)	980	1583	0	1863	1583	0	1770	3539	1863	1770	3539	1583
Satd. Flow (RTOR)		336			530							100
Lane Group Flow (vph)	32	119	0	17	12	0	176	1196	0	25	975	87
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8					2			6
Total Split (s)	20.0	30.0		20.0	30.0		20.0	60.0	60.0	55.0	95.0	95.0
Total Lost Time (s)	5.7	5.7		5.7	5.7		6.8	6.8	6.8	6.8	6.8	6.8
Act Effct Green (s)	10.1	6.6		7.5	6.2		13.6	46.3		6.9	30.5	30.5
Actuated g/C Ratio	0.13	0.09		0.10	0.08		0.18	0.62		0.09	0.41	0.41
v/c Ratio	0.14	0.27		0.09	0.02		0.55	0.55		0.15	0.68	0.12
Control Delay	30.4	1.5		33.4	0.0		39.4	12.4		38.8	21.1	3.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	30.4	1.5		33.4	0.0		39.4	12.4		38.8	21.1	3.3
LOS	C	A		C	A		D	B		D	C	A
Approach Delay		7.6			19.6			15.8			20.1	
Approach LOS		A			B			B			C	
Queue Length 50th (ft)	12	0		7	0		66	89		10	164	0
Queue Length 95th (ft)	31	0		16	0		143	354		36	296	17
Internal Link Dist (ft)		329			179			1810			1769	
Turn Bay Length (ft)							385			250		200
Base Capacity (vph)	377	753		376	883		322	2597		1176	3492	1563
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.08	0.16		0.05	0.01		0.55	0.46		0.02	0.28	0.06

Intersection Summary

Cycle Length: 165

Actuated Cycle Length: 74.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 17.2

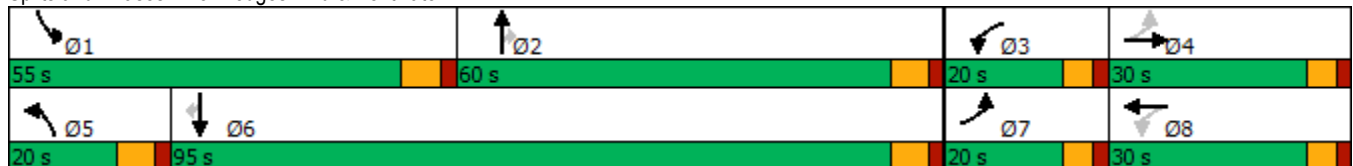
Intersection LOS: B

Intersection Capacity Utilization 58.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 8: Hodges Blvd & Bentwater Dr



Lanes, Volumes, Timings  
9: Hodges Blvd & Woods Park

Hodges Blvd PM Peak 1  
02/11/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	0	80	33	0	24	131	926	1	39	867	72
Future Volume (vph)	51	0	80	33	0	24	131	926	1	39	867	72
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3536	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1583	0	1770	1583	0	1770	3536	0	1770	3539	1583
Satd. Flow (RTOR)		359			283							164
Lane Group Flow (vph)	66	99	0	49	37	0	161	1041	0	50	930	103
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Total Split (s)	15.0	50.0		15.0	50.0		30.0	55.0		20.0	45.0	45.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Act Effct Green (s)	13.2	20.0		8.3	12.8		15.0	49.5		8.9	36.2	36.2
Actuated g/C Ratio	0.14	0.22		0.09	0.14		0.16	0.54		0.10	0.39	0.39
v/c Ratio	0.26	0.16		0.31	0.08		0.56	0.55		0.29	0.67	0.14
Control Delay	46.9	0.5		51.5	0.3		48.6	22.9		49.9	29.5	1.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	46.9	0.5		51.5	0.3		48.6	22.9		49.9	29.5	1.0
LOS	D	A		D	A		D	C		D	C	A
Approach Delay		19.1			29.5			26.4			27.7	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	41	0		31	0		100	284		31	272	0
Queue Length 95th (ft)	81	0		55	0		158	379		64	377	0
Internal Link Dist (ft)		223			220			2425			1763	
Turn Bay Length (ft)							425			300		175
Base Capacity (vph)	275	1010		192	974		513	2054		299	1669	833
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.24	0.10		0.26	0.04		0.31	0.51		0.17	0.56	0.12

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 91.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 26.6

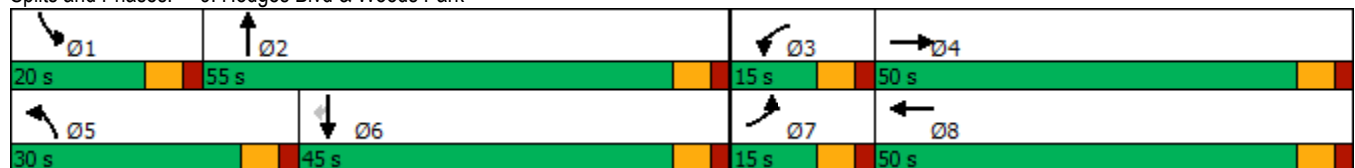
Intersection LOS: C

Intersection Capacity Utilization 62.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 9: Hodges Blvd & Woods Park



Lanes, Volumes, Timings  
10: Hodges Blvd/Joeandy Rd & Atlantic Blvd

Hodges Blvd PM Peak 1  
02/11/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	1725	349	409	1498	287	279	264	462	249	199	67
Future Volume (vph)	68	1725	349	409	1498	287	279	264	462	249	199	67
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1770	1863	1583	1770	1794	0
Flt Permitted	0.950			0.950			0.150			0.128		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	279	1863	1583	238	1794	0
Satd. Flow (RTOR)			278			190			138		8	
Lane Group Flow (vph)	99	2019	399	463	1794	332	330	306	529	329	329	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6			2	4		4	8		
Total Split (s)	18.0	68.0	68.0	39.0	89.0	89.0	34.0	28.0	39.0	45.0	39.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.0	7.7	6.8	6.1	7.7	
Act Effct Green (s)	11.2	61.2	61.2	32.2	82.2	82.2	56.4	26.7	59.8	63.7	31.3	
Actuated g/C Ratio	0.06	0.34	0.34	0.18	0.46	0.46	0.31	0.15	0.33	0.35	0.17	
v/c Ratio	0.90	1.17	0.55	0.75	0.77	0.40	1.03	1.11	0.86	0.91	1.03	
Control Delay	142.8	133.3	16.8	78.9	43.9	14.5	113.0	151.1	37.5	83.4	127.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	142.8	133.3	16.8	78.9	43.9	14.5	113.0	151.1	37.5	83.4	127.4	
LOS	F	F	B	E	D	B	F	F	D	F	F	
Approach Delay		115.2			46.4			88.7			105.4	
Approach LOS		F			D			F			F	
Queue Length 50th (ft)	119	~1034	111	271	647	105	~366	~423	272	328	~407	
Queue Length 95th (ft)	#164	#1078	225	339	656	184	#570	#689	#490	366	#541	
Internal Link Dist (ft)		567			579			856			536	
Turn Bay Length (ft)	300		400	350		230	450					
Base Capacity (vph)	110	1728	721	614	2322	826	319	276	618	419	318	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.90	1.17	0.55	0.75	0.77	0.40	1.03	1.11	0.86	0.79	1.03	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 153.2 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.17

Intersection Signal Delay: 84.1

Intersection LOS: F

Intersection Capacity Utilization 100.0%

ICU Level of Service G

Analysis Period (min) 15

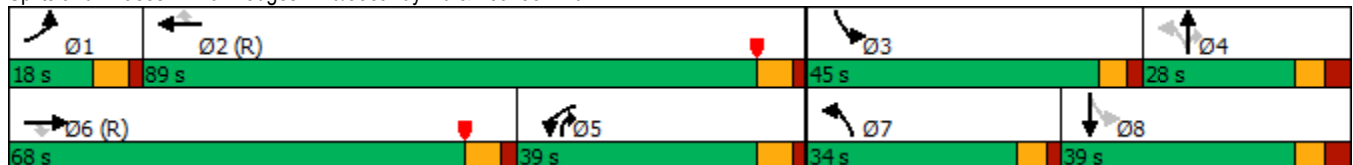
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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



















Queue shown is maximum after two cycles.

Splits and Phases: 10: Hodges Blvd/Joeandy Rd & Atlantic Blvd



Lanes, Volumes, Timings  
 35: Hodges Blvd & JTB WB Off-Ramp

Hodges Blvd PM Peak 1  
 02/11/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 				
Traffic Volume (vph)	0	0	0	3	0	531	8	1367	0	0	287	1255
Future Volume (vph)	0	0	0	3	0	531	8	1367	0	0	287	1255
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3536	0	0	1863	1583
Flt Permitted				0.950				0.999				
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3536	0	0	1863	1583
Lane Group Flow (vph)	0	0	0	4	0	701	0	1580	0	0	340	1503
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Control Type: Unsignalized	
Intersection Capacity Utilization 125.9%	ICU Level of Service H
Analysis Period (min) 15	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			↑↑
Traffic Volume (vph)	0	0	1494	0	0	1632
Future Volume (vph)	0	0	1494	0	0	1632
Satd. Flow (prot)	0	0	5085	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	0	5085	0	0	3539
Lane Group Flow (vph)	0	0	1624	0	0	1774
Sign Control	Stop		Free			Free

Intersection Summary	
Control Type: Unsignalized	
Intersection Capacity Utilization 48.4%	ICU Level of Service A
Analysis Period (min) 15	

