

PEDESTRIAN SAFETY STUDY

SR A1A (Oceanshore Boulevard)

(between Ocean Marina Drive and Luna Lane)

SLD 73030000 – M.P. 6.132-7.280

Town of Beverly Beach, Florida

Flagler County, Florida

Prepared for:

THE FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 5 TRAFFIC OPERATIONS

719 South Woodland Boulevard
DeLand, Florida 32720



Districtwide Contract for Traffic Operations

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Prepared by:

England-Thims & Miller, Inc.
1540 International Parkway, Suite 2000
Lake Mary, FL 32746

In association with:

DRMP, Inc.
941 Lake Baldwin Lane
Orlando, FL 32814

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Professional Engineer: Mark S. Manwell, PE
Florida P.E. Number: 53938

Prepared By: Adriann LeBlanc, EI

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EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) retained England-Thims & Miller, Inc. (ETM) to conduct a pedestrian study on SR A1A (Oceanshore Boulevard) between Ocean Marina Drive and Luna Lane in the Town of Beverly Beach (Flagler County), Florida. This corridor was reviewed to identify opportunities to construct marked crossings, mid-block crossings, additional lighting, gateway features and speed management countermeasures to enhance pedestrian safety.

Over an eight-year period, there were a total of 8 collisions reported within the study area. These crashes resulted in 2 fatalities (in 2 collisions), 6 injuries (in 4 collisions) and \$66,200 in estimated property damage. Based on the crash reviews, the locations of pedestrian generators and attractors, the existing crossings, as well as field observations, three (3) locations were evaluated as candidates for installing a marked pedestrian crosswalk, and one existing marked crosswalk was reviewed to determine if additional improvements are justified. These targeted locations are listed below:

1. Si Como No Inn – Beach Access
2. Osprey Point Subdivision – Beach Access
3. Beverly Beach Town Hall – Beach Access
4. Beverly Beach Camptown RV Resort – Existing Marked/Signed Crosswalk

Based on the existing conditions and a review of FDOT standards for marked pedestrian crosswalks, the following short-term improvements are recommended:

Short-Term Improvements

- Install a fluorescent yellow-green pedestrian warning sign (W11-2) with “Next 1 Mile” plaque at the southern limits of Beverly Beach (for northbound traffic).
- Replace the existing pedestrian warning sign (W11-2) with a fluorescent yellow-green W11-2 sign at the northern limits of Beverly Beach, north of the existing marked crosswalk (for southbound traffic) and replace the existing “Next ½ Mile” plaque with “Next 1 Mile” plaque.
- Install oversized speed limit signs and “45 MPH” pavement markings at both northern and southern limits of Beverly Beach for entering traffic.
- Add “45 MPH” pavement markings at the existing speed limit sign locations.
- Remove the pedestrian warning sign with “Next ½ Mile” plaque approximately 600’ south of Osprey Drive.
- Install two fluorescent yellow-green pedestrian crossing signs (W11-2) with “AHEAD” plaques, one for northbound traffic and one for southbound traffic, each 300 feet in advance of the existing marked crosswalk.
- Install a second fluorescent yellow-green pedestrian warning sign with “Next ½ Mile” plaque (for southbound traffic) on the back of the existing sign at Town Hall.
- Install ‘PED XING’ pavement markings approaching the existing marked crosswalk for both the northbound and southbound directions.
- Install 12-inch white pavement markings across the roadway to border the existing 8'-wide crosswalk pavement markings to create a high-visibility crosswalk marking.

The engineering and construction costs associated with these short-term improvements are approximately \$18,014.

In addition to the short-term improvements above, several long-term improvements are also recommended, as follows:

Long-Term Improvements

- Remove the existing “Beverly Beach Town Limits” sign and replace with a larger “Town of Beverly Beach” gateway sign at the southern limits of the town. The new sign should be conspicuous (e.g., additional landscaping surrounding the sign would be beneficial) and should capture the attention of drivers informing them that they are entering the Town of Beverly Beach. Although these signs may help with traffic calming, the aesthetic sign installations, such as the Town’s gateway treatments, are not included as part of the safety costs.
- Relocate the existing “Scenic Highway” sign and replace with a larger “Town of Beverly Beach” gateway sign at the northern limits of the town. Improvements at this location should be similar to the new sign recommended at the town’s southern limits. Although these signs may help with traffic calming, the aesthetic sign installations, such as the Town’s gateway treatments, are not included as part of the safety costs.
- Install a flashing beacon and fluorescent yellow-green pedestrian warning sign (W11-2) with “Next 1 Mile” plaque at the southern limits of Beverly Beach (for northbound traffic). There is an existing flashing beacon for southbound traffic at the northern limits of Beverly Beach that is to remain.
- Remove the existing flashing beacon near the Town Hall.
- Reconstruct the trail surrounding Sunset Inlet Drive to move it closer to SR A1A due to visibility concerns at the intersection. This will require removing and relocating the existing crosswalk, stop bar, and associated signing.
- Construct an 8'-wide trail between the Beverly Beach Camptown RV Resort and the Beverly Beach Town Hall on the east side of SR A1A.
- Construct a raised median from the Beverly Beach Town Hall’s driveway to Surfside Estate’s driveway. This will provide pedestrian refuge areas approaching the existing marked crosswalk at the Camptown RV Resort. The access to all driveways will be maintained. This should also improve crossings involving golf carts. The raised median is not required to be concrete, as non-concrete type medians could also be considered. In addition, install pedestrian-activated rectangular rapid flashing beacons (RRFB's) at the existing marked crosswalk. This will require a Maintenance Agreement from the Town of Beverly Beach.
- Construct a northbound left-turn bay for the Surfside Estates entrance.
- Six additional luminaries (with four new light poles) are recommended through the northern section of Beverly Beach near the Town Hall, Camptown RV Resort, and Surfside Estates.
- Seven additional luminaries (with five new light poles) are recommended at the public beach walkover locations.

The engineering and construction costs associated with these long-term improvements are approximately \$849,380.

INTRODUCTION:

England-Thims & Miller, Inc. (ETM) was retained by the Florida Department of Transportation (FDOT) to perform a pedestrian study on SR A1A (Oceanshore Boulevard) between Ocean Marina Drive and Luna Lane within the Town of Beverly Beach (Flagler County), Florida. ETM was asked to identify opportunities to construct pedestrian crossings, additional lighting, gateway features, and speed management countermeasures to enhance pedestrian safety throughout the study corridor.

The analysis methods used in completing this study are consistent with the Federal Highway Administration's **Manual on Uniform Traffic Control Devices** (MUTCD 2009), the American Association of State Highway and Transportation Officials' (AASHTO) **Highway Safety Manual** (HSM 2010), FDOT's **Traffic Engineering Manual** (TEM 2019) and FDOT's **Manual on Uniform Traffic Studies** (MUTS 2016). This report contains existing conditions, collision analyses, qualitative assessments, suggested improvements, cost estimates and final recommendations.

Three locations were identified as places where pedestrians cross SR A1A but lack a marked crosswalk within 300 feet of the targeted location. A fourth location has an existing marked crosswalk and was also reviewed for improvement. The intent for additional crosswalk locations was to channelize pedestrians to a common crossing point as this should help motorists by providing a visual confirmation of a signed/marked crossing. On Saturday, December 22, 2018, 8-hour turning movement counts (TMCs) were collected and included pedestrians, vehicles, and bicycles at the four locations.

Cost estimates were based on FDOT's Historical Costs from 1/1/2018 to 12/31/2018. If available, Area 7 cost data was used. If unavailable, statewide cost data was used. The appropriate pay items and estimated quantities were used to generate an opinion of probable costs.

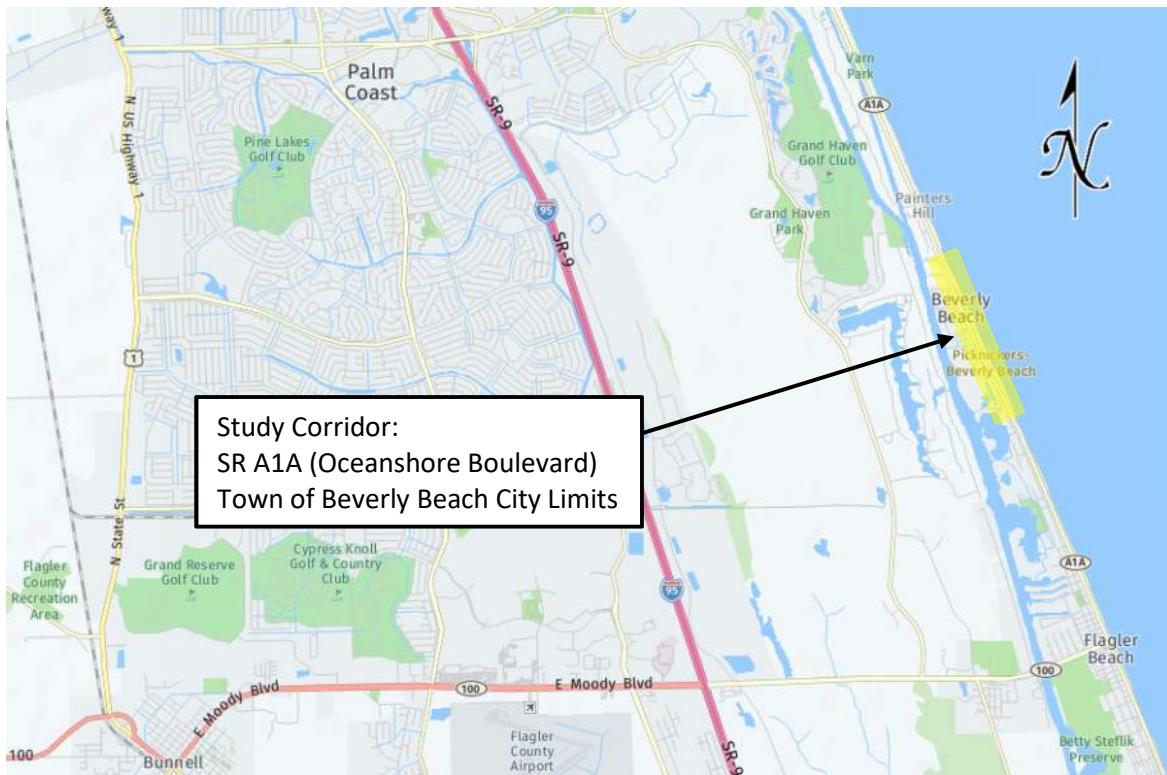


Figure 1 – Project Location/Vicinity Map

EXISTING CONDITIONS:

Within the study limits, SR A1A (Section 73030000) is a two-lane, undivided north-south arterial. The study segment is approximately 1.15 miles long between Ocean Marina Drive (MP 6.132) and Luna Lane (MP 7.287). The posted speed limit on this segment of SR A1A is 45 mph. Within the study limits, SR A1A is within the Coastal Construction Control Line (CCCL) and additional coordination will be required with any future construction efforts.

One existing marked crossing is located at Beverly Beach Camptown RV Resort. This information is shown on the existing Condition Diagrams (**Appendix B**). An 8'-wide trail is located on the west side of SR A1A within the entire study corridor. Street lighting is sporadically present throughout the corridor.

Land uses adjacent to the study corridor include residential areas and hotels. At the northern limits of the study corridor are two large communities: the Beverly Beach Camptown RV Resort and Surfside Estates. The RV Resort is located on both sides of SR A1A and has approximately 200 RV sites or cabins. The RV Resort's main office is on the east side, as is a convenience store. Surfside Estates is a 55+ Active Adult community located on the west side of SR A1A and has approximately 240 homes. Pedestrians on the west side of SR A1A typically access the beach by using one of five public beach "walkovers" within the Town of Beverly Beach, only one (at the Beverly Beach Town Hall) is ADA accessible.

According to the FDOT's Florida Traffic Online, the Average Annual Daily Traffic (AADT) for SR A1A is approximately 5,000 vpd. Existing conditions for SR A1A are shown in **Table 1**. A map (**Figure 1**) shows the study corridor and the surrounding area. A straight-line diagram is included in **Appendix A**.

Table 1 – Summary of Existing Conditions
SR A1A (Oceanshore Boulevard) from Ocean Marina Drive to Luna Lane

Feature	Description
Project Limits	SR A1A (Oceanshore Boulevard) between Ocean Marina Drive (MP 6.132) and Luna Lane (MP 7.287)
Area Location	Town of Beverly Beach, Flagler County, Florida
SR A1A (Oceanshore Boulevard)	Context Classification: C3R – Suburban Residential Cross Section: Two-lane undivided rural section Posted Speed Limit: 45 mph SLD: 73030000 Access: Class 4 2017 AADT: 5,000 vpd – 2.68 miles north of SR 100 Alignment: Straight Trails: 8'-wide trail on the west side of SR A1A for the entire corridor Street Lighting: Sporadic luminaires present throughout the corridor
Marked Crossings	At Beverly Beach Camptown RV Park (~MP 7.060)
Major Pedestrian Generators	- RV Resort - Condominiums - Residences - Hotels/Inns
Major Pedestrian Attractors	Beach/Atlantic Ocean

COLLISION ANALYSIS:

Pedestrian and bicyclist safety along the corridor was assessed through a review of crash reports and field observations. Within the study area, crash data for SR A1A was obtained from FDOT's Crash Analysis Reporting System (CARS) and University of Florida's *Signal Four Analytics* for the period between January 1, 2011 and December 31, 2018. Based on a review of the data, there were 8 collisions reported in the corridor as summarized below:

- Eight (8) crashes resulted in two fatalities, 6 injuries and \$66,200 in estimated property damage.
- Six (6) of the crashes occurred during the day, with two (2) collisions occurring at night.
- None of the crashes occurred under wet pavement conditions.
- One (1) fatal bicycle collision occurred, the bicyclist was found to be at fault.

The fatal crash reports are detailed below:

Thursday, August 2, 2012 at 12:30 PM: An eastbound motorist (V1) at the intersection of Osprey Drive and SR A1A stopped at the STOP sign and then proceeded into the intersection failing to yield to a southbound vehicle (V2). The driver of V1 received fatal injuries from the collision. The collision occurred on dry pavement during daylight conditions (Crash Report No. 83150244).

Tuesday, July 22, 2014 at 9:00 PM: On SR A1A, approximately 0.30 miles north of Sunset Inlet Drive (just south of the marked crosswalk) a bicyclist was traveling northbound on SR A1A, when a northbound vehicle struck the bicyclist from behind. The bicyclist was not within a crosswalk, there was no lighting device found on the bicycle and the alcohol test results were positive for the bicyclist. The bicyclist received fatal injuries from the collision. The collision occurred on dry pavement at night but with lighted conditions (Crash Report No. 82026434).

A detailed crash summary and collision diagram can be found in **Appendix B** and **Appendix C**, respectively.

QUALITATIVE ASSESSMENT:

As part of this study, site visits were performed on a Tuesday to observe the actions of pedestrians, bicyclists and motorists. A meeting with the Beverly Beach Commissioners was also held, where their observations and concerns were noted. During these visits, the following observations were recorded.

In general, traffic flow was sporadic, resulting in an ample number of suitable gaps for pedestrians to cross SR A1A.