## **Appendix I:**

# 2045 Projected Volumes Synchro Analysis Results

Lanes, Volumes, Timings  
1: Hodges Blvd & JTB EB Off-Ramp

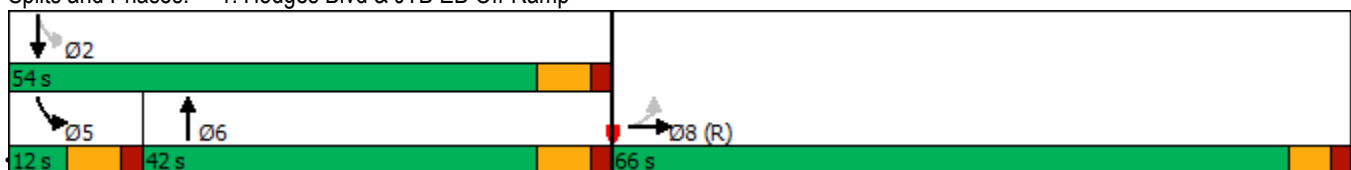
Hodges Blvd AM Peak  
03/12/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1478	2	0	0	0	0	0	2	0	416	2	0
Future Volume (vph)	1478	2	0	0	0	0	0	2	0	416	2	0
Satd. Flow (prot)	1681	1686	0	0	0	0	0	3539	0	0	1775	0
Flt Permitted	0.950	0.953									0.367	
Satd. Flow (perm)	1681	1686	0	0	0	0	0	3539	0	0	684	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	812	820	0	0	0	0	0	8	0	0	486	0
Turn Type	Perm	NA						NA	pm+pt		NA	
Protected Phases		8						6		5	2	
Permitted Phases	8									2		
Total Split (s)	66.0	66.0						42.0		12.0	54.0	
Total Lost Time (s)	5.7	5.7						6.8			6.8	
Act Effct Green (s)	60.3	60.3						15.0			47.2	
Actuated g/C Ratio	0.50	0.50						0.12			0.39	
v/c Ratio	0.96	0.97						0.02			0.78	
Control Delay	52.6	53.8						39.5			28.5	
Queue Delay	0.0	0.0						0.0			0.0	
Total Delay	52.6	53.8						39.5			28.5	
LOS	D	D						D			C	
Approach Delay		53.2						39.5			28.5	
Approach LOS		D						D			C	
Queue Length 50th (ft)	616	627						3			331	
Queue Length 95th (ft)	#915	126						2			79	
Internal Link Dist (ft)		1237			277			315			401	
Turn Bay Length (ft)												
Base Capacity (vph)	844	847						1038			622	
Starvation Cap Reductn	0	0						0			0	
Spillback Cap Reductn	0	0						0			0	
Storage Cap Reductn	0	0						0			0	
Reduced v/c Ratio	0.96	0.97						0.01			0.78	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 8:EBTL, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.97  
 Intersection Signal Delay: 47.5  
 Intersection LOS: D  
 Intersection Capacity Utilization 81.2%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Hodges Blvd & JTB EB Off-Ramp





Lanes, Volumes, Timings  
2: Hodges Blvd & Glen Kernan/Sutton Park

Hodges Blvd AM Peak  
03/12/2021

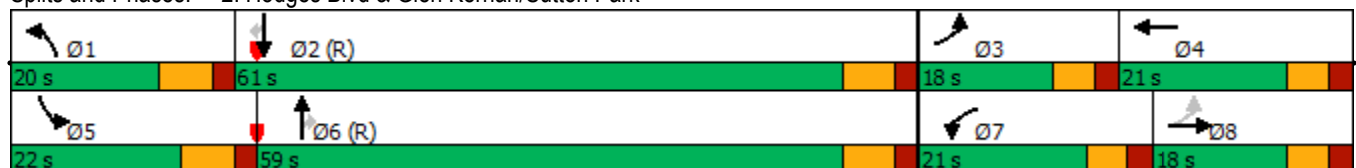


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	44	181	290	17	72	129	1114	463	140	1501	59
Future Volume (vph)	112	44	181	290	17	72	129	1114	463	140	1501	59
Satd. Flow (prot)	1770	1630	0	3433	1667	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.669			0.950			0.950			0.950		
Satd. Flow (perm)	1246	1630	0	3433	1667	0	1770	3539	1583	1770	3539	1583
Satd. Flow (RTOR)		168			81				467			144
Lane Group Flow (vph)	181	314	0	403	138	0	174	1342	565	169	1725	77
Turn Type	pm+pt	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8								6			2
Total Split (s)	18.0	18.0		21.0	21.0		20.0	59.0	59.0	22.0	61.0	61.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.8	6.8	6.8	6.8	6.8	6.8
Act Effct Green (s)	23.6	12.0		15.0	15.4		13.2	53.1	53.1	14.3	54.2	54.2
Actuated g/C Ratio	0.20	0.10		0.12	0.13		0.11	0.44	0.44	0.12	0.45	0.45
v/c Ratio	0.61	1.00		0.94	0.48		0.90	0.86	0.59	0.80	1.08	0.10
Control Delay	46.1	76.4		83.0	27.9		76.5	44.0	16.7	66.2	70.6	1.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	76.4		83.0	27.9		76.5	44.0	16.7	66.2	70.6	1.5
LOS	D	E		F	C		E	D	B	E	E	A
Approach Delay		65.3			68.9			39.3			67.5	
Approach LOS		E			E			D			E	
Queue Length 50th (ft)	113	119		161	41		143	417	159	137	~761	1
Queue Length 95th (ft)	118	#273		169	13		m156	m438	m182	m147	m#774	m3
Internal Link Dist (ft)		238			495			727			3282	
Turn Bay Length (ft)	100			175			225			240		240
Base Capacity (vph)	301	314		429	285		194	1565	960	224	1598	793
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.60	1.00		0.94	0.48		0.90	0.86	0.59	0.75	1.08	0.10

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.08  
 Intersection Signal Delay: 55.9  
 Intersection LOS: E  
 Intersection Capacity Utilization 91.7%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Hodges Blvd & Glen Kernan/Sutton Park



Lanes, Volumes, Timings  
3: Chets Creek/Sutton Park & Hodges Blvd

Hodges Blvd AM Peak  
03/12/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	258	25	311	58	44	129	199	908	30	110	1168	310
Future Volume (vph)	258	25	311	58	44	129	199	908	30	110	1168	310
Satd. Flow (prot)	1770	1613	0	1770	1639	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.192			0.274			0.950			0.950		
Satd. Flow (perm)	358	1613	0	510	1639	0	1770	3539	1583	1770	3539	1583
Satd. Flow (RTOR)		324			134				265			264
Lane Group Flow (vph)	410	478	0	77	283	0	252	976	42	145	1298	392
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4					6			2
Total Split (s)	26.0	35.0		11.0	20.0		24.0	25.0	25.0	49.0	50.0	50.0
Total Lost Time (s)	5.7	5.9		6.4	6.4		6.8	6.8	6.8	6.8	6.8	6.8
Act Effct Green (s)	40.0	31.0		17.9	13.3		17.5	45.4	45.4	15.3	43.2	43.2
Actuated g/C Ratio	0.33	0.26		0.15	0.11		0.15	0.38	0.38	0.13	0.36	0.36
v/c Ratio	1.15	0.73		0.62	0.94		0.98	0.73	0.06	0.64	1.02	0.53
Control Delay	126.1	20.5		55.2	67.5		80.1	32.2	0.1	62.2	68.3	12.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	126.1	20.5		55.2	67.5		80.1	32.2	0.1	62.2	68.3	12.3
LOS	F	C		E	E		F	C	A	E	E	B
Approach Delay		69.2			64.9			40.7			55.9	
Approach LOS		E			E			D			E	
Queue Length 50th (ft)	~323	110		42	119		188	402	0	108	~560	69
Queue Length 95th (ft)	#262	0		65	#196		m#269	463	m0	139	#698	113
Internal Link Dist (ft)		454			564			3282			1952	
Turn Bay Length (ft)							350		285	230		220
Base Capacity (vph)	358	656		124	304		258	1339	763	622	1274	738
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.15	0.73		0.62	0.93		0.98	0.73	0.06	0.23	1.02	0.53

Intersection Summary

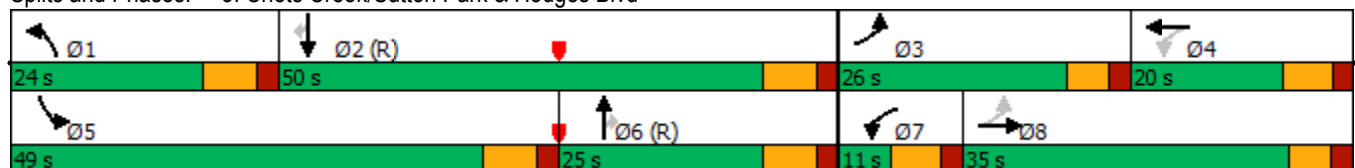
Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.15  
 Intersection Signal Delay: 54.9      Intersection LOS: D  
 Intersection Capacity Utilization 89.3%      ICU Level of Service E  
 Analysis Period (min) 15

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

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

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

Splits and Phases: 3: Chets Creek/Sutton Park & Hodges Blvd



Lanes, Volumes, Timings  
4: Hodges Blvd & Hunt Club

Hodges Blvd AM Peak  
03/12/2021



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↑↑	↑↑	↗
Traffic Volume (vph)	99	171	48	1238	1914	58
Future Volume (vph)	99	171	48	1238	1914	58
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.091			
Satd. Flow (perm)	1770	1583	170	3539	3539	1583
Satd. Flow (RTOR)		12				83
Lane Group Flow (vph)	139	206	68	1440	2080	83
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Total Split (s)	20.0	20.0	50.0	50.0	50.0	50.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	12.1	12.1	44.0	44.0	44.0	44.0
Actuated g/C Ratio	0.18	0.18	0.65	0.65	0.65	0.65
v/c Ratio	0.44	0.71	0.62	0.63	0.91	0.08
Control Delay	29.6	39.0	39.7	9.1	19.0	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	39.0	39.7	9.1	19.0	1.6
LOS	C	D	D	A	B	A
Approach Delay	35.2			10.5	18.3	
Approach LOS	D			B	B	
Queue Length 50th (ft)	52	77	16	175	365	0
Queue Length 95th (ft)	77	129	#58	220	#600	7
Internal Link Dist (ft)	294			1952	2360	
Turn Bay Length (ft)			275			230
Base Capacity (vph)	364	334	109	2285	2285	1051
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.62	0.62	0.63	0.91	0.08

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 68.2  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 16.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 73.5%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Hodges Blvd & Hunt Club



Lanes, Volumes, Timings  
 5: Hodges Blvd & Montebello Way/Danforth DR

Hodges Blvd AM Peak  
 03/12/2021

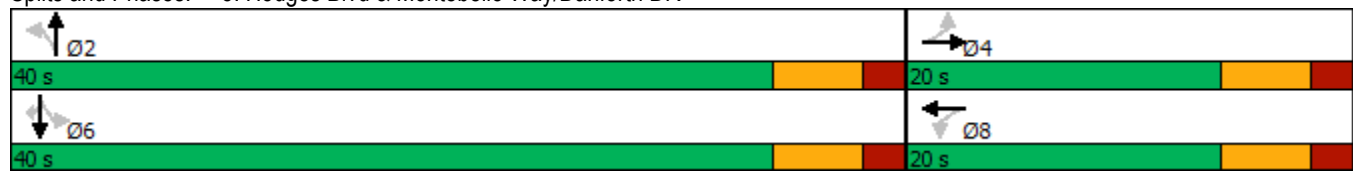


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	0	53	110	3	98	9	1397	22	34	1795	13
Future Volume (vph)	36	0	53	110	3	98	9	1397	22	34	1795	13
Satd. Flow (prot)	1770	1583	0	1770	1613	0	1770	3532	0	1770	3539	1583
Flt Permitted	0.683			0.706			0.108			0.108		
Satd. Flow (perm)	1272	1583	0	1315	1613	0	201	3532	0	201	3539	1583
Satd. Flow (RTOR)		55			13			4				55
Lane Group Flow (vph)	46	78	0	120	115	0	16	1864	0	47	1851	21
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	40.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Act Effct Green (s)	10.0	10.0		10.1	10.1		38.4	38.4		38.4	38.4	38.4
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.68	0.68		0.68	0.68	0.68
v/c Ratio	0.21	0.24		0.51	0.39		0.12	0.78		0.35	0.77	0.02
Control Delay	21.4	10.9		28.8	21.9		8.6	13.1		16.8	12.9	0.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	21.4	10.9		28.8	21.9		8.6	13.1		16.8	12.9	0.5
LOS	C	B		C	C		A	B		B	B	A
Approach Delay		14.8			25.4			13.1			12.9	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	13	7		37	30		2	235		7	231	0
Queue Length 95th (ft)	31	0		79	14		7	278		26	#473	0
Internal Link Dist (ft)		432			330			2360			2656	
Turn Bay Length (ft)							325			325		350
Base Capacity (vph)	313	431		324	407		135	2387		135	2390	1087
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.15	0.18		0.37	0.28		0.12	0.78		0.35	0.77	0.02

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 56.8  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 13.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 72.4%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Hodges Blvd & Montebello Way/Danforth DR





Lanes, Volumes, Timings  
7: Hodges Blvd & Beach Blvd

Hodges Blvd AM Peak  
03/12/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	288	1487	301	465	1053	362	270	617	593	666	785	29
Future Volume (vph)	288	1487	301	465	1053	362	270	617	593	666	785	29
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			255			280			274			177
Lane Group Flow (vph)	395	1652	358	547	1170	584	351	979	741	732	913	36
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Total Split (s)	24.0	50.0	50.0	25.0	51.0	51.0	23.3	43.0	43.0	32.0	51.7	51.7
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.0	7.0	7.0	7.0	7.0	7.0
Act Effct Green (s)	17.2	43.2	43.2	18.2	44.2	44.2	16.3	36.0	36.0	25.0	44.7	44.7
Actuated g/C Ratio	0.11	0.29	0.29	0.12	0.29	0.29	0.11	0.24	0.24	0.17	0.30	0.30
v/c Ratio	1.01	1.13	0.56	1.31	0.78	0.88	0.94	1.15	1.26	1.28	0.87	0.06
Control Delay	111.6	115.0	16.4	206.9	52.9	41.5	99.4	131.9	159.3	187.3	59.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.6	115.0	16.4	206.9	52.9	41.5	99.4	131.9	159.3	187.3	59.6	0.2
LOS	F	F	B	F	D	D	F	F	F	F	E	A
Approach Delay		99.7			86.6			136.2			113.9	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~203	~683	80	~354	385	315	178	~591	~694	~466	446	0
Queue Length 95th (ft)	#217	#779	151	#435	443	186	#209	392	#749	#594	502	0
Internal Link Dist (ft)		831			922			786			2907	
Turn Bay Length (ft)	450		600	475		550	475		430	300		300
Base Capacity (vph)	393	1464	637	416	1498	663	373	849	588	572	1054	595
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	1.13	0.56	1.31	0.78	0.88	0.94	1.15	1.26	1.28	0.87	0.06

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

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

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.31

Intersection Signal Delay: 107.9

Intersection LOS: F

Intersection Capacity Utilization 101.8%

ICU Level of Service G

Analysis Period (min) 15

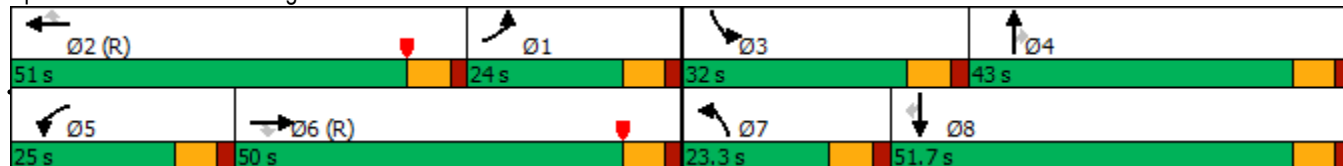
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Hodges Blvd & Beach Blvd



Lanes, Volumes, Timings  
8: Hodges Blvd & Bentwater Dr

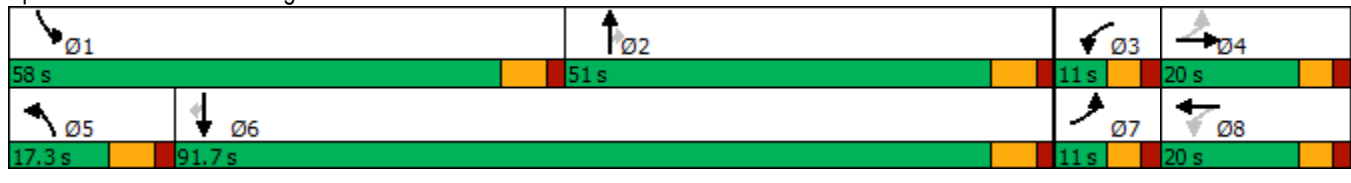
Hodges Blvd AM Peak  
03/12/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	3	125	2	0	0	48	848	295	322	1235	18
Future Volume (vph)	66	3	125	2	0	0	48	848	295	322	1235	18
Satd. Flow (prot)	1770	1595	0	1770	1863	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.000			0.950			0.950		
Satd. Flow (perm)	1770	1595	0	0	1863	0	1770	3539	1583	1770	3539	1583
Satd. Flow (RTOR)		149							308			118
Lane Group Flow (vph)	88	155	0	8	0	0	62	1101	527	657	1342	36
Turn Type	pm+pt	NA		pm+pt			Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8					2			6
Total Split (s)	11.0	20.0		11.0	20.0		17.3	51.0	51.0	58.0	91.7	91.7
Total Lost Time (s)	5.7	5.7		5.7	5.7		6.8	6.8	6.8	6.8	6.8	6.8
Act Effct Green (s)	9.9	7.9		5.3			9.0	44.3	44.3	51.4	89.4	89.4
Actuated g/C Ratio	0.08	0.06		0.04			0.07	0.35	0.35	0.41	0.72	0.72
v/c Ratio	0.63	0.65		0.11			0.49	0.88	0.69	0.90	0.53	0.03
Control Delay	74.7	22.8		64.0			70.3	47.4	19.8	52.5	10.8	0.1
Queue Delay	0.0	0.0		0.0			0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.7	22.8		64.0			70.3	47.4	19.8	52.5	10.8	0.1
LOS	E	C		E			E	D	B	D	B	A
Approach Delay		41.6			64.0			39.6			24.1	
Approach LOS		D			E			D			C	
Queue Length 50th (ft)	~70	5		6			47	412	141	461	228	0
Queue Length 95th (ft)	102	0		7			90	494	63	321	452	0
Internal Link Dist (ft)		329			179			1810			1769	
Turn Bay Length (ft)							385		200	250		200
Base Capacity (vph)	140	315		75			148	1255	760	727	2531	1166
Starvation Cap Reductn	0	0		0			0	0	0	0	0	0
Spillback Cap Reductn	0	0		0			0	0	0	0	0	0
Storage Cap Reductn	0	0		0			0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.49		0.11			0.42	0.88	0.69	0.90	0.53	0.03

Intersection Summary

Cycle Length: 140  
 Actuated Cycle Length: 125  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 31.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 67.7%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.