Si Como No Inn – Beach Access

- No pedestrians were observed.
- Vehicles parked on either side of SR A1A could obstruct motorists' views of pedestrians attempting to cross the road. Although parking on the east side is prohibited and signed as such, vehicles were observed parked there.

Osprey Point Subdivision – Beach Access

- No pedestrians were observed.
- The beach walkover is located just north of a slight curve in the roadway.

Beverly Beach Town Hall – Beach Access

- No pedestrians were observed.
- Vehicles are parking within the FDOT right-of-way along the fence of the Beverly Beach Camptown RV Resort (just north of the Town Hall).
- Location of the only handicap-accessible beach walkover in Beverly Beach.
- Senior residents and people with carts (e.g., families, fishermen, etc.) prefer this beach walkover location because of the ramps (as opposed to the stairs at the other “walkovers”).
- Residents pay their electric bills at the Town Hall and commonly walk to/from this location.

Beverly Beach Camptown RV Resort – Existing Marked/Signed Crosswalk

- Pedestrians and golf carts were observed crossing at/near the marked crosswalk.
- There are marked parking spots within the FDOT right-of-way adjacent to the marked crosswalk. The pavement markings are not standard.
- The RV Resort residents have private beach accesses within the resort.
- The RV Resort’s main office is located on the east side of SR A1A, along with a convenience store.
- Surfside Estates, a 55+ Active Adult community, is located on the west side of SR A1A.

CROSSWALK EVALUATION:

Pedestrian crosswalks are intended to improve pedestrian connectivity and reduce instances of pedestrians crossing at random and unpredictable locations (which can create confusion and add risk to pedestrians and motorists).

The **Florida Traffic Engineering Manual (TEM)** Section 3.8 defines the procedure and criteria for the installation of crosswalks and other pedestrian crossing treatments on State roadways. According to the TEM, the following factors should be considered when evaluating the need for a marked crosswalk:

- Proximity to significant generators
- Pedestrian demand and traffic volume characteristics
- Location characteristics
- Pedestrian-crash history
- Distance between crossing locations

Four locations were reviewed for improvements or as potential candidates for installing pedestrian crosswalks. These locations are summarized below:

1. Si Como No Inn – Beach Access
2. Osprey Point Subdivision – Beach Access
3. Beverly Beach Town Hall – Beach Access
4. Beverly Beach Camptown RV Resort – Existing Marked/Signed Crossing

Pedestrian Demand and Traffic Volume Characteristics

According to the TEM, the thresholds required when considering a new marked crosswalk at an uncontrolled approach are as follows:

- 20 or more pedestrians during a single hour of an average day, or
- 18 or more pedestrians during each of any two hours of an average day, or
- 15 or more pedestrians during each of any three hours of an average day.

In addition, a minimum vehicular volume of 2,000 Average Daily Traffic (ADT) is required along the roadway segment crossed by pedestrians.

Location Characteristics

The following are minimum physical requirements for the placement of a marked crosswalk:

- The minimum distance to the nearest alternative crossing location is 300 feet. An alternative pedestrian crossing location is considered any controlled location with a STOP sign, traffic signal, or a grade-separated pedestrian bridge or tunnel that accommodates pedestrian movement across the subject roadway.
- Marked crosswalks should not be installed mid-block where the spacing between adjacent intersections is less than 660 feet.
- The proposed location must be outside the influence area of adjacent signalized intersections, including the limits of auxiliary turn lanes. Where an adjacent intersection is signalized, the design must ensure that the ends of standing queues do not extend to the proposed marked crosswalk location.

Additionally, the number of reasonable gaps on SR A1A was studied to determine if pedestrians have enough opportunities between vehicles to safely cross the street. A walking speed of 3 feet per second was used because of the senior community in Beverly Beach. To safely cross the road and paved shoulder (34') a gap greater than 11.4 seconds was required. Any gaps 12 seconds or longer were counted as being sufficient in the results for each crossing location evaluated. In general, traffic flow was sporadic, resulting in an ample number of suitable gaps for pedestrians to cross SR A1A. The results of the 8-hour gap studies can be found in **Appendix D** and are summarized below:

SR A1A (Oceanshore Boulevard) approximately 1,000' north of Ocean Marina Drive:

Average Number of Available Gaps per 15-minute period (for the 8 hours counted): 22.6

SR A1A (Oceanshore Boulevard) approximately 650' south of Osprey Drive:

Average Number of Available Gaps per 15-minute period (for the 8 hours counted): 21.9

SR A1A (Oceanshore Boulevard) approximately 500' north of Shelter Cove Drive:

Average Number of Available Gaps per 15-minute period (for the 8 hours counted): 22.3

SR A1A (Oceanshore Boulevard) approximately 1,100' north of Shelter Cove Drive:

Average Number of Available Gaps per 15-minute period (for the 8 hours counted): 21.5

As documented, the average number of gaps per hour exceed 85 at each location counted.

Lighting

Pedestrian safety can be enhanced by providing adequate lighting. However, roadway lighting may interfere with sea turtle nesting, affecting the breeding success of sea turtles, which are listed as endangered under the Endangered Species Act (ESA). Flagler County's turtle nesting season is May 1st to October 31st. It is Flagler County's policy to minimize artificial light illuminating the entire coastal beach. Per the policy, "Streetlights, lighting at parks or other publicly owned beach access points shall be designed, positioned, shielded, or otherwise modified such that they shall not illuminate the beach and the source of the light shall not be visible by a person who is in a standing position on the beach."

CROSSING LOCATION NO. 1

Existing Conditions

Crossing Location No. 1 is just south of Si Como No Inn, approximately 1,000' north of Ocean Marina Drive. A marked crossing at this location would serve pedestrians attempting to access the beach walkover and pedestrians leaving the beach. **Table 2** provides a summary of the existing conditions at the proposed crossing location. Photographs are also provided.

Table 2 – Summary of Existing Conditions
Crossing Location No. 1

Feature	Description
Main Line	SR A1A (Oceanshore Boulevard)
Location of Crossing	Approximately 1,000' north of Ocean Marina Drive
Adjacent Land Uses	<u>Northwest</u> : Si Como No Inn <u>Southwest</u> : Oceanside Condos <u>East</u> : Beach/Atlantic Ocean
Traffic Control	SR A1A is uncontrolled at the crossing location
Adjacent Signalized Intersections	<u>South</u> : Moody Boulevard – 2.3 miles <u>North</u> : Over 10 miles
Adjacent Marked Crosswalks	<u>South</u> : North 4 th Street – 2.16 miles <u>North</u> : Beverly Beach Camptown RV Resort – 0.73 miles
Adjacent Street Lighting	One luminaire on the west side of SR A1A
Pedestrian Volume (8-hours)	<u>Pedestrians Crossing SR A1A</u> : 15 pedestrians
Average Available Gaps per 15-minute period	22.6 gaps
Pedestrian Peak Hour Volumes	<u>Peak Hour</u> : 12:00-1:00 PM <u>Main Street</u> : 560 vph <u>Pedestrians Crossing SR A1A</u> : 7 pedestrians per hour
SR A1A Characteristics	<u>Cross Section</u> : Two-lane undivided rural section <u>SLD</u> : 73030000 <u>Access</u> : Class 4 <u>2017 AADT</u> : 5,500 vpd <u>Alignment</u> : Straight <u>Trails</u> : 8'-wide trail on the west side of SR A1A

Photographs of Crossing Location No. 1



On SR A1A looking north



On SR A1A looking south

Collision Analysis

No reported collisions with pedestrians or bicyclists occurred at/near this location.

Recommendations

Based on the data collected and field observations, it is recommended that no marked pedestrian crosswalk be installed at this location for the following reasons:

- The crossing does not meet the volume thresholds for any of the 8 hours in which traffic volumes were collected.
- The crash analysis showed no crashes occurred at this location between 2011 and 2018.

CROSSING LOCATION NO. 2

Existing Conditions

Crossing Location No. 2 is located at the Osprey Point Subdivision Beach Access point, approximately 650' south of Osprey Drive. A marked crossing at this location would serve pedestrians attempting to access the beach walkover and pedestrians leaving the beach. **Table 3** provides a summary of the existing conditions at the proposed crossing location. Photographs in the vicinity of the crossing are also provided.

**Table 3 – Summary of Existing Conditions
Crossing Location No. 2**

Feature	Description
Main Line	SR A1A (Oceanshore Boulevard)
Location of Crossing	Approximately 650' south of Osprey Drive
Adjacent Land Uses	<u>Northwest</u> : Residential <u>Southwest</u> : Residential <u>East</u> : Beach/Atlantic Ocean
Traffic Control	SR A1A is uncontrolled at the crossing location
Adjacent Signalized Intersections	<u>South</u> : Moody Boulevard – 2.45 miles <u>North</u> : Over 10 miles
Adjacent Marked Crosswalks	<u>South</u> : North 4 th Street – 2.3 miles <u>North</u> : Beverly Beach Camptown RV Resort – 0.68 miles
Adjacent Street Lighting	No existing lighting near this location
Average Available Gaps per 15-minute period	21.9 gaps
Pedestrian Volume (8-hours)	<u>Pedestrians Crossing SR A1A</u> : 18 pedestrians
Pedestrian Peak Hour Volumes	<u>Peak Hour</u> : 12:00-1:00 PM <u>Main Street</u> : 555 vph <u>Pedestrians Crossing SR A1A</u> : 6 pedestrians per hour
SR A1A Characteristics	<u>Cross Section</u> : Two-lane undivided rural section <u>SLD</u> : 73030000 <u>Access</u> : Class 4 <u>2017 AADT</u> : 5,500 vpd <u>Alignment</u> : Straight <u>Trails</u> : 8'-wide trail on the west side of SR A1A

Photographs of Crossing Location No. 2



On SR A1A looking north



On SR A1A looking south

Collision Analysis

No reported collisions with pedestrians or bicyclists occurred at/near this location.

Recommendations

Based on the data collected and field observations, it is recommended that no marked pedestrian crosswalk be installed at this location for the following reasons:

- The crossing does not meet the volume thresholds for any of the 8 hours in which traffic volumes were collected.
- The crash analysis showed no crashes occurred at this location between 2011 and 2018.

CROSSING LOCATION NO. 3

Existing Conditions

Crossing Location No. 3 is located at the Beverly Beach Town Hall, approximately 500' north of Shelter Cove Drive. A marked crossing at this location would serve pedestrians attempting to access the beach walkover and pedestrians leaving the beach. **Table 4** provides a summary of the existing conditions at the proposed crossing location. Photographs in the vicinity of the crossing are also provided.

Table 4 – Summary of Existing Conditions
Crossing Location No. 3

Feature	Description
Main Line	SR A1A (Oceanshore Boulevard)
Location of Crossing	Approximately 500' north of Shelter Cove Drive
Adjacent Land Uses	<u>Northwest</u> : Residential <u>Southwest</u> : Residential <u>East</u> : Beach/Town Hall
Traffic Control	SR A1A is uncontrolled at the crossing location
Adjacent Signalized Intersections	<u>South</u> : Moody Boulevard – 2.9 miles <u>North</u> : Over 10 miles
Adjacent Marked Crosswalks	<u>South</u> : North 4 th Street – 2.75 miles <u>North</u> : Beverly Beach Camptown RV Resort – 575'
Adjacent Street Lighting	One luminaire on the east side of SR A1A
Average Available Gaps per 15-minute period	22.3 gaps
Pedestrian Volume (8-hours)	<u>Pedestrians Crossing SR A1A</u> : 8 pedestrians
Pedestrian Peak Hour Volumes	<u>Peak Hour</u> : 2:00-3:00PM <u>Main Street</u> : 624 vph <u>Pedestrians Crossing SR A1A</u> : 4 pedestrians per hour
SR A1A Characteristics	<u>Cross Section</u> : Two-lane undivided rural section <u>SLD</u> : 73030000 <u>Access</u> : Class 4 <u>2017 AADT</u> : 5,500 vpd <u>Alignment</u> : Straight <u>Trails</u> : 8'-wide trail on the west side of SR A1A

Photographs of Crossing Location No. 3



On SR A1A looking north



On SR A1A looking south

Collision Analysis

No reported collisions with pedestrians or bicyclists occurred at/near this location.

Recommendations

Based on the data collected and field observations, it is recommended that no marked pedestrian crosswalk be installed at this location for the following reasons:

- The crossing does not meet the volume thresholds for any of the 8 hours in which traffic volumes were collected.
- The crash analysis showed no crashes occurred at this location between 2011 and 2018.

CROSSING LOCATION NO. 4

Existing Conditions

Crossing Location No. 4 is at the Beverly Beach Camptown RV Resort, where an existing marked pedestrian crosswalk is located. This marked crossing serves pedestrians that want to access the RV Resort's private beach walkovers, the convenience store, or the RV Resort's main office. **Table 5** provides a summary of the existing conditions at the crossing location. Photographs in the vicinity of the crossing are also provided.

**Table 5 - Summary of Existing Conditions
Crossing Location No. 4**

Feature	Description
Main Line	SR A1A (Oceanshore Boulevard)
Location of Crossing	Approximately 1,100' north of Shelter Cove Drive
Adjacent Land Uses	<u>Northwest</u> : Residential <u>Southwest</u> : Residential <u>East</u> : Beach/Atlantic Ocean/Beverly Beach Town Hall
Traffic Control	SR A1A is uncontrolled at the crossing location
Adjacent Signalized Intersections	<u>South</u> : Moody Boulevard – 2.9 miles <u>North</u> : Over 10 miles
Adjacent Marked Crosswalks	<u>South</u> : North 4 th Street – 2.75 miles <u>North</u> : Mala Compra Road – 7.5 miles
Adjacent Street Lighting	One luminaire on the east side of SR A1A
Average Available Gaps per 15-minute period	21.5 gaps
Pedestrian Volume (8-hours)	<u>Pedestrians Crossing SR A1A</u> : 36 pedestrians
Pedestrian Peak Hour Volumes	<u>Peak Hour</u> : 3:30-4:30PM <u>Main Street</u> : 617 vph <u>Pedestrians Crossing SR A1A</u> : 11 pedestrians per hour
SR A1A Characteristics	<u>Cross Section</u> : Two-lane undivided rural section <u>SLD</u> : 73030000 <u>Access</u> : Class 4 <u>2017 AADT</u> : 5,500 vpd <u>Alignment</u> : Straight <u>Trails</u> : 8'-wide trail on the west side of SR A1A

Photographs of Crossing Location No. 4



On SR A1A looking north



On SR A1A looking south

Collision Analysis

A bicyclist was fatally struck just south of the marked crosswalk. The bicyclist was traveling northbound on SR A1A and was struck from behind by a northbound vehicle. The bicyclist was not within a crosswalk, there was no lighting device found on the bicycle and the alcohol test results were positive for the bicyclist. The collision occurred on dry pavement at night but with lighted conditions.

A golf cart was struck by a southbound motorist while attempting to cross SR A1A from the RV Resort's west driveway. The golf cart driver believed he was considered a pedestrian and that motorists should yield to him. The golf cart driver was charged with failing to yield the right-of-way. The collision occurred on dry pavement during daylight conditions.

Recommendations

Based on the data collected and field observations, it is recommended that the marked crosswalk be retained and improved for the following reasons:

- The daily traffic volume on SR A1A is over 5,000 vehicles per day (year 2017).
- The nearest alternative marked crossing is over 2.7 miles away.
- There are pedestrian attractors and generators separated by SR A1A (i.e., beach access and convenience store on the east side and residences and a restaurant on the west side). Residences on the west side include a large 55+ community.
- Adequate stopping sight distance is provided at the crossing location.
- Field observations confirm this is a commonly-used crossing.