Splits and Phases: 8: Hodges Blvd & Bentwater Dr



Lanes, Volumes, Timings  
 9: Hodges Blvd & Woods Park

Hodges Blvd AM Peak  
 03/12/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	2	160	34	2	51	62	932	0	27	1255	36
Future Volume (vph)	62	2	160	34	2	51	62	932	0	27	1255	36
Satd. Flow (prot)	1770	1591	0	1770	1611	0	1770	3539	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1591	0	1770	1611	0	1770	3539	0	1770	3539	1583
Satd. Flow (RTOR)		144			73							164
Lane Group Flow (vph)	83	270	0	58	81	0	124	1180	0	36	1719	51
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Total Split (s)	15.0	24.0		11.0	20.0		15.0	53.0		12.0	50.0	50.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Act Effct Green (s)	8.3	18.0		5.0	15.0		8.8	51.9		6.0	44.1	44.1
Actuated g/C Ratio	0.09	0.18		0.05	0.15		0.09	0.53		0.06	0.45	0.45
v/c Ratio	0.56	0.66		0.64	0.26		0.78	0.63		0.33	1.08	0.06
Control Delay	58.3	26.1		78.4	13.7		75.7	19.7		53.7	73.7	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	58.3	26.1		78.4	13.7		75.7	19.7		53.7	73.7	0.1
LOS	E	C		E	B		E	B		D	E	A
Approach Delay		33.7			40.7			25.0			71.2	
Approach LOS		C			D			C			E	
Queue Length 50th (ft)	51	73		37	5		79	304		23	~660	0
Queue Length 95th (ft)	83	0		50	0		74	312		45	505	0
Internal Link Dist (ft)		223			220			2425			1763	
Turn Bay Length (ft)							425			300		175
Base Capacity (vph)	163	411		90	309		163	1882		109	1599	805
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.51	0.66		0.64	0.26		0.76	0.63		0.33	1.08	0.06

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 97.6  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.08  
 Intersection Signal Delay: 49.6  
 Intersection LOS: D  
 Intersection Capacity Utilization 78.9%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: Hodges Blvd & Woods Park





Lanes, Volumes, Timings  
10: Hodges Blvd/Joeandy Rd & Atlantic Blvd

Hodges Blvd AM Peak  
03/12/2021

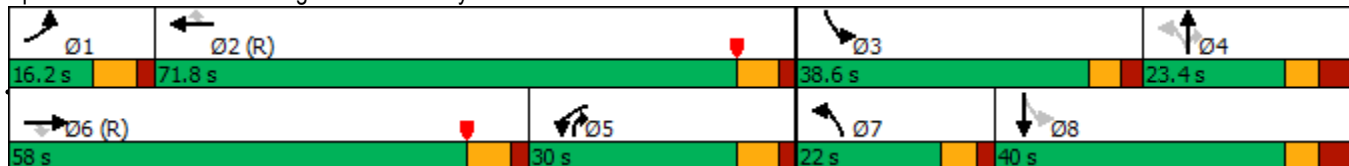


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘	↑	↗	↘	↗	↘
Traffic Volume (vph)	80	1829	488	504	1781	154	302	160	588	411	279	102
Future Volume (vph)	80	1829	488	504	1781	154	302	160	588	411	279	102
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1770	1863	1583	1770	1798	0
Flt Permitted	0.950			0.950			0.255			0.221		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	475	1863	1583	412	1798	0
Satd. Flow (RTOR)			304			172			165		9	
Lane Group Flow (vph)	93	2177	651	710	1875	190	343	190	692	462	528	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6			2	4		4	8		
Total Split (s)	16.2	58.0	58.0	30.0	71.8	71.8	22.0	23.4	30.0	38.6	40.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.0	7.7	6.8	6.1	7.7	
Act Effct Green (s)	9.4	51.2	51.2	23.2	65.0	65.0	33.4	15.7	39.8	55.9	32.3	
Actuated g/C Ratio	0.06	0.34	0.34	0.15	0.43	0.43	0.22	0.10	0.27	0.37	0.22	
v/c Ratio	0.85	1.25	0.88	1.34	0.85	0.24	1.41	0.98	1.28	1.03	1.34	
Control Delay	119.9	160.6	38.7	211.9	42.9	5.5	241.1	125.1	161.8	92.0	212.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	119.9	160.6	38.7	211.9	42.9	5.5	241.1	125.1	161.8	92.0	212.6	
LOS	F	F	D	F	D	A	F	F	F	F	F	
Approach Delay		132.1			83.6			178.3			156.3	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	92	~972	358	~464	597	10	~389	189	~550	~416	~668	
Queue Length 95th (ft)	#186	#949	347	#409	663	41	#569	#315	#766	#628	#594	
Internal Link Dist (ft)		567			579			856			536	
Turn Bay Length (ft)	300		400	350		230	450					
Base Capacity (vph)	110	1735	740	530	2203	783	243	194	541	447	394	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.85	1.25	0.88	1.34	0.85	0.24	1.41	0.98	1.28	1.03	1.34	

Intersection Summary



















Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.41  
 Intersection Signal Delay: 125.3  
 Intersection LOS: F  
 Intersection Capacity Utilization 110.9%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 10: Hodges Blvd/Joeandy Rd & Atlantic Blvd



Lanes, Volumes, Timings  
 35: Hodges Blvd & JTB WB Off-Ramp

Hodges Blvd AM Peak  
 03/12/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 				
Traffic Volume (vph)	0	0	0	0	0	370	2	1491	0	0	422	1610
Future Volume (vph)	0	0	0	0	0	370	2	1491	0	0	422	1610
Satd. Flow (prot)	0	0	0	1863	0	1583	0	3539	0	0	1863	1583
Flt Permitted												
Satd. Flow (perm)	0	0	0	1863	0	1583	0	3539	0	0	1863	1583
Lane Group Flow (vph)	0	0	0	0	0	463	0	1629	0	0	459	1789
Sign Control	Stop			Stop			Free			Free		

Intersection Summary	
Control Type: Unsignalized	
Intersection Capacity Utilization 147.6%	ICU Level of Service H
Analysis Period (min) 15	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			↑↑
Traffic Volume (vph)	0	0	1916	0	0	2093
Future Volume (vph)	0	0	1916	0	0	2093
Satd. Flow (prot)	0	0	5085	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	0	5085	0	0	3539
Lane Group Flow (vph)	0	0	2083	0	0	2275
Sign Control	Stop		Free		Free	

Intersection Summary	
Control Type: Unsignalized	
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	





Lanes, Volumes, Timings  
3: Chets Creek/Sutton Park & Hodges Blvd

Hodges Blvd PM Peak  
03/12/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	160	15	174	66	22	213	226	1754	49	102	1168	154
Future Volume (vph)	160	15	174	66	22	213	226	1754	49	102	1168	154
Satd. Flow (prot)	1770	1637	0	1770	1609	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.250			0.439			0.950			0.950		
Satd. Flow (perm)	466	1637	0	818	1609	0	1770	3539	1583	1770	3539	1583
Satd. Flow (RTOR)		127			218				174			227
Lane Group Flow (vph)	190	229	0	88	271	0	310	1907	72	150	1284	195
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8					2			6
Total Split (s)	20.0	27.0		11.0	18.0		40.0	79.0	79.0	23.0	62.0	62.0
Total Lost Time (s)	5.7	5.9		6.4	6.4		6.8	6.8	6.8	6.8	6.8	6.8
Act Effct Green (s)	30.4	19.2		14.4	9.8		28.6	75.3	75.3	15.0	61.7	61.7
Actuated g/C Ratio	0.22	0.14		0.10	0.07		0.20	0.54	0.54	0.11	0.44	0.44
v/c Ratio	0.82	0.69		0.77	0.86		0.86	1.00	0.08	0.79	0.82	0.24
Control Delay	74.4	36.1		89.0	39.9		75.7	53.7	0.2	88.9	41.0	2.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	36.1		89.0	39.9		75.7	53.7	0.2	88.9	41.0	2.4
LOS	E	D		F	D		E	D	A	F	D	A
Approach Delay		53.5			52.0			55.0			40.8	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	150	87		66	47		272	~988	0	134	554	0
Queue Length 95th (ft)	#228	0		96	#147		288	#1125	0	155	#723	11
Internal Link Dist (ft)		454			564			3282			1952	
Turn Bay Length (ft)							350		285	230		220
Base Capacity (vph)	234	354		115	333		419	1903	931	204	1558	824
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.65		0.77	0.81		0.74	1.00	0.08	0.74	0.82	0.24

Intersection Summary

Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 49.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 98.7%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Chets Creek/Sutton Park & Hodges Blvd



Lanes, Volumes, Timings  
4: Hodges Blvd & Hunt Club

Hodges Blvd PM Peak  
03/12/2021



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑↑	↑↑	↗
Traffic Volume (vph)	47	76	154	2195	1547	83
Future Volume (vph)	47	76	154	2195	1547	83
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Satd. Flow (RTOR)		93				127
Lane Group Flow (vph)	63	93	190	2360	1595	130
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8				2
Total Split (s)	20.0	20.0	18.0	70.0	52.0	52.0
Total Lost Time (s)	6.7	6.7	6.9	7.0	6.8	6.8
Act Effect Green (s)	8.3	8.3	11.0	65.1	45.7	45.7
Actuated g/C Ratio	0.10	0.10	0.13	0.79	0.55	0.55
v/c Ratio	0.35	0.38	0.81	0.85	0.82	0.14
Control Delay	41.3	13.1	63.9	12.7	21.0	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.3	13.1	63.9	12.7	21.0	2.7
LOS	D	B	E	B	C	A
Approach Delay	24.5			16.5	19.6	
Approach LOS	C			B	B	
Queue Length 50th (ft)	32	0	100	417	360	1
Queue Length 95th (ft)	58	34	#187	#736	#505	9
Internal Link Dist (ft)	294			1952	2360	
Turn Bay Length (ft)			275			230
Base Capacity (vph)	286	334	239	2785	1956	932
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.28	0.79	0.85	0.82	0.14

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 82.7  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 18.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 76.3%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Hodges Blvd & Hunt Club









Lanes, Volumes, Timings  
7: Hodges Blvd & Beach Blvd

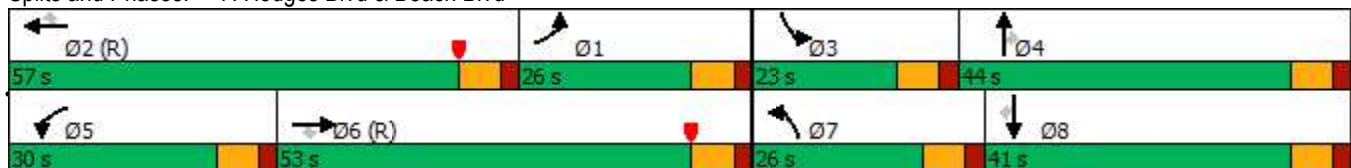
Hodges Blvd PM Peak  
03/12/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	470	1720	324	585	1538	433	530	985	622	411	662	293
Future Volume (vph)	470	1720	324	585	1538	433	530	985	622	411	662	293
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			244			254			323			267
Lane Group Flow (vph)	573	1870	400	722	1619	476	582	1107	691	472	761	349
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3		8
Permitted Phases			6			2			4			8
Total Split (s)	26.0	53.0	53.0	30.0	57.0	57.0	26.0	44.0	44.0	23.0	41.0	41.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.0	7.0	7.0	7.0	7.0	7.0
Act Effct Green (s)	19.2	46.2	46.2	23.2	50.2	50.2	19.0	37.0	37.0	16.0	34.0	34.0
Actuated g/C Ratio	0.13	0.31	0.31	0.15	0.33	0.33	0.13	0.25	0.25	0.11	0.23	0.23
v/c Ratio	1.31	1.19	0.61	1.36	0.95	0.68	1.34	1.27	1.09	1.29	0.95	0.62
Control Delay	202.1	138.5	20.8	220.8	61.7	24.7	216.1	175.4	90.9	200.0	78.3	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	202.1	138.5	20.8	220.8	61.7	24.7	216.1	175.4	90.9	200.0	78.3	17.9
LOS	F	F	C	F	E	C	F	F	F	F	E	B
Approach Delay		134.7			96.2			160.8			101.3	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~369	~807	128	~477	567	192	~381	~715	~507	~302	390	66
Queue Length 95th (ft)	#426	#901	186	#518	#667	328	#502	#840	#758	#397	#484	144
Internal Link Dist (ft)		831			922			786			2907	
Turn Bay Length (ft)	450		600	475		550	475		430	300		300
Base Capacity (vph)	439	1566	656	530	1701	698	434	872	633	366	802	565
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.31	1.19	0.61	1.36	0.95	0.68	1.34	1.27	1.09	1.29	0.95	0.62

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.36  
 Intersection Signal Delay: 124.4  
 Intersection LOS: F  
 Intersection Capacity Utilization 111.9%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Hodges Blvd & Beach Blvd





Lanes, Volumes, Timings  
9: Hodges Blvd & Woods Park

Hodges Blvd PM Peak  
03/12/2021

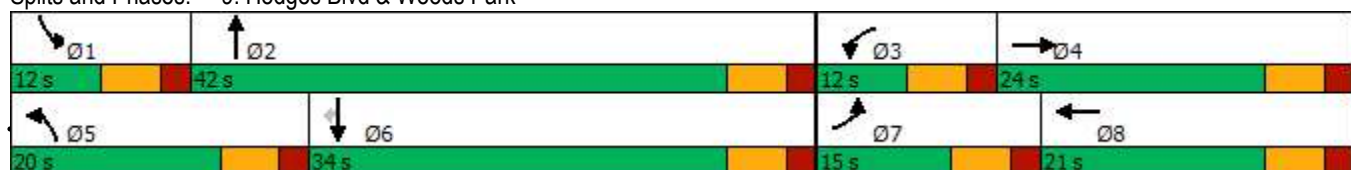


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↕	↗
Traffic Volume (vph)	66	0	103	43	0	31	168	1188	2	51	1112	93
Future Volume (vph)	66	0	103	43	0	31	168	1188	2	51	1112	93
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3536	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1583	0	1770	1583	0	1770	3536	0	1770	3539	1583
Satd. Flow (RTOR)		259			255			1				255
Lane Group Flow (vph)	83	124	0	62	46	0	200	1299	0	63	1158	129
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Total Split (s)	15.0	24.0		12.0	21.0		20.0	42.0		12.0	34.0	34.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Act Effct Green (s)	12.3	18.8		6.3	11.2		13.1	42.9		6.3	30.5	30.5
Actuated g/C Ratio	0.15	0.23		0.08	0.14		0.16	0.52		0.08	0.37	0.37
v/c Ratio	0.31	0.22		0.46	0.11		0.71	0.71		0.47	0.89	0.17
Control Delay	39.9	0.9		52.7	0.5		51.3	25.6		53.0	39.2	0.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.9	0.9		52.7	0.5		51.3	25.6		53.0	39.2	0.5
LOS	D	A		D	A		D	C		D	D	A
Approach Delay		16.5			30.4			29.0			36.1	
Approach LOS		B			C			C			D	
Queue Length 50th (ft)	45	0		35	0		110	360		35	~382	0
Queue Length 95th (ft)	80	0		57	0		#183	#504		69	#510	0
Internal Link Dist (ft)		223			220			2425			1763	
Turn Bay Length (ft)							425			300		175
Base Capacity (vph)	285	561		135	507		314	1839		135	1306	745
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.29	0.22		0.46	0.09		0.64	0.71		0.47	0.89	0.17

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 82.5  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 31.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 70.0%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: Hodges Blvd & Woods Park



Lanes, Volumes, Timings  
10: Hodges Blvd/Joeandy Rd & Atlantic Blvd

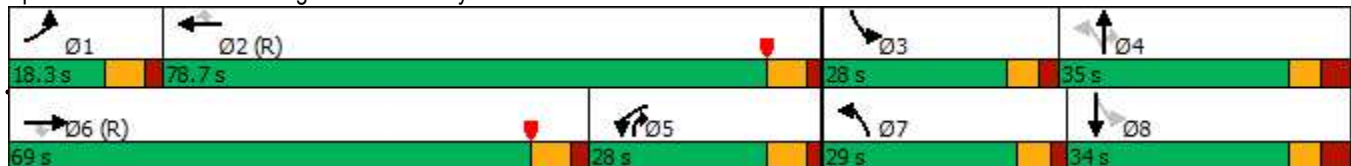
Hodges Blvd PM Peak  
03/12/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	2213	448	525	1922	369	358	339	593	320	256	86
Future Volume (vph)	88	2213	448	525	1922	369	358	339	593	320	256	86
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1770	1863	1583	1770	1794	0
Flt Permitted	0.950			0.950			0.147			0.152		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	274	1863	1583	283	1794	0
Satd. Flow (RTOR)			338			211			114		9	
Lane Group Flow (vph)	124	2515	498	577	2235	415	411	381	659	410	410	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6			2	4		4	8		
Total Split (s)	18.3	69.0	69.0	28.0	78.7	78.7	29.0	35.0	28.0	28.0	34.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.0	7.7	6.8	6.1	7.7	
Act Effct Green (s)	11.5	62.2	62.2	21.2	71.9	71.9	52.0	27.3	49.4	49.8	26.3	
Actuated g/C Ratio	0.07	0.39	0.39	0.13	0.45	0.45	0.32	0.17	0.31	0.31	0.16	
v/c Ratio	0.98	1.27	0.61	1.27	0.98	0.50	1.35	1.20	1.16	1.41	1.36	
Control Delay	145.4	167.1	15.0	191.2	57.4	16.7	215.9	171.0	122.0	239.5	227.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	145.4	167.1	15.0	191.2	57.4	16.7	215.9	171.0	122.0	239.5	227.7	
LOS	F	F	B	F	E	B	F	F	F	F	F	
Approach Delay		142.1			76.1			161.5			233.6	
Approach LOS		F			E			F			F	
Queue Length 50th (ft)	132	~1212	129	~390	833	146	~509	~481	~619	~521	~556	
Queue Length 95th (ft)	#187	#1245	253	#514	835	240	#693	#683	#1006	#594	#689	
Internal Link Dist (ft)		567			579			856			536	
Turn Bay Length (ft)	300		400	350		230	450					
Base Capacity (vph)	127	1976	821	454	2285	827	304	317	567	291	302	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.98	1.27	0.61	1.27	0.98	0.50	1.35	1.20	1.16	1.41	1.36	

Intersection Summary



















Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.41  
 Intersection Signal Delay: 129.4  
 Intersection LOS: F  
 Intersection Capacity Utilization 119.0%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 10: Hodges Blvd/Joeandy Rd & Atlantic Blvd



Lanes, Volumes, Timings  
 35: Hodges Blvd & JTB WB Off-Ramp

Hodges Blvd PM Peak  
 03/12/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	0	681	11	1754	0	0	369	1610
Future Volume (vph)	0	0	0	4	0	681	11	1754	0	0	369	1610
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3536	0	0	1863	1583
Flt Permitted				0.950				0.999				
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3536	0	0	1863	1583
Lane Group Flow (vph)	0	0	0	5	0	873	0	1971	0	0	424	1872
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Control Type: Unsignalized	
Intersection Capacity Utilization 155.2%	ICU Level of Service H
Analysis Period (min) 15	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			↑↑
Traffic Volume (vph)	0	0	1916	0	0	2093
Future Volume (vph)	0	0	1916	0	0	2093
Satd. Flow (prot)	0	0	5085	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	0	5085	0	0	3539
Lane Group Flow (vph)	0	0	2083	0	0	2275
Sign Control	Stop		Free			Free

Intersection Summary	
Control Type: Unsignalized	
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	