SPEED LIMIT EVALUATION

In accordance with FDOT's Manual on Uniform Traffic Studies (MUTS), a Vehicle Spot Speed Study was completed by Peggy-Malone & Associates, Inc. on December 22, 2018 to assess the speeds on SR A1A within the Town of Beverly Beach. Twenty-four hours of vehicle speeds were collected, each lane was monitored independently, and the results can be found in **Table 6**.

Table 6 – Speed Study

		Northbound	Southbound
Speed (mph)	15 th Percentile	41.6	43.5
	85 th Percentile	52.1	53.8
	Median	47.0	48.5
	Average	46.7	48.6
	10 mph Pace	40 to 50 mph	45 to 55 mph
	Total Vehicles	3,466	2,556

As shown, the speed data was collected for 24 hours in both directions and indicates the 85th percentile speeds averaged 52 mph for the northbound direction and 54 mph for the southbound direction. The SR A1A posted speed limit is 45 mph. Due to the characteristics of the roadway, vehicles parking on the side of the road, numerous driveways and side streets, pedestrian crossings, and the absence of turn lanes, increasing the speed limit is not recommended. Instead, improvements should be considered that will calm traffic. Additional, oversized speed limit signs with corresponding pavement markings are recommended to emphasize the posted speed limit. The Speed Study is in **Appendix G**.

LIGHTING EVALUATION

A lighting justification warrant report was completed by DRMP, Inc. for SR A1A within the Town of Beverly Beach (Flagler County), Florida. As part of the justification and warrant analysis, the geometric, operational, and environmental factors, as well as the ratio of night and day crash rates were evaluated utilizing the procedures developed in the August 2012 FHWA Lighting Handbook which utilizes the Transportation Association of Canada (TAC) Guide for the Design of Roadway Lighting (27) (TAC (27)) warranting system. The TAC (27) method of warranting roadway lighting for the SR A1A corridor yielded a value of 46.11 which is below the required 60 needed to warrant roadway lighting. For this reason, lighting the SR A1A corridor within the project limits is not recommended. However, additional lighting

is recommended for the existing marked crosswalk at the RV Resort, as well as the four public beach-access locations near the south end of town. The Lighting Justification Report is in **Appendix H**.

Even though lighting was not warranted, light poles and luminaires are recommended at all beach walkover points and through the north section of Beverly Beach.

In addition, there are beach walkover points south of Beverly Beach, outside the study limits. It is recommended that light poles and luminaires also be considered at these locations as this improvement should increase pedestrian safety. Per Flagler County's policy, these "streetlights will be required to be designed, positioned, shielded, or otherwise modified such that they do not illuminate the beach and the source of the light shall not be visible by a person who is in a standing position on the beach."

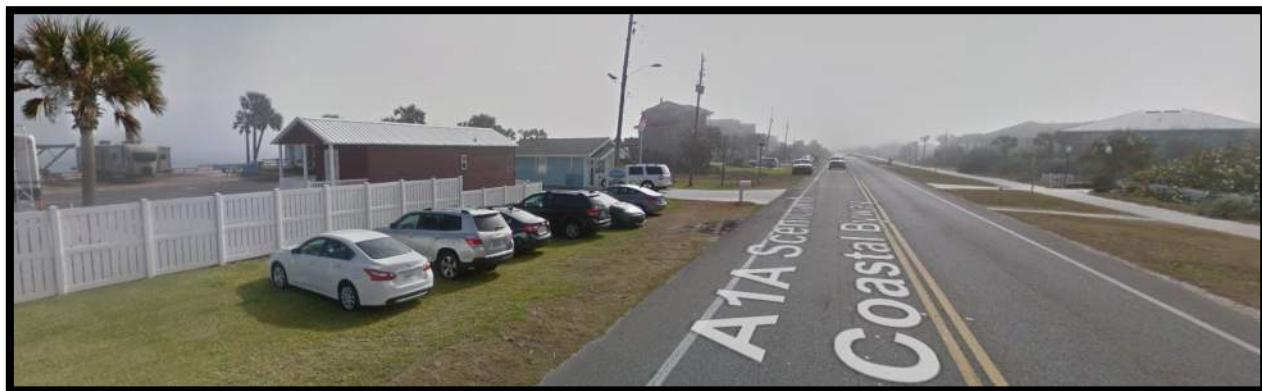
The Florida Wildlife Commission (FWC) identified two streetlight luminaires that are approved for turtle nesting beachside uses: Amber LED Street Light and GreenCobra Jr. LED Street Light. The FWC requires these lights to be mounted at the lowest practicable height per FDOT Standards and require amber LEDs.

A potential recommendation is for all luminaires installed on the east side of SR A1A be shielded from the beach and that the luminaires installed on the west side of SR A1A be shielded and passively activated when pedestrian demand exists. Given that the five public beach walkovers will not include RRFBs, passive detection is recommended for all new lights on the west side of SR A1A. Ultimately, recommendations for lighting will be determined during final design.

OTHER SAFETY CONCERNS

Sunset Inlet – Sight-distance obstructions were investigated at the Sunset Inlet connection to SR A1A. When motorists approach SR A1A and stop at the stop bar, visibility is limited. The roadway connection significantly slopes up as it approaches SR A1A. However, the property on both sides of the Sunset Inlet driveway has a higher elevation which limits motorists' views of pedestrians/cyclists (and vice versa). Removing the elevation differences at this location could require the construction of gravity walls. However, relocating the trail, marked crosswalk, stop bar and STOP sign closer to SR A1A should improve visibility at this location.

Public Parking within FDOT right-of-way (north of Beverly Beach Town Hall) – On the east side of SR A1A just north of the Beverly Beach Town Hall driveway, there are several concrete parking stops located near the right-of-way line. Although no vehicles were parked in this area during the site visits, the photo below (from Google Maps) indicates this area is used for parking.



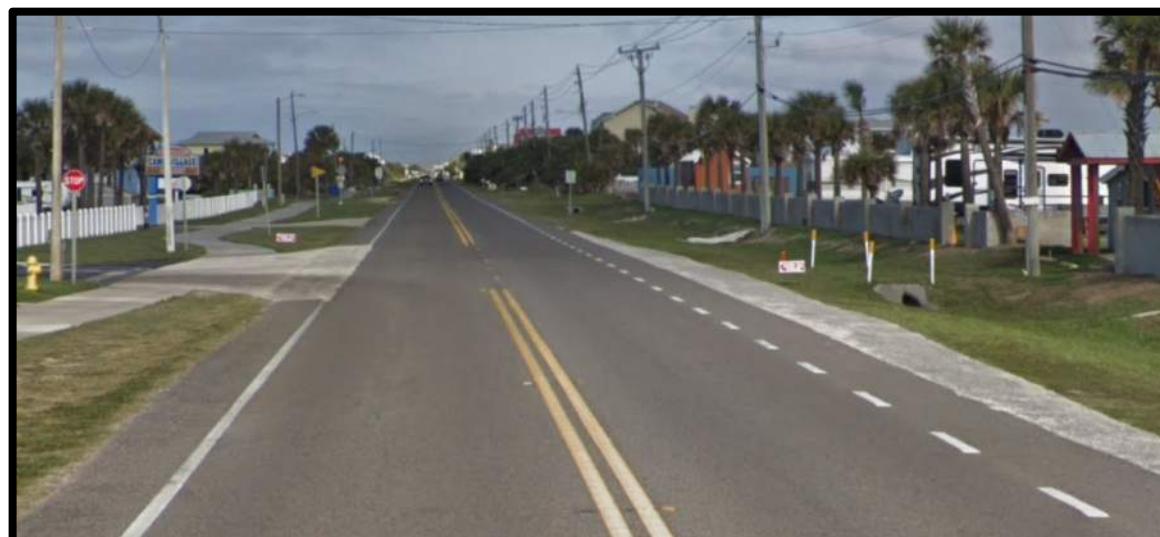
On SR A1A looking south at Town Hall

Public Parking within FDOT right-of-way (south of the Beverly Beach Camptown RV Resort crosswalk) – On the east side of SR A1A at the marked crosswalk, additional marked parking spaces are located adjacent to the RV Resort's convenience store. There are also additional markings (from previous parking spaces at this location) that are also visible and may cause confusion. Please see the photo below.



On SR A1A looking south (the RV Resort's Convenience Store is shown to the left)

Surfside Estates – The pavement is wider for northbound traffic at this intersection and it appears this area is used as a bypass lane around northbound left turning vehicles. The widened portion of SR A1A has been in place since at least 2005. There were no reported crashes at this location during the eight years reviewed. For this reason, a dedicated left-turn bay will be included at this location as a long-term improvement. Please see the photo below.



On SR A1A looking north (Surfside Estates entrance is shown to the left)

SUMMARY OF RECOMMENDATIONS:

Short-Term Improvements

To decrease sign congestion and to strategically provide the Town of Beverly Beach with adequate warnings of pedestrian crossings, the following short-term improvements are recommended:

- Install a fluorescent yellow-green pedestrian warning sign (W11-2) with “Next 1 Mile” plaque at the southern limits of Beverly Beach (for northbound traffic).
- Replace the existing pedestrian warning sign (W11-2) with a fluorescent yellow-green W11-2 sign at the northern limits of Beverly Beach, north of the existing marked crosswalk (for southbound traffic) and replace the existing “Next ½ Mile” plaque with “Next 1 Mile” plaque.
- Install oversized speed limit signs and “45 MPH” pavement markings at both northern and southern limits of Beverly Beach for entering traffic.
- Add “45 MPH” pavement markings at the existing speed limit sign locations.
- Remove the pedestrian warning sign with “Next ½ Mile” plaque approximately 600’ south of Osprey Drive.
- Install two fluorescent yellow-green pedestrian crossing signs (W11-2) with “AHEAD” plaques, one for northbound traffic and one for southbound traffic, each 300 feet in advance of the existing marked crosswalk.
- Install a second fluorescent yellow-green pedestrian warning sign with “Next ½ Mile” plaque (for southbound traffic) on the back of the existing sign at Town Hall.
- Install ‘PED XING’ pavement markings approaching the existing marked crosswalk for both the northbound and southbound directions.
- Install 12-inch white pavement markings across the roadway to border the existing 8'-wide crosswalk pavement markings to create a high-visibility crosswalk marking.

The engineering and construction costs associated with these short-term improvements are approximately \$18,014. These improvements can be found on the Short-Term Improvements Diagram (**Appendix I**) and the cost estimates are located in **Appendix J**.

Long-Term Improvements

In addition to the short-term improvements, several long-term improvements are also recommended, as follows:

- Remove the existing “Beverly Beach Town Limits” sign and replace with a larger “Town of Beverly Beach” gateway sign at the southern limits of the town. The new sign should be conspicuous (e.g., additional landscaping surrounding the sign would be beneficial) and should capture the attention of drivers informing them that they are entering the Town of Beverly Beach. Although these signs may help with traffic calming, the aesthetic sign installations, such as the Town’s gateway treatments, are not included as part of the safety costs.
- Relocate the existing “Scenic Highway” sign and replace with a larger “Town of Beverly Beach” gateway sign at the northern limits of the town. Improvements at this location should be similar to the new sign recommended at the town’s southern limits. Although these signs may help with traffic calming, the aesthetic sign installations, such as the Town’s gateway treatments, are not included as part of the safety costs.

- Install a flashing beacon and fluorescent yellow-green pedestrian warning sign (W11-2) with “Next 1 Mile” plaque at the southern limits of Beverly Beach (for northbound traffic). There is an existing flashing beacon for southbound traffic at the northern limits of Beverly Beach that is to remain.
- Remove the existing flashing beacon near the Town Hall.
- Reconstruct the trail surrounding Sunset Inlet Drive to move it closer to SR A1A due to visibility concerns at the intersection. This will require removing and relocating the existing crosswalk, stop bar, and associated signing.
- Construct an 8'-wide trail between the Beverly Beach Camptown RV Resort and the Beverly Beach Town Hall on the east side of SR A1A.
- Construct a raised median from the Beverly Beach Town Hall’s driveway to Surfside Estate’s driveway. This will provide pedestrian refuge areas approaching the existing marked crosswalk at the Camptown RV Resort. The access to all driveways will be maintained. This should also improve crossings involving golf carts. The raised median is not required to be concrete, as non-concrete type medians could also be considered. In addition, install pedestrian-activated rectangular rapid flashing beacons (RRFB’s) at the existing marked crosswalk. This will require a Maintenance Agreement from the Town of Beverly Beach.
- Construct a northbound left-turn bay for the Surfside Estates entrance.
- Six additional luminaries (with four new light poles) are recommended through the northern section of Beverly Beach near the Town Hall, Camptown RV Resort, and Surfside Estates.
- Seven additional luminaries (with five new light poles) are recommended at the public beach walkover locations.

The engineering and construction costs associated with these long-term improvements are approximately \$849,380. These improvements can be found on the Long-Term Improvements Diagram (**Appendix I**) and the cost estimates are in **Appendix J**.