## **Appendix J:**

2045 Projected Volumes (With Proposed  
Improvements) Synchro Analysis Results



Lanes, Volumes, Timings  
1: Hodges Blvd & JTB EB Off-Ramp

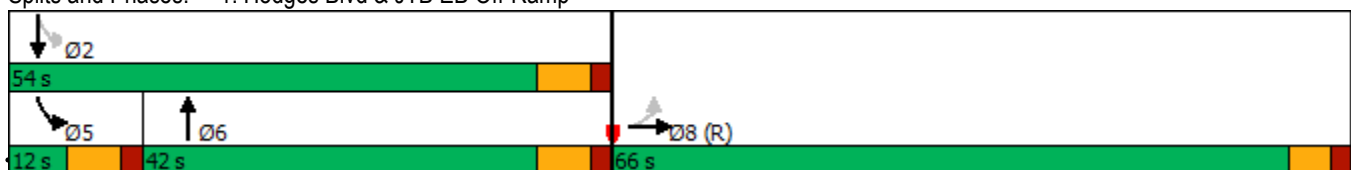
Hodges Blvd AM Peak  
03/18/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1478	2	0	0	0	0	0	2	0	416	2	0
Future Volume (vph)	1478	2	0	0	0	0	0	2	0	416	2	0
Satd. Flow (prot)	1681	1686	0	0	0	0	0	3539	0	0	1775	0
Flt Permitted	0.950	0.953									0.367	
Satd. Flow (perm)	1681	1686	0	0	0	0	0	3539	0	0	684	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	812	820	0	0	0	0	0	8	0	0	486	0
Turn Type	Perm	NA						NA	pm+pt		NA	
Protected Phases		8						6		5	2	
Permitted Phases	8									2		
Total Split (s)	66.0	66.0						42.0		12.0	54.0	
Total Lost Time (s)	5.7	5.7						6.8			6.8	
Act Effct Green (s)	60.3	60.3						15.0			47.2	
Actuated g/C Ratio	0.50	0.50						0.12			0.39	
v/c Ratio	0.96	0.97						0.02			0.78	
Control Delay	52.6	53.8						39.5			29.5	
Queue Delay	0.0	0.0						0.0			0.0	
Total Delay	52.6	53.8						39.5			29.5	
LOS	D	D						D			C	
Approach Delay		53.2						39.5			29.5	
Approach LOS		D						D			C	
Queue Length 50th (ft)	616	627						3			329	
Queue Length 95th (ft)	#915	126						2			81	
Internal Link Dist (ft)		1237			277			315			401	
Turn Bay Length (ft)												
Base Capacity (vph)	844	847						1038			622	
Starvation Cap Reductn	0	0						0			0	
Spillback Cap Reductn	0	0						0			0	
Storage Cap Reductn	0	0						0			0	
Reduced v/c Ratio	0.96	0.97						0.01			0.78	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 8:EBTL, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.97  
 Intersection Signal Delay: 47.7  
 Intersection LOS: D  
 Intersection Capacity Utilization 81.2%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Hodges Blvd & JTB EB Off-Ramp







Lanes, Volumes, Timings  
4: Hodges Blvd & Hunt Club

Hodges Blvd AM Peak  
03/18/2021



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷	↶	↑↑	↑↑	↷
Traffic Volume (vph)	99	171	48	1238	1914	58
Future Volume (vph)	99	171	48	1238	1914	58
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.091			
Satd. Flow (perm)	1770	1583	170	3539	3539	1583
Satd. Flow (RTOR)		12				83
Lane Group Flow (vph)	139	206	68	1440	2080	83
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Total Split (s)	20.0	20.0	50.0	50.0	50.0	50.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	12.1	12.1	44.0	44.0	44.0	44.0
Actuated g/C Ratio	0.18	0.18	0.65	0.65	0.65	0.65
v/c Ratio	0.44	0.71	0.62	0.63	0.91	0.08
Control Delay	29.6	39.0	39.7	9.1	19.0	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	39.0	39.7	9.1	19.0	1.6
LOS	C	D	D	A	B	A
Approach Delay	35.2			10.5	18.3	
Approach LOS	D			B	B	
Queue Length 50th (ft)	52	77	16	175	365	0
Queue Length 95th (ft)	77	129	#58	220	#600	7
Internal Link Dist (ft)	294			1952	2360	
Turn Bay Length (ft)			275			230
Base Capacity (vph)	364	334	109	2285	2285	1051
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.62	0.62	0.63	0.91	0.08

Intersection Summary

Cycle Length: 70  
 Actuated Cycle Length: 68.2  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 16.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 73.5%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Hodges Blvd & Hunt Club







Lanes, Volumes, Timings  
7: Hodges Blvd & Beach Blvd

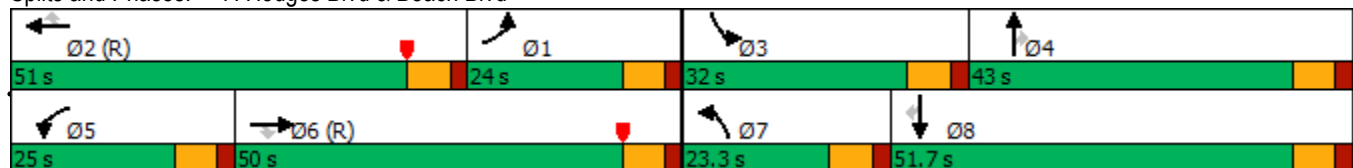
Hodges Blvd AM Peak  
03/18/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	288	1487	301	465	1053	362	270	617	593	666	785	29
Future Volume (vph)	288	1487	301	465	1053	362	270	617	593	666	785	29
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			255			280			274			177
Lane Group Flow (vph)	395	1652	358	547	1170	584	351	979	741	732	913	36
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Total Split (s)	24.0	50.0	50.0	25.0	51.0	51.0	23.3	43.0	43.0	32.0	51.7	51.7
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.0	7.0	7.0	7.0	7.0	7.0
Act Effct Green (s)	17.2	43.2	43.2	18.2	44.2	44.2	16.3	36.0	36.0	25.0	44.7	44.7
Actuated g/C Ratio	0.11	0.29	0.29	0.12	0.29	0.29	0.11	0.24	0.24	0.17	0.30	0.30
v/c Ratio	1.01	1.13	0.56	1.31	0.78	0.88	0.94	1.15	1.26	1.28	0.87	0.06
Control Delay	111.6	115.0	16.4	206.9	52.9	41.5	99.4	131.9	159.3	187.3	59.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.6	115.0	16.4	206.9	52.9	41.5	99.4	131.9	159.3	187.3	59.6	0.2
LOS	F	F	B	F	D	D	F	F	F	F	E	A
Approach Delay		99.7			86.6			136.2			113.9	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~203	~683	80	~354	385	315	178	~591	~694	~466	446	0
Queue Length 95th (ft)	#217	#779	151	#435	443	186	#209	392	#749	#594	502	0
Internal Link Dist (ft)		831			922			786			2907	
Turn Bay Length (ft)	450		600	475		550	475		430	300		300
Base Capacity (vph)	393	1464	637	416	1498	663	373	849	588	572	1054	595
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	1.13	0.56	1.31	0.78	0.88	0.94	1.15	1.26	1.28	0.87	0.06

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.31  
 Intersection Signal Delay: 107.9  
 Intersection LOS: F  
 Intersection Capacity Utilization 101.8%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Hodges Blvd & Beach Blvd







Lanes, Volumes, Timings  
9: Hodges Blvd & Woods Park

Hodges Blvd AM Peak  
03/18/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	2	160	34	2	51	62	932	0	27	1255	36
Future Volume (vph)	62	2	160	34	2	51	62	932	0	27	1255	36
Satd. Flow (prot)	1770	1591	0	1770	1611	0	1770	3539	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1591	0	1770	1611	0	1770	3539	0	1770	3539	1583
Satd. Flow (RTOR)		144			73							164
Lane Group Flow (vph)	83	270	0	58	81	0	124	1180	0	36	1719	51
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Total Split (s)	15.0	24.0		11.0	20.0		15.0	53.0		12.0	50.0	50.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Act Effct Green (s)	8.3	18.0		5.0	15.0		8.8	51.9		6.0	44.1	44.1
Actuated g/C Ratio	0.09	0.18		0.05	0.15		0.09	0.53		0.06	0.45	0.45
v/c Ratio	0.56	0.66		0.64	0.26		0.78	0.63		0.33	1.08	0.06
Control Delay	58.3	26.1		78.4	13.7		75.7	19.7		53.7	73.7	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	58.3	26.1		78.4	13.7		75.7	19.7		53.7	73.7	0.1
LOS	E	C		E	B		E	B		D	E	A
Approach Delay		33.7			40.7			25.0			71.2	
Approach LOS		C			D			C			E	
Queue Length 50th (ft)	51	73		37	5		79	304		23	~660	0
Queue Length 95th (ft)	83	0		50	0		74	312		45	505	0
Internal Link Dist (ft)		223			220			2425			1763	
Turn Bay Length (ft)							425			300		175
Base Capacity (vph)	163	411		90	309		163	1882		109	1599	805
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.51	0.66		0.64	0.26		0.76	0.63		0.33	1.08	0.06

Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 97.6  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.08  
 Intersection Signal Delay: 49.6  
 Intersection LOS: D  
 Intersection Capacity Utilization 78.9%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: Hodges Blvd & Woods Park