APPENDIX

Appendix A: Straight-Line Diagram

Appendix B: Existing Condition Diagrams

Appendix C: Crash Summary

Appendix D: Collision Diagram

Appendix E: Turning-Movement Volumes

Appendix F: Gap Study

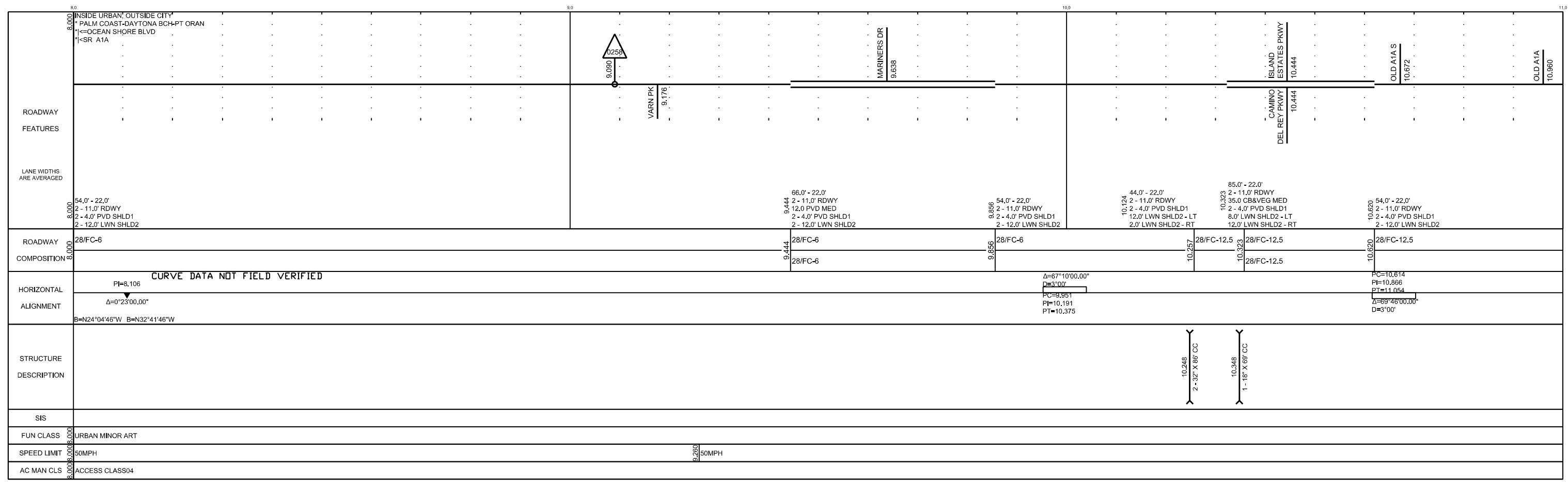
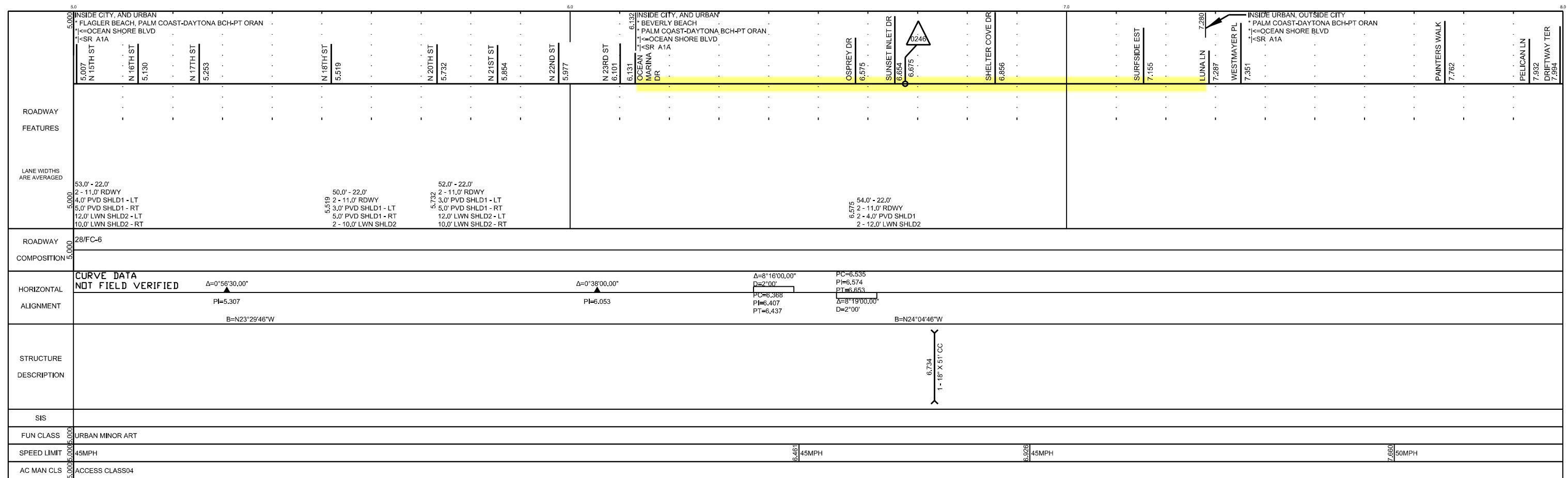
Appendix G: Speed Study

Appendix H: Lighting Justification Report

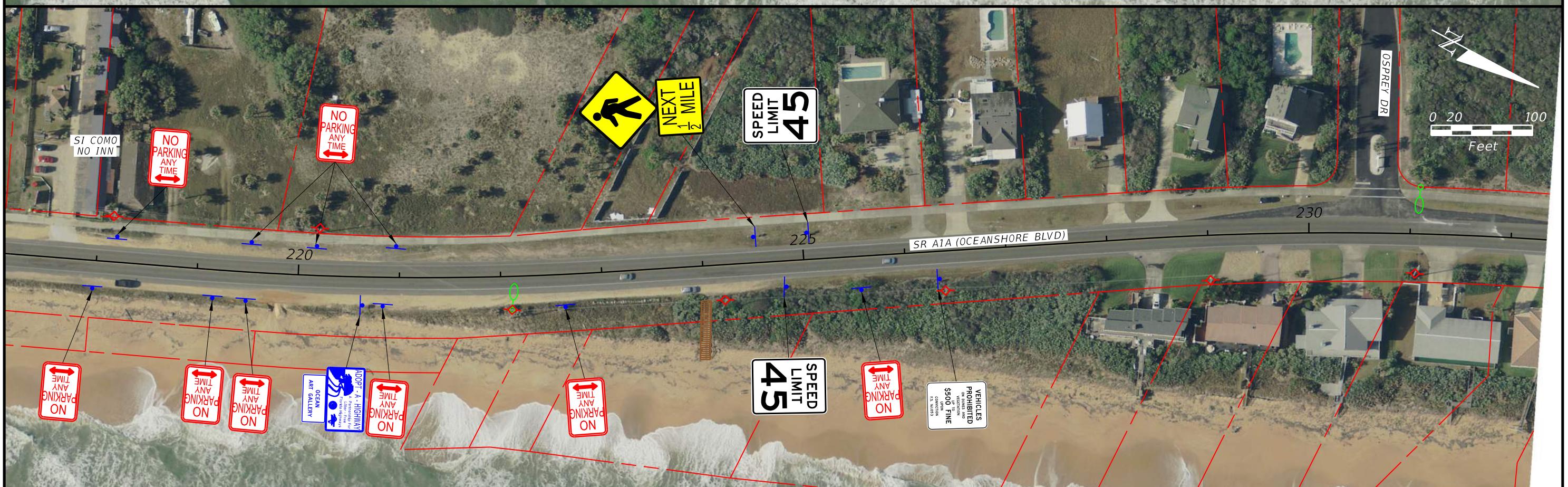
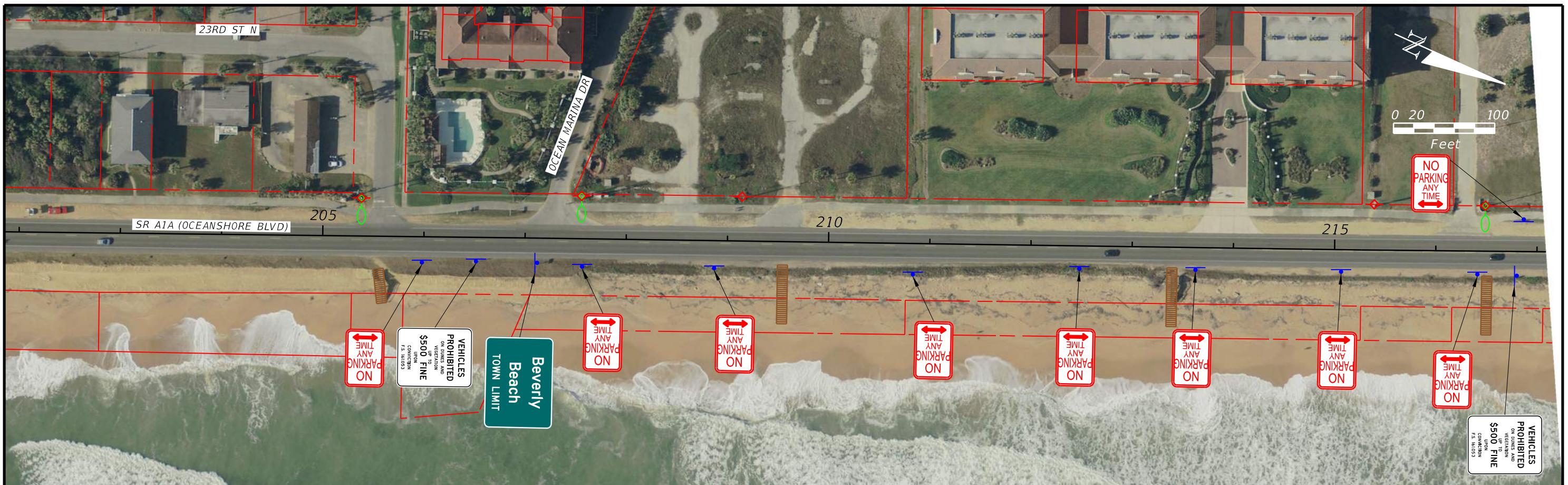
Appendix I: Concept Diagrams

Appendix J: Improvement Cost Estimates

Appendix A: Straight-Line Diagram



Appendix B: Existing Condition Diagrams



TRAFFIC SIGNS



ENGLAND-THIMS & MILLER, INC.
1540 INTERNATIONAL PARKWAY, SUITE 200
LAKE MARY, FL 32746
TEL: (407) 536-5379
FAX: (407) 536-5301
CA - 00002584 LC - 0000316

*STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION*

*BEVERLY BEACH
CONDITION DIAGRAM*

SHEET
NO.



<p>TRAFFIC SIGN RIGHT-OF-WAY</p>	<p>LIGHT POLE UTILITY POLE</p>	<p>FLASHING BEACON</p>	<p>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</p>	<p>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p>	<p>BEVERLY BEACH CONDITION DIAGRAM</p>	<p>SHEET NO. 2</p>
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<p>TRAFFIC SIGN RIGHT-OF-WAY</p>	<p>LIGHT POLE UTILITY POLE</p>	<p>FLASHING BEACON</p>	<p>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</p>	<p>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p>	<p>BEVERLY BEACH CONDITION DIAGRAM</p>	<p>SHEET NO. 3</p>
				LeBlanca	2/13/2019 8:17:30 AM	G:\15-225\TW021 Beverly Beach\Transportation\Design\trafops\Picondo3.dgn

Appendix C: Crash Summary

State of Florida Department of Transportation

General Information

Section/Roadway ID:	73030000
Intersecting Route:	Beverly Beach
Milepost:	6.132 - 7.280
County:	Flagler

State Road:	SR A1A		
Study Period:	1/1/11	To:	12/31/18
Data by:	ETM		
Date:	2/13/2019		

Appendix D: Collision Diagram



CRASH NUMBER XX-X YEAR	PEDESTRIAN X XX-X	BICYCLE X XX-X	VEHICLE DIRECTION 	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	BEVERLY BEACH COLLISION DIAGRAM	SHEET NO. 1
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CRASH NUMBER
XX-X
YEAR

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

PEDESTRIAN
X
XX-X

FATALITY
X
XX-X

BICYCLE
X
XX-X

VEHICLE DIRECTION
→

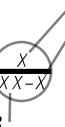
ENGLAND-THIMS & MILLER, INC.
1540 INTERNATIONAL PARKWAY, SUITE 2000
LAKE MARY, FL 32746
TEL: (407) 536-5379
FAX: (407) 536-5301
CA - 00002584 LC - 0000316

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

BEVERLY BEACH
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 	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 <i>LeBlanca</i>	BEVERLY BEACH COLLISION DIAGRAM	SHEET NO. 3
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Appendix E: Turning-Movement Volumes

Peggy Malone & Associates
(888) 247-8602

File Name : TM4-A1A and Beach Access #3 Crossing
Site Code : 00000000
Start Date : 12/22/2018
Page No : 1

Groups Printed- Car

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
09:30 AM	0	26	0	0	26	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	57
09:45 AM	0	49	0	0	49	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	86
Total	0	75	0	0	75	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	143
10:00 AM	0	37	0	0	37	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	95
10:15 AM	0	36	0	0	36	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	81
10:30 AM	0	49	0	0	49	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	105
10:45 AM	0	44	0	0	44	0	0	0	0	0	0	48	0	0	48	0	0	0	0	0	92
Total	0	166	0	0	166	0	0	0	0	0	0	207	0	0	207	0	0	0	0	0	373
11:00 AM	0	55	0	2	57	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	95
11:15 AM	0	56	0	3	59	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	126
11:30 AM	0	46	0	0	46	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	118
11:45 AM	0	62	0	0	62	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	111
Total	0	219	0	5	224	0	0	0	0	0	0	226	0	0	226	0	0	0	0	0	450
12:00 PM	0	56	0	0	56	0	0	0	0	0	0	71	0	0	71	0	0	0	0	0	127
12:15 PM	0	77	0	0	77	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	138
12:30 PM	0	59	0	0	59	0	0	0	0	0	0	92	0	0	92	0	0	0	0	0	151
12:45 PM	0	62	0	7	69	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	142
Total	0	254	0	7	261	0	0	0	0	0	0	297	0	0	297	0	0	0	0	0	558
01:00 PM	0	70	0	0	70	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	147
01:15 PM	0	54	0	0	54	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	131
01:30 PM	0	53	0	0	53	0	0	0	0	0	0	102	0	0	102	0	0	0	0	0	155
01:45 PM	0	55	0	0	55	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	158
Total	0	232	0	0	232	0	0	0	0	0	0	359	0	0	359	0	0	0	0	0	591
02:00 PM	0	69	0	0	69	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	170
02:15 PM	0	59	0	0	59	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	159
02:30 PM	0	48	0	0	48	0	0	0	0	0	0	114	0	0	114	0	0	0	0	0	162
02:45 PM	0	62	0	0	62	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	139
Total	0	238	0	0	238	0	0	0	0	0	0	392	0	0	392	0	0	0	0	0	630
03:00 PM	0	55	0	0	55	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	150
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03:30 PM	0	63	0	0	63	0	0	0	0	0	0	89	0	0	89	0	0	0	0	0	152
03:45 PM	0	67	0	0	67	0	0	0	0	0	0	83	0	0	83	0	0	0	0	0	150
Total	0	241	0	0	241	0	0	0	0	0	0	348	0	0	348	0	0	0	0	0	589
04:00 PM	0	54	0	0	54	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	157
04:15 PM	0	61	0	0	61	0	0	0	0	0	0	108	0	0	108	0	0	0	0	0	169
04:30 PM	0	48	0	0	48	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	143
04:45 PM	0	49	0	0	49	0	0	0	0	0	0	80	0	0	80	0	0	0	0	0	129
Total	0	212	0	0	212	0	0	0	0	0	0	386	0	0	386	0	0	0	0	0	598
05:00 PM	0	42	0	0	42	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	146
05:15 PM	0	55	0	3	58	0	0	0	0	0	0	91	0	0	91	0	0	0	0	0	149
Grand Total	0	1734	0	15	1749	0	0	0	0	0	0	2478	0	0	2478	0	0	0	0	0	4227
Apprch %	0	99.1	0	0.9		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
Total %	0	41	0	0.4	41.4	0	0	0	0	0	0	58.6	0	0	58.6	0	0	0	0	0	

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File Name : TM4-A1A and Beach Access #3 Crossing
Site Code : 00000000
Start Date : 12/22/2018
Page No : 2

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					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 09:30 AM to 11:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 11:00 AM																						
11:00 AM	0	55	0	2	57	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	95	
11:15 AM	0	56	0	3	59	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	126	
11:30 AM	0	46	0	0	46	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	118	
11:45 AM	0	62	0	0	62	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	111	
Total Volume	0	219	0	5	224	0	0	0	0	0	0	226	0	0	226	0	0	0	0	0	450	
% App. Total	0	97.8	0	2.2		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0		
PHF	.000	.883	.000	.417	.903	.000	.000	.000	.000	.000	.000	.785	.000	.000	.785	.000	.000	.000	.000	.000	.893	

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:45 PM

01:45 PM	0	55	0	0	55	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	158
02:00 PM	0	69	0	0	69	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	170
02:15 PM	0	59	0	0	59	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	159
02:30 PM	0	48	0	0	48	0	0	0	0	0	0	114	0	0	114	0	0	0	0	0	162
Total Volume	0	231	0	0	231	0	0	0	0	0	0	418	0	0	418	0	0	0	0	0	649
% App. Total	0	100	0	0		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.837	.000	.000	.837	.000	.000	.000	.000	.000	.000	.917	.000	.000	.917	.000	.000	.000	.000	.000	.954

Peggy Malone & Associates
(888) 247-8602

File Name : TM4-A1A and Beach Access #3 Crossing
Site Code : 00000000
Start Date : 12/22/2018
Page No : 1

Groups Printed- Truck

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
09:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8
11:00 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	13
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
01:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
02:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
03:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	33	0	0	33	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	63
Apprch %	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0
Total %	0	52.4	0	0	52.4	0	0	0	0	0	0	47.6	0	0	47.6	0	0	0	0	0	0

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File Name : TM4-A1A and Beach Access #3 Crossing
 Site Code : 00000000
 Start Date : 12/22/2018
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Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total Volume	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	13
% App. Total	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333	.000	.000	.000	.000	.000	.542

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:15 PM

01:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
01:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
02:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Volume	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
% App. Total	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.688

Peggy Malone & Associates
(888) 247-8602

File Name : TM4-A1A and Beach Access #3 Crossing
Site Code : 00000000
Start Date : 12/22/2018
Page No : 1

Groups Printed- Combined

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
09:30 AM	0	28	0	0	28	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	60
09:45 AM	0	49	0	0	49	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	86
Total	0	77	0	0	77	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	146
10:00 AM	0	37	0	0	37	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	99
10:15 AM	0	36	0	0	36	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	81
10:30 AM	0	50	0	0	50	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	107
10:45 AM	0	44	0	0	44	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	94
Total	0	167	0	0	167	0	0	0	0	0	0	214	0	0	214	0	0	0	0	0	381
11:00 AM	0	61	0	2	63	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	101
11:15 AM	0	56	0	3	59	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	127
11:30 AM	0	47	0	0	47	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	119
11:45 AM	0	64	0	0	64	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	116
Total	0	228	0	5	233	0	0	0	0	0	0	230	0	0	230	0	0	0	0	0	463
12:00 PM	0	58	0	0	58	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	131
12:15 PM	0	77	0	0	77	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	139
12:30 PM	0	59	0	0	59	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	154
12:45 PM	0	63	0	7	70	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	143
Total	0	257	0	7	264	0	0	0	0	0	0	303	0	0	303	0	0	0	0	0	567
01:00 PM	0	70	0	0	70	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	147
01:15 PM	0	56	0	0	56	0	0	0	0	0	0	78	0	0	78	0	0	0	0	0	134
01:30 PM	0	53	0	0	53	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	157
01:45 PM	0	56	0	0	56	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	160
Total	0	235	0	0	235	0	0	0	0	0	0	363	0	0	363	0	0	0	0	0	598
02:00 PM	0	72	0	0	72	0	0	0	0	0	0	102	0	0	102	0	0	0	0	0	174
02:15 PM	0	59	0	0	59	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	160
02:30 PM	0	49	0	0	49	0	0	0	0	0	0	116	0	0	116	0	0	0	0	0	165
02:45 PM	0	63	0	0	63	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	140
Total	0	243	0	0	243	0	0	0	0	0	0	396	0	0	396	0	0	0	0	0	639
03:00 PM	0	57	0	0	57	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	152
03:15 PM	0	57	0	0	57	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	138
03:30 PM	0	63	0	0	63	0	0	0	0	0	0	90	0	0	90	0	0	0	0	0	153
03:45 PM	0	67	0	0	67	0	0	0	0	0	0	84	0	0	84	0	0	0	0	0	151
Total	0	244	0	0	244	0	0	0	0	0	0	350	0	0	350	0	0	0	0	0	594
04:00 PM	0	56	0	0	56	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	159
04:15 PM	0	62	0	0	62	0	0	0	0	0	0	108	0	0	108	0	0	0	0	0	170
04:30 PM	0	50	0	0	50	0	0	0	0	0	0	96	0	0	96	0	0	0	0	0	146
04:45 PM	0	49	0	0	49	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	130
Total	0	217	0	0	217	0	0	0	0	0	0	388	0	0	388	0	0	0	0	0	605
05:00 PM	0	44	0	0	44	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	148
05:15 PM	0	55	0	3	58	0	0	0	0	0	0	91	0	0	91	0	0	0	0	0	149
Grand Total	0	1767	0	15	1782	0	0	0	0	0	0	2508	0	0	2508	0	0	0	0	0	4290
Apprch %	0	99.2	0	0.8		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
Total %	0	41.2	0	0.3	41.5	0	0	0	0	0	0	58.5	0	0	58.5	0	0	0	0	0	

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File Name : TM4-A1A and Beach Access #3 Crossing
Site Code : 00000000
Start Date : 12/22/2018
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Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	61	0	2	63	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	101
11:15 AM	0	56	0	3	59	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	127
11:30 AM	0	47	0	0	47	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	119
11:45 AM	0	64	0	0	64	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	116
Total Volume	0	228	0	5	233	0	0	0	0	0	0	230	0	0	230	0	0	0	0	0	463
% App. Total	0	97.9	0	2.1		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.891	.000	.417	.910	.000	.000	.000	.000	.000	.000	.799	.000	.000	.799	.000	.000	.000	.000	.000	.911

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:45 PM

01:45 PM	0	56	0	0	56	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	160
02:00 PM	0	72	0	0	72	0	0	0	0	0	0	102	0	0	102	0	0	0	0	0	174
02:15 PM	0	59	0	0	59	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	160
02:30 PM	0	49	0	0	49	0	0	0	0	0	0	116	0	0	116	0	0	0	0	0	165
Total Volume	0	236	0	0	236	0	0	0	0	0	0	423	0	0	423	0	0	0	0	0	659
% App. Total	0	100	0	0		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.819	.000	.000	.819	.000	.000	.000	.000	.000	.000	.912	.000	.000	.912	.000	.000	.000	.000	.000	.947

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(888) 247-8602

File Name : TM3-A1A and Beach Access #2 Crossing
Site Code : 00000000
Start Date : 12/22/2018
Page No : 1

Groups Printed- Car

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
09:30 AM	0	27	0	0	27	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	58
09:45 AM	0	50	0	0	50	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	88
Total	0	77	0	0	77	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	146
10:00 AM	0	36	0	0	36	0	0	0	0	0	0	59	0	0	59	0	0	0	0	0	95
10:15 AM	0	36	0	0	36	0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	80
10:30 AM	0	50	0	0	50	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	106
10:45 AM	0	45	0	0	45	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	90
Total	0	167	0	0	167	0	0	0	0	0	0	204	0	0	204	0	0	0	0	0	371
11:00 AM	0	54	0	0	54	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	92
11:15 AM	0	56	0	1	57	0	0	0	0	0	0	66	0	0	66	0	0	0	0	0	123
11:30 AM	0	49	0	0	49	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	122
11:45 AM	0	57	0	0	57	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	107
Total	0	216	0	1	217	0	0	0	0	0	0	227	0	0	227	0	0	0	0	0	444
12:00 PM	0	57	0	0	57	0	0	0	0	0	0	71	0	0	71	0	0	0	0	0	128
12:15 PM	0	73	0	0	73	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	134
12:30 PM	0	61	0	6	67	0	0	0	0	0	0	90	0	0	90	0	0	0	0	0	157
12:45 PM	0	59	0	0	59	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	133
Total	0	250	0	6	256	0	0	0	0	0	0	296	0	0	296	0	0	0	0	0	552
01:00 PM	0	71	0	0	71	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	148
01:15 PM	0	52	0	0	52	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	129
01:30 PM	0	53	0	0	53	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	153
01:45 PM	0	57	0	3	60	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	164
Total	0	233	0	3	236	0	0	0	0	0	0	358	0	0	358	0	0	0	0	0	594
02:00 PM	0	70	0	0	70	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	170
02:15 PM	0	55	0	3	58	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	159
02:30 PM	0	52	0	0	52	0	0	0	0	0	0	114	0	0	114	0	0	0	0	0	166
02:45 PM	0	60	0	0	60	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	134
Total	0	237	0	3	240	0	0	0	0	0	0	389	0	0	389	0	0	0	0	0	629
03:00 PM	0	53	0	0	53	0	0	0	0	0	0	97	0	0	97	0	0	0	0	0	150
03:15 PM	0	56	0	3	59	0	0	0	0	0	0	79	0	0	79	0	0	0	0	0	138
03:30 PM	0	63	0	0	63	0	0	0	0	0	0	88	0	0	88	0	0	0	0	0	151
03:45 PM	0	68	0	0	68	0	0	0	0	0	0	86	0	0	86	0	0	0	0	0	154
Total	0	240	0	3	243	0	0	0	0	0	0	350	0	0	350	0	0	0	0	0	593
04:00 PM	0	52	0	1	53	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	156
04:15 PM	0	62	0	1	63	0	0	0	0	0	0	109	0	0	109	0	0	0	0	0	172
04:30 PM	0	49	0	0	49	0	0	0	0	0	0	92	0	0	92	0	0	0	0	0	141
04:45 PM	0	52	0	0	52	0	0	0	0	0	0	82	0	0	82	0	0	0	0	0	134
Total	0	215	0	2	217	0	0	0	0	0	0	386	0	0	386	0	0	0	0	0	603
05:00 PM	0	40	0	0	40	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	140
05:15 PM	0	55	0	0	55	0	0	0	0	0	0	90	0	0	90	0	0	0	0	0	145
Grand Total	0	1730	0	18	1748	0	0	0	0	0	0	2469	0	0	2469	0	0	0	0	0	4217
Apprch %	0	99	0	1		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
Total %	0	41	0	0.4	41.5	0	0	0	0	0	0	58.5	0	0	58.5	0	0	0	0	0	

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File Name : TM3-A1A and Beach Access #2 Crossing
Site Code : 00000000
Start Date : 12/22/2018
Page No : 2

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	54	0	0	54	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	92
11:15 AM	0	56	0	1	57	0	0	0	0	0	0	66	0	0	66	0	0	0	0	0	123
11:30 AM	0	49	0	0	49	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	122
11:45 AM	0	57	0	0	57	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	107
Total Volume	0	216	0	1	217	0	0	0	0	0	0	227	0	0	227	0	0	0	0	0	444
% App. Total	0	99.5	0	0.5		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.947	.000	.250	.952	.000	.000	.000	.000	.000	.000	.777	.000	.000	.777	.000	.000	.000	.000	.000	.902
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:45 PM																					
01:45 PM	0	57	0	3	60	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	164
02:00 PM	0	70	0	0	70	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	170
02:15 PM	0	55	0	3	58	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	159
02:30 PM	0	52	0	0	52	0	0	0	0	0	0	114	0	0	114	0	0	0	0	0	166
Total Volume	0	234	0	6	240	0	0	0	0	0	0	419	0	0	419	0	0	0	0	0	659
% App. Total	0	97.5	0	2.5		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.836	.000	.500	.857	.000	.000	.000	.000	.000	.000	.919	.000	.000	.919	.000	.000	.000	.000	.000	.969

Peggy Malone & Associates
(888) 247-8602

File Name : TM3-A1A and Beach Access #2 Crossing
Site Code : 00000000
Start Date : 12/22/2018
Page No : 1

Groups Printed- Truck

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					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	
09:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
11:00 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	13
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
01:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
02:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
03:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 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	35	0	0	35	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	63
Apprch %	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0
Total %	0	55.6	0	0	55.6	0	0	0	0	0	0	44.4	0	0	44.4	0	0	0	0	0	0

Peggy Malone & Associates

(888) 247-8602

File Name : TM3-A1A and Beach Access #2 Crossing
Site Code : 00000000
Start Date : 12/22/2018
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	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	6
Total Volume	0	9	0	0	9	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	13
% App. Total	0	100	0	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0
PHF	.000	.450	.000	.000	.450	.000	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333	.000	.000	.000	.000	.542

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 01:15 PM																			
01:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
01:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	3
02:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	4
Total Volume	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	11
% App. Total	0	100	0	0		0	0	0	0	0	100	0	0	0	0	0	0	0	
PHF	.000	.583	.000	.000	.583	.000	.000	.000	.000	.000	.000	1.00	.000	.000	1.00	.000	.000	.000	.688

Peggy Malone & Associates
(888) 247-8602

File Name : TM3-A1A and Beach Access #2 Crossing
Site Code : 00000000
Start Date : 12/22/2018
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Groups Printed- Combined

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
09:30 AM	0	29	0	0	29	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	60
09:45 AM	0	50	0	0	50	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	88
Total	0	79	0	0	79	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	148
10:00 AM	0	36	0	0	36	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	98
10:15 AM	0	36	0	0	36	0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	80
10:30 AM	0	51	0	0	51	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	108
10:45 AM	0	46	0	0	46	0	0	0	0	0	0	48	0	0	48	0	0	0	0	0	94
Total	0	169	0	0	169	0	0	0	0	0	0	211	0	0	211	0	0	0	0	0	380
11:00 AM	0	59	0	0	59	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	97
11:15 AM	0	56	0	1	57	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	124
11:30 AM	0	50	0	0	50	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	123
11:45 AM	0	60	0	0	60	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	113
Total	0	225	0	1	226	0	0	0	0	0	0	231	0	0	231	0	0	0	0	0	457
12:00 PM	0	59	0	0	59	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	132
12:15 PM	0	73	0	0	73	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	135
12:30 PM	0	61	0	6	67	0	0	0	0	0	0	93	0	0	93	0	0	0	0	0	160
12:45 PM	0	60	0	0	60	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	134
Total	0	253	0	6	259	0	0	0	0	0	0	302	0	0	302	0	0	0	0	0	561
01:00 PM	0	71	0	0	71	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	148
01:15 PM	0	54	0	0	54	0	0	0	0	0	0	78	0	0	78	0	0	0	0	0	132
01:30 PM	0	53	0	0	53	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	154
01:45 PM	0	59	0	3	62	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	167
Total	0	237	0	3	240	0	0	0	0	0	0	361	0	0	361	0	0	0	0	0	601
02:00 PM	0	73	0	0	73	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	174
02:15 PM	0	55	0	3	58	0	0	0	0	0	0	102	0	0	102	0	0	0	0	0	160
02:30 PM	0	53	0	0	53	0	0	0	0	0	0	116	0	0	116	0	0	0	0	0	169
02:45 PM	0	61	0	0	61	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	135
Total	0	242	0	3	245	0	0	0	0	0	0	393	0	0	393	0	0	0	0	0	638
03:00 PM	0	55	0	0	55	0	0	0	0	0	0	97	0	0	97	0	0	0	0	0	152
03:15 PM	0	57	0	3	60	0	0	0	0	0	0	79	0	0	79	0	0	0	0	0	139
03:30 PM	0	63	0	0	63	0	0	0	0	0	0	89	0	0	89	0	0	0	0	0	152
03:45 PM	0	68	0	0	68	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	155
Total	0	243	0	3	246	0	0	0	0	0	0	352	0	0	352	0	0	0	0	0	598
04:00 PM	0	54	0	1	55	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	158
04:15 PM	0	63	0	1	64	0	0	0	0	0	0	109	0	0	109	0	0	0	0	0	173
04:30 PM	0	51	0	0	51	0	0	0	0	0	0	92	0	0	92	0	0	0	0	0	143
04:45 PM	0	53	0	0	53	0	0	0	0	0	0	84	0	0	84	0	0	0	0	0	137
Total	0	221	0	2	223	0	0	0	0	0	0	388	0	0	388	0	0	0	0	0	611
05:00 PM	0	41	0	0	41	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	141
05:15 PM	0	55	0	0	55	0	0	0	0	0	0	90	0	0	90	0	0	0	0	0	145
Grand Total	0	1765	0	18	1783	0	0	0	0	0	0	2497	0	0	2497	0	0	0	0	0	4280
Apprch %	0	99	0	1		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
Total %	0	41.2	0	0.4	41.7	0	0	0	0	0	0	58.3	0	0	58.3	0	0	0	0	0	