Lanes, Volumes, Timings  
 10: Hodges Blvd/Joeandy Rd & Atlantic Blvd

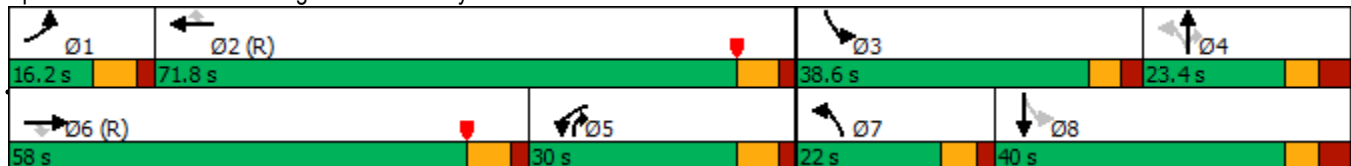
Hodges Blvd AM Peak  
 03/18/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	1829	488	504	1781	154	302	160	588	411	279	102
Future Volume (vph)	80	1829	488	504	1781	154	302	160	588	411	279	102
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	1770	1863	1583	1770	1798	0
Flt Permitted	0.950			0.950			0.255			0.221		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	475	1863	1583	412	1798	0
Satd. Flow (RTOR)			304			172			165		9	
Lane Group Flow (vph)	93	2177	651	710	1875	190	343	190	692	462	528	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6			2	4		4	8		
Total Split (s)	16.2	58.0	58.0	30.0	71.8	71.8	22.0	23.4	30.0	38.6	40.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.0	7.7	6.8	6.1	7.7	
Act Effct Green (s)	9.4	51.2	51.2	23.2	65.0	65.0	33.4	15.7	39.8	55.9	32.3	
Actuated g/C Ratio	0.06	0.34	0.34	0.15	0.43	0.43	0.22	0.10	0.27	0.37	0.22	
v/c Ratio	0.85	1.25	0.88	1.34	0.85	0.24	1.41	0.98	1.28	1.03	1.34	
Control Delay	119.9	160.6	38.7	211.9	42.9	5.5	241.1	125.1	161.8	92.0	212.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	119.9	160.6	38.7	211.9	42.9	5.5	241.1	125.1	161.8	92.0	212.6	
LOS	F	F	D	F	D	A	F	F	F	F	F	
Approach Delay		132.1			83.6			178.3			156.3	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	92	~972	358	~464	597	10	~389	189	~550	~416	~668	
Queue Length 95th (ft)	#186	#949	347	#409	663	41	#569	#315	#766	#628	#594	
Internal Link Dist (ft)		567			579			856			536	
Turn Bay Length (ft)	300		400	350		230	450					
Base Capacity (vph)	110	1735	740	530	2203	783	243	194	541	447	394	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.85	1.25	0.88	1.34	0.85	0.24	1.41	0.98	1.28	1.03	1.34	

Intersection Summary



















Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.41  
 Intersection Signal Delay: 125.3  
 Intersection LOS: F  
 Intersection Capacity Utilization 110.9%  
 ICU Level of Service H  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 10: Hodges Blvd/Joeandy Rd & Atlantic Blvd



Lanes, Volumes, Timings  
 35: Hodges Blvd & JTB WB Off-Ramp

Hodges Blvd AM Peak  
 03/18/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 				
Traffic Volume (vph)	0	0	0	0	0	370	2	1491	0	0	422	1610
Future Volume (vph)	0	0	0	0	0	370	2	1491	0	0	422	1610
Satd. Flow (prot)	0	0	0	1863	0	1583	0	3539	0	0	1863	1583
Flt Permitted												
Satd. Flow (perm)	0	0	0	1863	0	1583	0	3539	0	0	1863	1583
Lane Group Flow (vph)	0	0	0	0	0	463	0	1629	0	0	459	1789
Sign Control	Stop			Stop			Free			Free		

Intersection Summary	
Control Type: Unsignalized	
Intersection Capacity Utilization 147.6%	ICU Level of Service H
Analysis Period (min) 15	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			↑↑
Traffic Volume (vph)	0	0	1916	0	0	2093
Future Volume (vph)	0	0	1916	0	0	2093
Satd. Flow (prot)	0	0	5085	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	0	5085	0	0	3539
Lane Group Flow (vph)	0	0	2083	0	0	2275
Sign Control	Stop		Free			Free

Intersection Summary	
Control Type: Unsignalized	
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	

Lanes, Volumes, Timings  
1: Hodges Blvd & JTB EB Off-Ramp

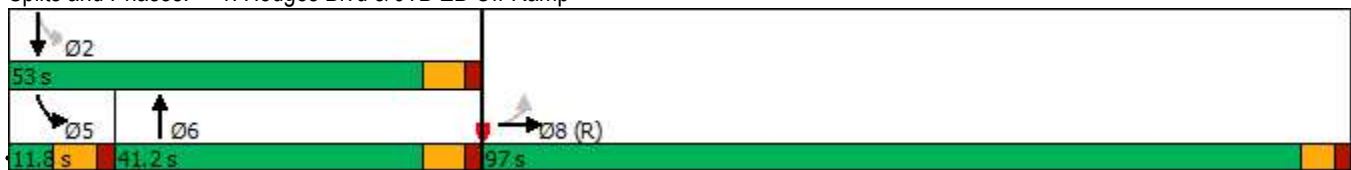
Hodges Blvd PM Peak  
03/18/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1787	2	2	0	0	0	0	2	0	366	0	0
Future Volume (vph)	1787	2	2	0	0	0	0	2	0	366	0	0
Satd. Flow (prot)	1681	1685	0	0	0	0	0	3539	0	0	1770	0
Flt Permitted	0.950	0.953									0.382	
Satd. Flow (perm)	1681	1685	0	0	0	0	0	3539	0	0	712	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	1004	1020	0	0	0	0	0	8	0	0	421	0
Turn Type	Perm	NA						NA	pm+pt		NA	
Protected Phases		8						6		5	2	
Permitted Phases	8									2		
Total Split (s)	97.0	97.0						41.2		11.8	53.0	
Total Lost Time (s)	5.7	5.7						6.9			6.8	
Act Effct Green (s)	91.3	91.3						14.9			46.2	
Actuated g/C Ratio	0.61	0.61						0.10			0.31	
v/c Ratio	0.98	1.00						0.02			0.86	
Control Delay	52.8	56.1						55.0			47.0	
Queue Delay	0.0	0.0						0.0			0.0	
Total Delay	52.8	56.1						55.0			47.0	
LOS	D	E						D			D	
Approach Delay		54.5						55.0			47.0	
Approach LOS		D						D			D	
Queue Length 50th (ft)	961	996						4			349	
Queue Length 95th (ft)	#1301	151						3			102	
Internal Link Dist (ft)		1237			277			315			401	
Turn Bay Length (ft)												
Base Capacity (vph)	1023	1025						809			487	
Starvation Cap Reductn	0	0						0			0	
Spillback Cap Reductn	0	0						0			0	
Storage Cap Reductn	0	0						0			0	
Reduced v/c Ratio	0.98	1.00						0.01			0.86	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 8:EBTL, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 53.2  
 Intersection LOS: D  
 Intersection Capacity Utilization 87.0%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Hodges Blvd & JTB EB Off-Ramp



Lanes, Volumes, Timings  
2: Hodges Blvd & Glen Kernan/Sutton Park

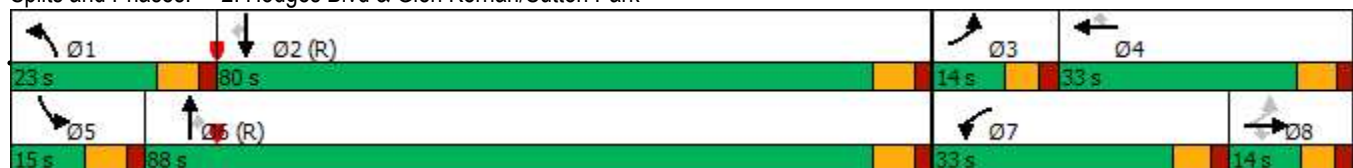
Hodges Blvd PM Peak  
03/18/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	35	140	402	58	136	172	1786	261	226	1212	85
Future Volume (vph)	104	35	140	402	58	136	172	1786	261	226	1212	85
Satd. Flow (prot)	1770	1863	1583	3433	1863	1583	1770	3539	1583	3433	3539	1583
Flt Permitted	0.713			0.950			0.950			0.950		
Satd. Flow (perm)	1328	1863	1583	3433	1863	1583	1770	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			217			170			172			214
Lane Group Flow (vph)	139	51	230	574	67	164	200	2101	330	240	1554	98
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8			4			6			2
Total Split (s)	14.0	14.0	14.0	33.0	33.0	33.0	23.0	88.0	88.0	15.0	80.0	80.0
Total Lost Time (s)	6.0	6.0	6.0	6.4	6.4	6.4	6.8	6.8	6.8	6.8	6.8	6.8
Act Effct Green (s)	15.7	7.7	7.7	26.5	26.2	26.2	16.6	81.2	81.2	8.6	73.2	73.2
Actuated g/C Ratio	0.10	0.05	0.05	0.18	0.17	0.17	0.11	0.54	0.54	0.06	0.49	0.49
v/c Ratio	0.86	0.54	0.80	0.95	0.21	0.39	1.02	1.10	0.35	1.22	0.90	0.11
Control Delay	90.8	89.9	31.1	86.4	54.7	9.3	124.0	85.6	14.5	190.4	43.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.8	89.9	31.1	86.4	54.7	9.3	124.0	85.6	14.5	190.4	43.4	0.3
LOS	F	F	C	F	D	A	F	F	B	F	D	A
Approach Delay		58.0			68.1			79.6			59.8	
Approach LOS		E			E			E			E	
Queue Length 50th (ft)	108	50	12	289	57	0	~215	~1213	101	~153	717	0
Queue Length 95th (ft)	#152	73	0	267	101	44	m#285	#1211	m115	#245	643	0
Internal Link Dist (ft)		238			495			727			3282	
Turn Bay Length (ft)	100		100	175		100	225			240		240
Base Capacity (vph)	162	99	289	608	330	420	196	1915	935	197	1727	882
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.52	0.80	0.94	0.20	0.39	1.02	1.10	0.35	1.22	0.90	0.11

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.22  
 Intersection Signal Delay: 69.9  
 Intersection LOS: E  
 Intersection Capacity Utilization 90.6%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Hodges Blvd & Glen Kernan/Sutton Park