Peggy Malone & Associates
(888) 247-8602

File Name : TM3-A1A and Beach Access #2 Crossing
Site Code : 00000000
Start Date : 12/22/2018
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Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	59	0	0	59	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	97
11:15 AM	0	56	0	1	57	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	124
11:30 AM	0	50	0	0	50	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	123
11:45 AM	0	60	0	0	60	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	113
Total Volume	0	225	0	1	226	0	0	0	0	0	0	231	0	0	231	0	0	0	0	0	457
% App. Total	0	99.6	0	0.4		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.938	.000	.250	.942	.000	.000	.000	.000	.000	.000	.791	.000	.000	.791	.000	.000	.000	.000	.000	.921
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:45 PM																					
01:45 PM	0	59	0	3	62	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	167
02:00 PM	0	73	0	0	73	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	174
02:15 PM	0	55	0	3	58	0	0	0	0	0	0	102	0	0	102	0	0	0	0	0	160
02:30 PM	0	53	0	0	53	0	0	0	0	0	0	116	0	0	116	0	0	0	0	0	169
Total Volume	0	240	0	6	246	0	0	0	0	0	0	424	0	0	424	0	0	0	0	0	670
% App. Total	0	97.6	0	2.4		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.822	.000	.500	.842	.000	.000	.000	.000	.000	.000	.914	.000	.000	.914	.000	.000	.000	.000	.000	.963

Peggy Malone & Associates
(888) 247-8602

File Name : TM2-A1A and Town Hall Crossing
Site Code : 00000000
Start Date : 12/22/2018
Page No : 1

Groups Printed- Car

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					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	
09:30 AM	0	28	0	0	28	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	60
09:45 AM	0	46	0	0	46	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	85
Total	0	74	0	0	74	0	0	0	0	0	0	71	0	0	71	0	0	0	0	0	145
10:00 AM	0	34	0	0	34	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	86
10:15 AM	0	33	0	0	33	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	76
10:30 AM	0	48	0	0	48	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	104
10:45 AM	0	48	0	0	48	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	91
Total	0	163	0	0	163	0	0	0	0	0	0	194	0	0	194	0	0	0	0	0	357
11:00 AM	0	47	0	0	47	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	86
11:15 AM	0	61	0	0	61	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	128
11:30 AM	0	45	0	0	45	0	0	0	0	0	0	66	0	0	66	0	0	0	0	0	111
11:45 AM	0	49	0	0	49	0	0	0	0	0	0	48	0	0	48	0	0	0	0	0	97
Total	0	202	0	0	202	0	0	0	0	0	0	220	0	0	220	0	0	0	0	0	422
12:00 PM	0	58	0	0	58	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	131
12:15 PM	0	71	0	0	71	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	132
12:30 PM	0	64	0	0	64	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	151
12:45 PM	0	54	0	0	54	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	131
Total	0	247	0	0	247	0	0	0	0	0	0	298	0	0	298	0	0	0	0	0	545
01:00 PM	0	71	0	1	72	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	153
01:15 PM	0	50	0	0	50	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	122
01:30 PM	0	54	0	0	54	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	154
01:45 PM	0	61	0	0	61	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	160
Total	0	236	0	1	237	0	0	0	0	0	0	352	0	0	352	0	0	0	0	0	589
02:00 PM	0	70	0	1	71	0	0	0	0	0	0	97	0	0	97	0	0	0	0	0	168
02:15 PM	0	50	0	2	52	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	157
02:30 PM	0	52	0	0	52	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	156
02:45 PM	0	62	0	1	63	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	138
Total	0	234	0	4	238	0	0	0	0	0	0	381	0	0	381	0	0	0	0	0	619
03:00 PM	0	51	0	0	51	0	0	0	0	0	0	97	0	0	97	0	0	0	0	0	148
03:15 PM	0	55	0	0	55	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	129
03:30 PM	0	56	0	0	56	0	0	0	0	0	0	89	0	0	89	0	0	0	0	0	145
03:45 PM	0	69	0	1	70	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	151
Total	0	231	0	1	232	0	0	0	0	0	0	341	0	0	341	0	0	0	0	0	573
04:00 PM	0	51	0	0	51	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	155
04:15 PM	0	59	0	2	61	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	165
04:30 PM	0	49	0	0	49	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	136
04:45 PM	0	49	0	0	49	0	0	0	0	0	0	83	0	0	83	0	0	0	0	0	132
Total	0	208	0	2	210	0	0	0	0	0	0	378	0	0	378	0	0	0	0	0	588
05:00 PM	0	44	0	0	44	0	0	0	0	0	0	97	0	0	97	0	0	0	0	0	141
05:15 PM	0	52	0	0	52	0	0	0	0	0	0	88	0	0	88	0	0	0	0	0	140
Grand Total	0	1691	0	8	1699	0	0	0	0	0	0	2420	0	0	2420	0	0	0	0	0	4119
Apprch %	0	99.5	0	0.5		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
Total %	0	41.1	0	0.2	41.2	0	0	0	0	0	0	58.8	0	0	58.8	0	0	0	0	0	

Peggy Malone & Associates
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File Name : TM2-A1A and Town Hall Crossing
Site Code : 00000000
Start Date : 12/22/2018
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Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	47	0	0	47	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	86
11:15 AM	0	61	0	0	61	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	128
11:30 AM	0	45	0	0	45	0	0	0	0	0	0	66	0	0	66	0	0	0	0	0	111
11:45 AM	0	49	0	0	49	0	0	0	0	0	0	48	0	0	48	0	0	0	0	0	97
Total Volume	0	202	0	0	202	0	0	0	0	0	0	220	0	0	220	0	0	0	0	0	422
% App. Total	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	100
PHF	.000	.828	.000	.000	.828	.000	.000	.000	.000	.000	.000	.821	.000	.000	.821	.000	.000	.000	.000	.000	.824

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:45 PM

01:45 PM	0	61	0	0	61	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	160
02:00 PM	0	70	0	1	71	0	0	0	0	0	0	97	0	0	97	0	0	0	0	0	168
02:15 PM	0	50	0	2	52	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	157
02:30 PM	0	52	0	0	52	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	156
Total Volume	0	233	0	3	236	0	0	0	0	0	0	405	0	0	405	0	0	0	0	0	641
% App. Total	0	98.7	0	1.3	98.7	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	100
PHF	.000	.832	.000	.375	.831	.000	.000	.000	.000	.000	.000	.964	.000	.000	.964	.000	.000	.000	.000	.000	.954

Peggy Malone & Associates
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File Name : TM2-A1A and Town Hall Crossing
Site Code : 00000000
Start Date : 12/22/2018
Page No : 1

Groups Printed- Truck

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
09:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
11:00 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	14
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
01:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
02:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
03:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 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	34	0	0	34	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	65
Apprch %	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0
Total %	0	52.3	0	0	52.3	0	0	0	0	0	0	47.7	0	0	47.7	0	0	0	0	0	0

Peggy Malone & Associates
(888) 247-8602

File Name : TM2-A1A and Town Hall Crossing
Site Code : 00000000
Start Date : 12/22/2018
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Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total Volume	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	14
% App. Total	0	100	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333	.000	.000	.000	.000	.000	.583

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:15 PM

01:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
01:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
02:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Volume	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
% App. Total	0	100	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.583	.000	.000	.583	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.750

Peggy Malone & Associates
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File Name : TM2-A1A and Town Hall Crossing
Site Code : 00000000
Start Date : 12/22/2018
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Groups Printed- Combined

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
09:30 AM	0	30	0	0	30	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	63
09:45 AM	0	46	0	0	46	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	85
Total	0	76	0	0	76	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	148
10:00 AM	0	34	0	0	34	0	0	0	0	0	0	55	0	0	55	0	0	0	0	0	89
10:15 AM	0	33	0	0	33	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	76
10:30 AM	0	49	0	0	49	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	106
10:45 AM	0	49	0	0	49	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	94
Total	0	165	0	0	165	0	0	0	0	0	0	200	0	0	200	0	0	0	0	0	365
11:00 AM	0	52	0	0	52	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	91
11:15 AM	0	61	0	0	61	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	129
11:30 AM	0	47	0	0	47	0	0	0	0	0	0	66	0	0	66	0	0	0	0	0	113
11:45 AM	0	52	0	0	52	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	103
Total	0	212	0	0	212	0	0	0	0	0	0	224	0	0	224	0	0	0	0	0	436
12:00 PM	0	59	0	0	59	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	134
12:15 PM	0	71	0	0	71	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	133
12:30 PM	0	64	0	0	64	0	0	0	0	0	0	89	0	0	89	0	0	0	0	0	153
12:45 PM	0	55	0	0	55	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	132
Total	0	249	0	0	249	0	0	0	0	0	0	303	0	0	303	0	0	0	0	0	552
01:00 PM	0	71	0	1	72	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	153
01:15 PM	0	52	0	0	52	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	125
01:30 PM	0	54	0	0	54	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	155
01:45 PM	0	63	0	0	63	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	164
Total	0	240	0	1	241	0	0	0	0	0	0	356	0	0	356	0	0	0	0	0	597
02:00 PM	0	73	0	1	74	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	172
02:15 PM	0	50	0	2	52	0	0	0	0	0	0	106	0	0	106	0	0	0	0	0	158
02:30 PM	0	53	0	0	53	0	0	0	0	0	0	106	0	0	106	0	0	0	0	0	159
02:45 PM	0	63	0	1	64	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	139
Total	0	239	0	4	243	0	0	0	0	0	0	385	0	0	385	0	0	0	0	0	628
03:00 PM	0	53	0	0	53	0	0	0	0	0	0	97	0	0	97	0	0	0	0	0	150
03:15 PM	0	57	0	0	57	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	131
03:30 PM	0	56	0	0	56	0	0	0	0	0	0	90	0	0	90	0	0	0	0	0	146
03:45 PM	0	69	0	1	70	0	0	0	0	0	0	82	0	0	82	0	0	0	0	0	152
Total	0	235	0	1	236	0	0	0	0	0	0	343	0	0	343	0	0	0	0	0	579
04:00 PM	0	53	0	0	53	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	157
04:15 PM	0	60	0	2	62	0	0	0	0	0	0	107	0	0	107	0	0	0	0	0	169
04:30 PM	0	50	0	0	50	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	137
04:45 PM	0	50	0	0	50	0	0	0	0	0	0	85	0	0	85	0	0	0	0	0	135
Total	0	213	0	2	215	0	0	0	0	0	0	383	0	0	383	0	0	0	0	0	598
05:00 PM	0	44	0	0	44	0	0	0	0	0	0	97	0	0	97	0	0	0	0	0	141
05:15 PM	0	52	0	0	52	0	0	0	0	0	0	88	0	0	88	0	0	0	0	0	140
Grand Total	0	1725	0	8	1733	0	0	0	0	0	0	2451	0	0	2451	0	0	0	0	0	4184
Apprch %	0	99.5	0	0.5		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
Total %	0	41.2	0	0.2	41.4	0	0	0	0	0	0	58.6	0	0	58.6	0	0	0	0	0	

Peggy Malone & Associates
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File Name : TM2-A1A and Town Hall Crossing
Site Code : 00000000
Start Date : 12/22/2018
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Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	52	0	0	52	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	91
11:15 AM	0	61	0	0	61	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	129
11:30 AM	0	47	0	0	47	0	0	0	0	0	0	66	0	0	66	0	0	0	0	0	113
11:45 AM	0	52	0	0	52	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	103
Total Volume	0	212	0	0	212	0	0	0	0	0	0	224	0	0	224	0	0	0	0	0	436
% App. Total	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.869	.000	.000	.869	.000	.000	.000	.000	.000	.000	.824	.000	.000	.824	.000	.000	.000	.000	.000	.845

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:45 PM

01:45 PM	0	63	0	0	63	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	164
02:00 PM	0	73	0	1	74	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	172
02:15 PM	0	50	0	2	52	0	0	0	0	0	0	106	0	0	106	0	0	0	0	0	158
02:30 PM	0	53	0	0	53	0	0	0	0	0	0	106	0	0	106	0	0	0	0	0	159
Total Volume	0	239	0	3	242	0	0	0	0	0	0	411	0	0	411	0	0	0	0	0	653
% App. Total	0	98.8	0	1.2		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.818	.000	.375	.818	.000	.000	.000	.000	.000	.000	.969	.000	.000	.969	.000	.000	.000	.000	.000	.949

Peggy Malone & Associates
(888) 247-8602

File Name : TM1-A1A and Camptown Resort Crossing
Site Code : 00000000
Start Date : 12/22/2018
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Groups Printed- Car

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
09:30 AM	0	27	0	1	28	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	61
09:45 AM	0	46	0	0	46	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	87
Total	0	73	0	1	74	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	148
10:00 AM	0	35	0	5	40	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	98
10:15 AM	0	33	0	0	33	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	75
10:30 AM	0	48	0	2	50	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	107
10:45 AM	0	47	0	0	47	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	89
Total	0	163	0	7	170	0	0	0	0	0	0	199	0	0	199	0	0	0	0	0	369
11:00 AM	0	49	0	2	51	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	90
11:15 AM	0	58	0	0	58	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	127
11:30 AM	0	45	0	2	47	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	115
11:45 AM	0	47	0	0	47	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	98
Total	0	199	0	4	203	0	0	0	0	0	0	227	0	0	227	0	0	0	0	0	430
12:00 PM	0	59	0	0	59	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	131
12:15 PM	0	70	0	0	70	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	132
12:30 PM	0	61	0	0	61	0	0	0	0	0	0	92	0	0	92	0	0	0	0	0	153
12:45 PM	0	52	0	1	53	0	0	0	0	0	0	79	0	0	79	0	0	0	0	0	132
Total	0	242	0	1	243	0	0	0	0	0	0	305	0	0	305	0	0	0	0	0	548
01:00 PM	0	69	0	0	69	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	150
01:15 PM	0	50	0	6	56	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	130
01:30 PM	0	54	0	0	54	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	152
01:45 PM	0	64	0	0	64	0	0	0	0	0	0	102	0	0	102	0	0	0	0	0	166
Total	0	237	0	6	243	0	0	0	0	0	0	355	0	0	355	0	0	0	0	0	598
02:00 PM	0	65	0	1	66	0	0	0	0	0	0	97	0	0	97	0	0	0	0	0	163
02:15 PM	0	48	0	1	49	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	154
02:30 PM	0	52	0	2	54	0	0	0	0	0	0	102	0	0	102	0	0	0	0	0	156
02:45 PM	0	60	0	0	60	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	132
Total	0	225	0	4	229	0	0	0	0	0	0	376	0	0	376	0	0	0	0	0	605
03:00 PM	0	50	0	0	50	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	150
03:15 PM	0	56	0	0	56	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	130
03:30 PM	0	53	0	8	61	0	0	0	0	0	0	88	0	0	88	0	0	0	0	0	149
03:45 PM	0	69	0	0	69	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	150
Total	0	228	0	8	236	0	0	0	0	0	0	343	0	0	343	0	0	0	0	0	579
04:00 PM	0	51	0	1	52	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	155
04:15 PM	0	58	0	2	60	0	0	0	0	0	0	109	0	0	109	0	0	0	0	0	169
04:30 PM	0	49	0	0	49	0	0	0	0	0	0	86	0	0	86	0	0	0	0	0	135
04:45 PM	0	46	0	0	46	0	0	0	0	0	0	83	0	0	83	0	0	0	0	0	129
Total	0	204	0	3	207	0	0	0	0	0	0	381	0	0	381	0	0	0	0	0	588
05:00 PM	0	42	0	0	42	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	141
05:15 PM	0	54	0	2	56	0	0	0	0	0	0	88	0	0	88	0	0	0	0	0	144
Grand Total	0	1667	0	36	1703	0	0	0	0	0	0	2447	0	0	2447	0	0	0	0	0	4150
Apprch %	0	97.9	0	2.1		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
Total %	0	40.2	0	0.9	41	0	0	0	0	0	0	59	0	0	59	0	0	0	0	0	

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File Name : TM1-A1A and Camptown Resort Crossing
Site Code : 00000000
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	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound						
	Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 11:00 AM																						
11:00 AM	0	49	0	2	51		0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	90
11:15 AM	0	58	0	0	58		0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	127
11:30 AM	0	45	0	2	47		0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	115
11:45 AM	0	47	0	0	47		0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	98
Total Volume	0	199	0	4	203		0	0	0	0	0	0	227	0	0	227	0	0	0	0	0	430
% App. Total	0	98	0	2			0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.858	.000	.500	.875		.000	.000	.000	.000	.000	.000	.822	.000	.000	.822	.000	.000	.000	.000	.000	.846

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:45 PM

01:45 PM	0	64	0	0	64		0	0	0	0	0	0	102	0	0	102	0	0	0	0	0	166
02:00 PM	0	65	0	1	66		0	0	0	0	0	0	97	0	0	97	0	0	0	0	0	163
02:15 PM	0	48	0	1	49		0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	154
02:30 PM	0	52	0	2	54		0	0	0	0	0	0	102	0	0	102	0	0	0	0	0	156
Total Volume	0	229	0	4	233		0	0	0	0	0	0	406	0	0	406	0	0	0	0	0	639
% App. Total	0	98.3	0	1.7			0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.881	.000	.500	.883		.000	.000	.000	.000	.000	.000	.967	.000	.000	.967	.000	.000	.000	.000	.000	.962

Peggy Malone & Associates
(888) 247-8602

File Name : TM1-A1A and Camptown Resort Crossing
Site Code : 00000000
Start Date : 12/22/2018
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Groups Printed- Truck

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					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	
09:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
11:00 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
01:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
02:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
02:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
03:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 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	33	0	0	33	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	62
Apprch %	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0
Total %	0	53.2	0	0	53.2	0	0	0	0	0	0	46.8	0	0	46.8	0	0	0	0	0	0

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(888) 247-8602

File Name : TM1-A1A and Camptown Resort Crossing
Site Code : 00000000
Start Date : 12/22/2018
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Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:30 AM																					
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
11:00 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
% App. Total	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.000	.000	.000	.000	.000	.688

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:45 PM

01:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
02:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
02:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total Volume	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
% App. Total	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.583	.000	.000	.583	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.813

Peggy Malone & Associates
(888) 247-8602

File Name : TM1-A1A and Camptown Resort Crossing
Site Code : 00000000
Start Date : 12/22/2018
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Groups Printed- Combined

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					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	
09:30 AM	0	29	0	1	30	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	63
09:45 AM	0	46	0	0	46	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	87
Total	0	75	0	1	76	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	150
10:00 AM	0	35	0	5	40	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	101
10:15 AM	0	33	0	0	33	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	75
10:30 AM	0	49	0	2	51	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	109
10:45 AM	0	48	0	0	48	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	93
Total	0	165	0	7	172	0	0	0	0	0	0	206	0	0	206	0	0	0	0	0	378
11:00 AM	0	53	0	2	55	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	94
11:15 AM	0	58	0	0	58	0	0	0	0	0	0	70	0	0	70	0	0	0	0	0	128
11:30 AM	0	47	0	2	49	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	117
11:45 AM	0	49	0	0	49	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	102
Total	0	207	0	4	211	0	0	0	0	0	0	230	0	0	230	0	0	0	0	0	441
12:00 PM	0	59	0	0	59	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	134
12:15 PM	0	70	0	0	70	0	0	0	0	0	0	63	0	0	63	0	0	0	0	0	133
12:30 PM	0	61	0	0	61	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	156
12:45 PM	0	53	0	1	54	0	0	0	0	0	0	79	0	0	79	0	0	0	0	0	133
Total	0	243	0	1	244	0	0	0	0	0	0	312	0	0	312	0	0	0	0	0	556
01:00 PM	0	69	0	0	69	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	150
01:15 PM	0	52	0	6	58	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	132
01:30 PM	0	54	0	0	54	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	153
01:45 PM	0	66	0	0	66	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	169
Total	0	241	0	6	247	0	0	0	0	0	0	357	0	0	357	0	0	0	0	0	604
02:00 PM	0	68	0	1	69	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	167
02:15 PM	0	49	0	1	50	0	0	0	0	0	0	107	0	0	107	0	0	0	0	0	157
02:30 PM	0	53	0	2	55	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	159
02:45 PM	0	61	0	0	61	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	133
Total	0	231	0	4	235	0	0	0	0	0	0	381	0	0	381	0	0	0	0	0	616
03:00 PM	0	52	0	0	52	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	152
03:15 PM	0	57	0	0	57	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	132
03:30 PM	0	53	0	8	61	0	0	0	0	0	0	89	0	0	89	0	0	0	0	0	150
03:45 PM	0	69	0	0	69	0	0	0	0	0	0	82	0	0	82	0	0	0	0	0	151
Total	0	231	0	8	239	0	0	0	0	0	0	346	0	0	346	0	0	0	0	0	585
04:00 PM	0	53	0	1	54	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	157
04:15 PM	0	59	0	2	61	0	0	0	0	0	0	109	0	0	109	0	0	0	0	0	170
04:30 PM	0	51	0	0	51	0	0	0	0	0	0	86	0	0	86	0	0	0	0	0	137
04:45 PM	0	47	0	0	47	0	0	0	0	0	0	85	0	0	85	0	0	0	0	0	132
Total	0	210	0	3	213	0	0	0	0	0	0	383	0	0	383	0	0	0	0	0	596
05:00 PM	0	43	0	0	43	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	142
05:15 PM	0	54	0	2	56	0	0	0	0	0	0	88	0	0	88	0	0	0	0	0	144
Grand Total	0	1700	0	36	1736	0	0	0	0	0	0	2476	0	0	2476	0	0	0	0	0	4212
Apprch %	0	97.9	0	2.1		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
Total %	0	40.4	0	0.9	41.2	0	0	0	0	0	0	58.8	0	0	58.8	0	0	0	0	0	

Peggy Malone & Associates
(888) 247-8602

File Name : TM1-A1A and Camptown Resort Crossing
Site Code : 00000000
Start Date : 12/22/2018
Page No : 2

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	53	0	2	55	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	94
11:15 AM	0	58	0	0	58	0	0	0	0	0	0	70	0	0	70	0	0	0	0	0	128
11:30 AM	0	47	0	2	49	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	117
11:45 AM	0	49	0	0	49	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	102
Total Volume	0	207	0	4	211	0	0	0	0	0	0	230	0	0	230	0	0	0	0	0	441
% App. Total	0	98.1	0	1.9		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.892	.000	.500	.909	.000	.000	.000	.000	.000	.000	.821	.000	.000	.821	.000	.000	.000	.000	.000	.861

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:45 PM

01:45 PM	0	66	0	0	66	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	169
02:00 PM	0	68	0	1	69	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	167
02:15 PM	0	49	0	1	50	0	0	0	0	0	0	107	0	0	107	0	0	0	0	0	157
02:30 PM	0	53	0	2	55	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	159
Total Volume	0	236	0	4	240	0	0	0	0	0	0	412	0	0	412	0	0	0	0	0	652
% App. Total	0	98.3	0	1.7		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.868	.000	.500	.870	.000	.000	.000	.000	.000	.000	.963	.000	.000	.963	.000	.000	.000	.000	.000	.964

Appendix F: Gap Study

Study Name 4-A1A and Beach Access #3**Start Date 12/22/2018****Start Time 9:30 AM****Northbound Left from Major**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+ 28.00+	Critical Gaps (4.1 sec)	Follow- up Gaps (2.2 sec)	Total Gaps
9:30 AM	1	4	1	1	1	0	2	1	0	1	0	1	1	1	12	25	356
9:45 AM	8	3	3	2	1	0	2	3	4	2	1	1	1	1	14	37	302
10:00 AM	5	3	2	1	1	2	2	0	1	2	2	1	1	1	9	27	342
10:15 AM	8	0	1	3	1	0	2	1	1	2	0	1	1	1	12	25	313
10:30 AM	5	3	6	0	1	3	2	1	1	2	1	2	0	11	33	327	360
10:45 AM	4	5	2	3	1	1	1	1	1	1	1	0	4	12	32	305	337
11:00 AM	11	5	1	2	1	5	1	3	2	1	0	2	1	12	36	338	374
11:15 AM	8	2	6	2	1	3	1	2	3	3	2	2	0	9	36	253	289
11:30 AM	3	3	2	4	1	2	3	3	0	1	1	1	1	12	34	306	340
11:45 AM	12	7	4	2	0	5	3	4	0	0	2	0	2	12	41	298	339
12:00 PM	7	7	5	2	4	1	1	1	3	0	2	0	0	13	39	279	318
12:15 PM	11	12	6	3	1	3	3	3	3	2	3	2	0	7	46	271	317
12:30 PM	8	3	2	5	1	3	2	1	3	2	0	2	0	12	36	293	329
12:45 PM	16	3	4	1	2	1	3	3	2	2	3	2	1	10	37	316	353
1:00 PM	18	7	5	4	1	1	3	2	0	3	0	2	2	7	37	251	288
1:15 PM	13	1	3	2	3	3	1	1	3	0	0	2	4	9	32	307	339
1:30 PM	7	2	2	3	3	1	3	2	1	1	0	2	0	11	31	313	344
1:45 PM	9	8	3	2	2	2	0	0	0	4	3	0	0	10	34	297	331
2:00 PM	16	8	3	2	0	4	1	1	1	0	4	1	1	10	35	277	312
2:15 PM	8	6	6	5	1	1	1	0	2	1	0	2	1	12	38	321	359
2:30 PM	4	3	8	3	3	1	2	1	3	2	0	3	0	7	35	280	315
2:45 PM	7	1	6	5	2	3	4	2	1	1	1	2	1	11	40	291	331
3:00 PM	3	6	1	4	3	1	0	0	2	3	1	1	0	13	35	312	347
3:15 PM	15	5	2	4	1	1	3	2	0	2	1	1	0	11	33	299	332
3:30 PM	15	1	5	3	1	2	4	1	3	0	0	0	1	12	33	303	336
3:45 PM	16	8	2	5	3	1	2	3	0	1	3	2	0	9	38	269	307
4:00 PM	8	7	0	2	2	3	5	0	6	1	0	1	2	7	36	304	340
4:15 PM	14	3	1	3	2	7	1	1	3	3	3	1	0	10	38	300	338
4:30 PM	5	7	2	4	0	1	3	4	2	1	0	1	0	10	35	300	335
4:45 PM	5	7	0	0	3	3	2	3	1	2	1	2	0	13	35	300	335
5:00 PM	5	2	0	0	2	2	1	0	1	2	3	2	1	13	29	323	352
5:15 PM	11	3	2	5	0	3	1	0	1	5	1	1	0	12	34	302	336

Study Name 4-A1A and Beach Access #3**Start Date 12/22/2018****Start Time 9:30 AM****Southbound Left from Major**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+ 28.00+	Critical Gaps (4.1 sec)	Follow- up Gaps (2.2 sec)	Total Gaps
9:30 AM	5	1	2	3	1	1	2	1	0	0	1	3	0	11	26	339	365
9:45 AM	2	1	7	1	1	2	0	0	1	1	0	1	0	12	27	356	383
10:00 AM	9	5	6	1	3	0	0	1	3	0	3	0	1	13	36	287	323
10:15 AM	5	2	4	1	4	2	3	0	0	0	2	1	0	12	31	302	333
10:30 AM	12	3	3	4	3	4	3	3	1	0	1	0	3	11	39	303	342
10:45 AM	10	6	1	2	2	3	0	0	2	3	1	2	1	12	34	306	340
11:00 AM	3	2	3	2	1	1	2	0	2	2	3	0	1	10	29	324	353
11:15 AM	10	7	7	6	5	1	1	1	1	3	1	1	2	9	44	269	313
11:30 AM	21	5	4	2	3	4	0	2	3	2	3	1	0	9	38	278	316
11:45 AM	10	2	2	4	2	2	3	1	0	0	3	1	2	11	33	322	355
12:00 PM	16	8	1	5	3	1	5	1	3	1	2	2	3	7	41	252	293
12:15 PM	8	3	3	1	3	4	3	3	4	0	0	0	1	11	35	296	331
12:30 PM	28	8	5	3	1	3	3	3	1	1	1	2	0	9	39	255	294
12:45 PM	13	6	5	5	2	2	3	3	2	3	2	1	2	8	43	270	313
1:00 PM	22	7	2	0	4	4	2	3	3	2	1	2	2	9	41	282	323
1:15 PM	24	7	5	3	2	4	6	2	2	1	1	3	1	5	41	240	281
1:30 PM	23	9	6	4	2	1	3	4	2	1	1	0	1	10	44	241	285
1:45 PM	19	16	3	8	3	1	1	2	1	2	3	0	0	10	49	237	286
2:00 PM	26	5	6	5	5	4	0	1	3	2	3	0	1	8	43	240	283
2:15 PM	32	10	5	5	6	1	3	1	1	1	1	3	1	7	45	230	275
2:30 PM	24	12	8	11	4	3	1	4	3	0	0	2	2	5	54	217	271
2:45 PM	19	13	2	3	3	5	1	2	3	5	0	1	1	7	45	260	305
3:00 PM	20	16	8	5	2	3	3	3	0	3	2	1	2	8	55	239	294
3:15 PM	13	7	7	6	1	3	1	1	3	3	0	0	1	9	42	269	311
3:30 PM	16	5	10	5	3	1	3	5	3	2	6	1	0	4	47	241	288
3:45 PM	22	8	5	4	2	0	1	5	1	2	4	2	1	8	42	259	301
4:00 PM	20	6	11	9	4	2	2	4	1	0	1	2	1	8	50	236	286
4:15 PM	20	11	4	4	4	5	3	1	2	0	0	1	1	9	45	240	285
4:30 PM	23	8	7	0	4	5	3	3	7	3	1	0	0	6	47	235	282
4:45 PM	18	7	5	2	4	2	5	2	2	1	1	2	1	9	39	261	300
5:00 PM	20	10	6	3	5	5	2	5	4	3	3	1	1	6	51	240	291
5:15 PM	23	8	8	3	9	1	2	0	1	3	2	1	0	8	45	232	277