Lanes, Volumes, Timings  
3: Chets Creek/Sutton Park & Hodges Blvd

Hodges Blvd PM Peak  
03/18/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	15	174	66	22	213	226	1754	49	102	1168	154
Future Volume (vph)	160	15	174	66	22	213	226	1754	49	102	1168	154
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.453			0.728			0.950			0.950		
Satd. Flow (perm)	844	1863	1583	1356	1863	1583	1770	3539	1583	1770	3539	1583
Satd. Flow (RTOR)			185			230			174			227
Lane Group Flow (vph)	190	44	185	88	26	245	310	1907	72	150	1284	195
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Total Split (s)	20.0	27.0	27.0	11.0	18.0	18.0	40.0	79.0	79.0	23.0	62.0	62.0
Total Lost Time (s)	5.7	5.9	5.9	6.4	6.4	6.4	6.8	6.8	6.8	6.8	6.8	6.8
Act Effct Green (s)	28.9	17.7	17.7	13.1	8.5	8.5	28.6	76.4	76.4	15.3	63.1	63.1
Actuated g/C Ratio	0.21	0.13	0.13	0.09	0.06	0.06	0.20	0.55	0.55	0.11	0.45	0.45
v/c Ratio	0.71	0.19	0.51	0.63	0.23	0.79	0.86	0.99	0.08	0.78	0.80	0.23
Control Delay	64.5	55.4	12.2	71.1	66.2	27.6	75.7	49.3	0.2	86.2	39.2	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.5	55.4	12.2	71.1	66.2	27.6	75.7	49.3	0.2	86.2	39.2	2.4
LOS	E	E	B	E	E	C	E	D	A	F	D	A
Approach Delay		40.5			41.0			51.3			39.1	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	157	37	0	69	23	13	272	~904	0	133	524	0
Queue Length 95th (ft)	212	27	69	96	52	92	288	#1125	0	155	#723	11
Internal Link Dist (ft)		454			564			3282			1952	
Turn Bay Length (ft)			100			100	350		285	230		220
Base Capacity (vph)	269	280	395	140	154	342	419	1932	943	208	1596	838
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.16	0.47	0.63	0.17	0.72	0.74	0.99	0.08	0.72	0.80	0.23

Intersection Summary

Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.99  
 Intersection Signal Delay: 45.4  
 Intersection LOS: D  
 Intersection Capacity Utilization 86.3%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Chets Creek/Sutton Park & Hodges Blvd



Lanes, Volumes, Timings  
4: Hodges Blvd & Hunt Club

Hodges Blvd PM Peak  
03/18/2021



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	47	76	154	2195	1547	83
Future Volume (vph)	47	76	154	2195	1547	83
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Satd. Flow (RTOR)		93				127
Lane Group Flow (vph)	63	93	190	2360	1595	130
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8				2
Total Split (s)	20.0	20.0	18.0	70.0	52.0	52.0
Total Lost Time (s)	6.7	6.7	6.9	7.0	6.8	6.8
Act Effct Green (s)	8.3	8.3	11.0	65.1	45.7	45.7
Actuated g/C Ratio	0.10	0.10	0.13	0.79	0.55	0.55
v/c Ratio	0.35	0.38	0.81	0.85	0.82	0.14
Control Delay	41.3	13.1	63.9	12.7	21.0	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.3	13.1	63.9	12.7	21.0	2.7
LOS	D	B	E	B	C	A
Approach Delay	24.5			16.5	19.6	
Approach LOS	C			B	B	
Queue Length 50th (ft)	32	0	100	417	360	1
Queue Length 95th (ft)	58	34	#187	#736	#505	9
Internal Link Dist (ft)	294			1952	2360	
Turn Bay Length (ft)			275			230
Base Capacity (vph)	286	334	239	2785	1956	932
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.28	0.79	0.85	0.82	0.14

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 82.7  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 18.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 76.3%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Hodges Blvd & Hunt Club





Lanes, Volumes, Timings  
5: Hodges Blvd & Montebello Way/Danforth DR

Hodges Blvd PM Peak  
03/18/2021

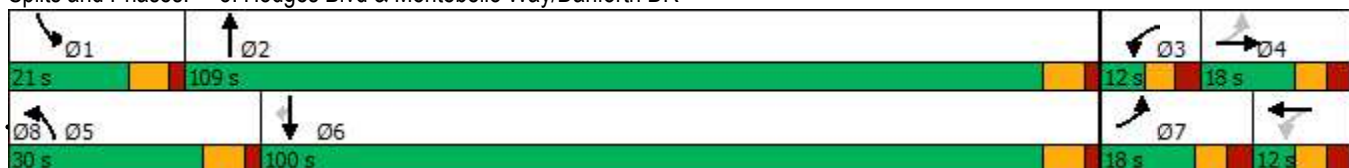


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	↗
Traffic Volume (vph)	17	2	18	39	0	77	43	2070	43	122	1683	36
Future Volume (vph)	17	2	18	39	0	77	43	2070	43	122	1683	36
Satd. Flow (prot)	1770	1663	0	1770	1583	0	1770	3529	0	1770	3539	1583
Flt Permitted	0.563			0.739			0.950			0.950		
Satd. Flow (perm)	1049	1663	0	1377	1583	0	1770	3529	0	1770	3539	1583
Satd. Flow (RTOR)		20			171			3				165
Lane Group Flow (vph)	41	28	0	52	97	0	47	2403	0	165	1772	41
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8								6
Total Split (s)	18.0	18.0		12.0	12.0		30.0	109.0		21.0	100.0	100.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.8	6.8		6.8	6.8	6.8
Act Effct Green (s)	14.5	8.2		11.2	5.3		9.5	102.4		14.2	109.8	109.8
Actuated g/C Ratio	0.09	0.05		0.07	0.03		0.06	0.66		0.09	0.71	0.71
v/c Ratio	0.30	0.26		0.44	0.44		0.44	1.03		1.02	0.71	0.04
Control Delay	67.8	39.9		74.9	6.4		83.2	53.8		143.1	17.5	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	67.8	39.9		74.9	6.4		83.2	53.8		143.1	17.5	0.1
LOS	E	D		E	A		F	D		F	B	A
Approach Delay		56.5			30.3			54.4			27.7	
Approach LOS		E			C			D			C	
Queue Length 50th (ft)	38	8		49	0		48	~1414		~182	582	0
Queue Length 95th (ft)	34	0		77	0		93	#1513		#255	756	0
Internal Link Dist (ft)		432			330			2360			2656	
Turn Bay Length (ft)							325			325		350
Base Capacity (vph)	167	138		119	218		265	2331		162	2507	1169
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.25	0.20		0.44	0.44		0.18	1.03		1.02	0.71	0.04

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 155  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.03  
 Intersection Signal Delay: 42.3  
 Intersection LOS: D  
 Intersection Capacity Utilization 91.2%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Hodges Blvd & Montebello Way/Danforth DR









Lanes, Volumes, Timings  
9: Hodges Blvd & Woods Park

Hodges Blvd PM Peak  
03/18/2021

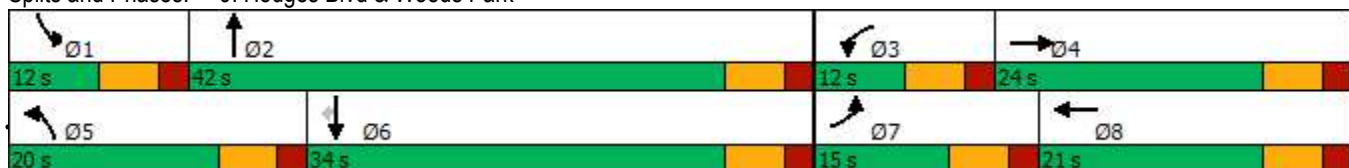


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↕	↗
Traffic Volume (vph)	66	0	103	43	0	31	168	1188	2	51	1112	93
Future Volume (vph)	66	0	103	43	0	31	168	1188	2	51	1112	93
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3536	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1583	0	1770	1583	0	1770	3536	0	1770	3539	1583
Satd. Flow (RTOR)		259			255			1				255
Lane Group Flow (vph)	83	124	0	62	46	0	200	1299	0	63	1158	129
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Total Split (s)	15.0	24.0		12.0	21.0		20.0	42.0		12.0	34.0	34.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Act Effct Green (s)	12.3	18.8		6.3	11.2		13.1	42.9		6.3	30.5	30.5
Actuated g/C Ratio	0.15	0.23		0.08	0.14		0.16	0.52		0.08	0.37	0.37
v/c Ratio	0.31	0.22		0.46	0.11		0.71	0.71		0.47	0.89	0.17
Control Delay	39.9	0.9		52.7	0.5		51.3	25.6		53.0	39.2	0.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.9	0.9		52.7	0.5		51.3	25.6		53.0	39.2	0.5
LOS	D	A		D	A		D	C		D	D	A
Approach Delay		16.5			30.4			29.0			36.1	
Approach LOS		B			C			C			D	
Queue Length 50th (ft)	45	0		35	0		110	360		35	~382	0
Queue Length 95th (ft)	80	0		57	0		#183	#504		69	#510	0
Internal Link Dist (ft)		223			220			2425			1763	
Turn Bay Length (ft)							425			300		175
Base Capacity (vph)	285	561		135	507		314	1839		135	1306	745
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.29	0.22		0.46	0.09		0.64	0.71		0.47	0.89	0.17

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 82.5  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 31.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 70.0%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



















Splits and Phases: 9: Hodges Blvd & Woods Park





Lanes, Volumes, Timings  
 35: Hodges Blvd & JTB WB Off-Ramp

Hodges Blvd PM Peak  
 03/18/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 				
Traffic Volume (vph)	0	0	0	4	0	681	11	1754	0	0	369	1610
Future Volume (vph)	0	0	0	4	0	681	11	1754	0	0	369	1610
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3536	0	0	1863	1583
Flt Permitted				0.950				0.999				
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3536	0	0	1863	1583
Lane Group Flow (vph)	0	0	0	5	0	873	0	1971	0	0	424	1872
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Control Type:	Unsignalized
Intersection Capacity Utilization	155.2%      ICU Level of Service H
Analysis Period (min)	15



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			↑↑
Traffic Volume (vph)	0	0	1916	0	0	2093
Future Volume (vph)	0	0	1916	0	0	2093
Satd. Flow (prot)	0	0	5085	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	0	5085	0	0	3539
Lane Group Flow (vph)	0	0	2083	0	0	2275
Sign Control	Stop		Free			Free

Intersection Summary	
Control Type: Unsignalized	
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	