Study Name 4-A1A and Beach Access #3**Start Date 12/22/2018****Start Time 9:30 AM****Eastbound Right from Minor**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+	Critical Gaps (6.2 sec)	Follow-up Gaps (3.3 sec)	Total Gaps
9:30 AM	1	4	1	1	1	0	2	1	0	1	0	1	1	12	21	218	239
9:45 AM	8	3	3	2	1	0	2	3	4	2	1	1	1	14	34	176	210
10:00 AM	5	3	2	1	1	2	2	0	1	2	2	1	1	9	24	208	232
10:15 AM	8	0	1	3	1	0	2	1	1	2	0	1	1	12	24	190	214
10:30 AM	5	3	6	0	1	3	2	1	1	2	1	2	0	11	30	195	225
10:45 AM	4	5	2	3	1	1	1	1	1	1	1	0	4	12	28	178	206
11:00 AM	11	5	1	2	1	5	1	3	2	1	0	2	1	12	30	196	226
11:15 AM	8	2	6	2	1	3	1	2	3	3	2	2	0	9	34	142	176
11:30 AM	3	3	2	4	1	2	3	3	0	1	1	1	1	12	31	181	212
11:45 AM	12	7	4	2	0	5	3	4	0	0	2	0	2	12	34	171	205
12:00 PM	7	7	5	2	4	1	1	1	3	0	2	0	0	13	32	164	196
12:15 PM	11	12	6	3	1	3	3	3	3	2	3	2	0	7	36	151	187
12:30 PM	8	3	2	5	1	3	2	1	3	2	0	2	0	12	33	165	198
12:45 PM	16	3	4	1	2	1	3	3	2	2	3	2	1	10	34	181	215
1:00 PM	18	7	5	4	1	1	3	2	0	3	0	2	2	7	29	146	175
1:15 PM	13	1	3	2	3	3	1	1	3	0	0	2	4	9	29	182	211
1:30 PM	7	2	2	3	3	1	3	2	1	1	0	2	0	11	29	186	215
1:45 PM	9	8	3	2	2	2	0	0	0	4	3	0	0	10	26	180	206
2:00 PM	16	8	3	2	0	4	1	1	1	0	4	1	1	10	27	164	191
2:15 PM	8	6	6	5	1	1	1	0	2	1	0	2	1	12	30	191	221
2:30 PM	4	3	8	3	3	1	2	1	3	2	0	3	0	7	32	159	191
2:45 PM	7	1	6	5	2	3	4	2	1	1	1	2	1	11	38	163	201
3:00 PM	3	6	1	4	3	1	0	0	2	3	1	1	0	13	28	186	214
3:15 PM	15	5	2	4	1	1	3	2	0	2	1	1	0	11	27	177	204
3:30 PM	15	1	5	3	1	2	4	1	3	0	0	0	1	12	32	177	209
3:45 PM	16	8	2	5	3	1	2	3	0	1	3	2	0	9	31	155	186
4:00 PM	8	7	0	2	2	3	5	0	6	1	0	1	2	7	29	180	209
4:15 PM	14	3	1	3	2	7	1	1	3	3	3	1	0	10	35	174	209
4:30 PM	5	7	2	4	0	1	3	4	2	1	0	1	0	10	28	177	205
4:45 PM	5	7	0	0	3	3	2	3	1	2	1	2	0	13	30	175	205
5:00 PM	5	2	0	0	2	2	1	0	1	2	3	2	1	13	27	193	220
5:15 PM	11	3	2	5	0	3	1	0	1	5	1	1	0	12	31	173	204

Study Name 4-A1A and Beach Access #3**Start Date 12/22/2018****Start Time 9:30 AM****Westbound Right from Minor**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+ 28.00+	Critical Gaps (6.2 sec)	Follow- up Gaps (3.3 sec)	Total Gaps
9:30 AM	5	1	2	3	1	1	2	1	0	0	1	3	0	11	25	204	229
9:45 AM	2	1	7	1	1	2	0	0	1	1	0	1	0	12	25	218	243
10:00 AM	9	5	6	1	3	0	0	1	3	0	3	0	1	13	30	167	197
10:15 AM	5	2	4	1	4	2	3	0	0	0	2	1	0	12	29	181	210
10:30 AM	12	3	3	4	3	4	3	3	1	0	1	0	3	11	36	175	211
10:45 AM	10	6	1	2	2	3	0	0	2	3	1	2	1	12	29	181	210
11:00 AM	3	2	3	2	1	1	2	0	2	2	3	0	1	10	27	191	218
11:15 AM	10	7	7	6	5	1	1	1	1	3	1	1	2	9	38	149	187
11:30 AM	21	5	4	2	3	4	0	2	3	2	3	1	0	9	32	159	191
11:45 AM	10	2	2	4	2	2	3	1	0	0	3	1	2	11	31	193	224
12:00 PM	16	8	1	5	3	1	5	1	3	1	2	2	3	7	34	142	176
12:15 PM	8	3	3	1	3	4	3	3	4	0	0	0	1	11	33	171	204
12:30 PM	28	8	5	3	1	3	3	3	1	1	1	2	0	9	32	143	175
12:45 PM	13	6	5	5	2	2	3	3	2	3	2	1	2	8	37	149	186
1:00 PM	22	7	2	0	4	4	2	3	3	2	1	2	2	9	33	165	198
1:15 PM	24	7	5	3	2	4	6	2	2	1	1	3	1	5	33	131	164
1:30 PM	23	9	6	4	2	1	3	4	2	1	1	0	1	10	35	134	169
1:45 PM	19	16	3	8	3	1	1	2	1	2	3	0	0	10	34	129	163
2:00 PM	26	5	6	5	5	4	0	1	3	2	3	0	1	8	37	132	169
2:15 PM	32	10	5	5	6	1	3	1	1	1	1	3	1	7	34	128	162
2:30 PM	24	12	8	11	4	3	1	4	3	0	0	2	2	5	42	112	154
2:45 PM	19	13	2	3	3	5	1	2	3	5	0	1	1	7	32	149	181
3:00 PM	20	16	8	5	2	3	3	3	0	3	2	1	2	8	39	127	166
3:15 PM	13	7	7	6	1	3	1	1	3	3	0	0	1	9	33	152	185
3:30 PM	16	5	10	5	3	1	3	5	3	2	6	1	0	4	43	129	172
3:45 PM	22	8	5	4	2	0	1	5	1	2	4	2	1	8	35	145	180
4:00 PM	20	6	11	9	4	2	2	4	1	0	1	2	1	8	45	122	167
4:15 PM	20	11	4	4	4	5	3	1	2	0	0	1	1	9	34	135	169
4:30 PM	23	8	7	0	4	5	3	3	7	3	1	0	0	6	39	130	169
4:45 PM	18	7	5	2	4	2	5	2	2	1	1	2	1	9	35	147	182
5:00 PM	20	10	6	3	5	5	2	5	4	3	3	1	1	6	44	126	170
5:15 PM	23	8	8	3	9	1	2	0	1	3	2	1	0	8	38	127	165

Study Name 4-A1A and Beach Access #3**Start Date 12/22/2018****Start Time 9:30 AM****Through Traffic on Minor**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+ 28.00+	Critical Gaps (6.5 sec)	Follow- up Gaps (4.0 sec)	Total Gaps
9:30 AM	9	6	6	5	4	2	1	3	2	0	1	1	1	12	36	115	151
9:45 AM	11	5	12	6	5	4	2	1	7	4	2	1	1	6	47	105	152
10:00 AM	17	13	7	3	7	4	2	2	4	1	2	2	3	5	40	96	136
10:15 AM	14	4	8	4	8	5	2	2	0	5	2	3	2	5	44	96	140
10:30 AM	22	6	11	6	8	6	2	2	4	1	1	1	1	6	45	92	137
10:45 AM	20	13	4	5	3	3	1	2	5	3	3	3	1	5	38	97	135
11:00 AM	17	12	6	3	5	6	3	2	3	4	2	3	1	4	40	96	136
11:15 AM	21	12	14	4	5	7	4	2	1	2	1	4	1	3	43	75	118
11:30 AM	28	5	9	15	4	8	2	2	0	2	3	0	1	4	48	72	120
11:45 AM	24	12	8	5	5	5	2	0	0	0	4	0	2	6	41	100	141
12:00 PM	25	16	9	8	6	2	4	5	2	0	2	1	3	3	42	68	110
12:15 PM	26	16	9	7	5	5	4	4	3	2	2	0	0	4	42	72	114
12:30 PM	31	15	12	7	2	6	3	1	3	3	1	0	0	4	41	64	105
12:45 PM	28	12	11	5	5	6	5	5	2	2	2	1	2	2	42	74	116
1:00 PM	46	15	6	4	6	8	4	3	0	3	2	4	1	0	38	60	98
1:15 PM	36	13	9	10	7	6	5	2	2	2	0	2	2	2	45	64	109
1:30 PM	36	10	12	9	3	3	4	2	2	3	1	1	1	3	41	71	112
1:45 PM	38	23	2	5	4	3	1	1	3	3	1	0	0	6	29	77	106
2:00 PM	37	12	12	9	4	3	7	1	3	2	2	2	0	1	42	57	99
2:15 PM	45	17	13	8	5	2	2	1	1	3	0	1	1	4	37	60	97
2:30 PM	33	19	18	10	5	3	2	3	2	2	0	1	1	2	47	52	99
2:45 PM	29	15	8	7	5	8	3	2	5	1	1	0	1	3	43	74	117
3:00 PM	31	21	12	5	4	3	3	4	1	2	1	2	2	3	39	71	110
3:15 PM	37	18	6	9	3	3	3	3	2	2	1	1	1	4	36	72	108
3:30 PM	29	8	16	5	4	2	8	8	5	0	1	2	0	0	50	58	108
3:45 PM	41	17	8	7	4	3	5	4	2	1	2	2	0	3	40	67	107
4:00 PM	35	11	12	11	4	5	5	2	5	3	0	0	0	2	46	59	105
4:15 PM	40	12	6	7	9	4	2	2	2	0	1	0	1	6	38	68	106
4:30 PM	32	15	8	8	7	6	9	3	4	1	1	0	0	1	45	60	105
4:45 PM	28	15	7	9	6	5	2	2	3	4	1	1	0	4	44	71	115
5:00 PM	29	22	5	11	9	4	4	3	3	0	1	1	2	2	45	62	107
5:15 PM	31	16	9	8	8	8	0	0	1	3	1	2	1	4	43	67	110

Study Name 4-A1A and Beach Access #3**Start Date 12/22/2018****Start Time 9:30 AM****Left from Minor**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+	Critical Gaps (7.1 sec)	Follow-up Gaps (3.5 sec)	Total Gaps
9:30 AM	9	6	6	5	4	2	1	3	2	0	1	1	1	12	34	134	168
9:45 AM	11	5	12	6	5	4	2	1	7	4	2	1	1	6	46	115	161
10:00 AM	17	13	7	3	7	4	2	2	4	1	2	2	3	5	38	108	146
10:15 AM	14	4	8	4	8	5	2	2	0	5	2	3	2	5	42	108	150
10:30 AM	22	6	11	6	8	6	2	2	4	1	1	1	1	6	42	102	144
10:45 AM	20	13	4	5	3	3	1	2	5	3	3	3	1	5	35	108	143
11:00 AM	17	12	6	3	5	6	3	2	3	4	2	3	1	4	40	108	148
11:15 AM	21	12	14	4	5	7	4	2	1	2	1	4	1	3	39	83	122
11:30 AM	28	5	9	15	4	8	2	2	0	2	3	0	1	4	47	79	126
11:45 AM	24	12	8	5	5	5	2	0	0	4	0	2	6	37	108	145	
12:00 PM	25	16	9	8	6	2	4	5	2	0	2	1	3	3	39	76	115
12:15 PM	26	16	9	7	5	5	4	4	3	2	2	0	0	4	40	77	117
12:30 PM	31	15	12	7	2	6	3	1	3	3	1	0	0	4	38	70	108
12:45 PM	28	12	11	5	5	6	5	5	2	2	2	1	2	2	37	81	118
1:00 PM	46	15	6	4	6	8	4	3	0	3	2	4	1	0	36	67	103
1:15 PM	36	13	9	10	7	6	5	2	2	2	0	2	2	2	43	73	116
1:30 PM	36	10	12	9	3	3	4	2	2	3	1	1	1	3	37	77	114
1:45 PM	38	23	2	5	4	3	1	1	3	3	1	0	0	6	27	87	114
2:00 PM	37	12	12	9	4	3	7	1	3	2	2	2	0	1	38	64	102
2:15 PM	45	17	13	8	5	2	2	1	1	3	0	1	1	4	31	71	102
2:30 PM	33	19	18	10	5	3	2	3	2	2	0	1	1	2	39	59	98
2:45 PM	29	15	8	7	5	8	3	2	5	1	1	0	1	3	41	79	120
3:00 PM	31	21	12	5	4	3	3	4	1	2	1	2	2	3	34	77	111
3:15 PM	37	18	6	9	3	3	3	3	2	2	1	1	1	4	33	83	116
3:30 PM	29	8	16	5	4	2	8	8	5	0	1	2	0	0	46	66	112
3:45 PM	41	17	8	7	4	3	5	4	2	1	2	2	0	3	35	72	107
4:00 PM	35	11	12	11	4	5	5	2	5	3	0	0	0	2	44	63	107
4:15 PM	40	12	6	7	9	4	2	2	2	0	1	0	1	6	36	75	111
4:30 PM	32	15	8	8	7	6	9	3	4	1	1	0	0	1	43	63	106
4:45 PM	28	15	7	9	6	5	2	2	3	4	1	1	0	4	40	80	120
5:00 PM	29	22	5	11	9	4	4	3	3	0	1	1	2	2	42	66	108
5:15 PM	31	16	9	8	8	8	0	0	1	3	1	2	1	4	40	73	113

Study Name 3-A1A and Beach Access #2**Start Date 12/22/2018****Start Time 9:30 AM****Northbound Left from Major**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+ 28.00+	Critical Gaps (4.1 sec)	Follow- up Gaps (2.2 sec)	Total Gaps
9:30 AM	2	6	0	1	2	1	0	0	1	1	0	1	1	12	26	347	373
9:45 AM	6	6	1	3	2	0	2	5	1	4	2	0	1	13	40	297	337
10:00 AM	4	4	2	1	1	3	0	1	1	0	2	3	1	9	28	342	370
10:15 AM	7	1	1	1	1	2	1	1	1	1	0	0	1	14	25	320	345
10:30 AM	5	4	6	1	1	3	1	3	1	1	0	2	1	11	35	312	347
10:45 AM	4	3	3	3	1	2	0	0	3	1	1	1	1	14	33	312	345
11:00 AM	14	7	1	2	2	4	2	0	2	1	1	3	1	11	35	296	331
11:15 AM	8	2	3	5	1	3	2	1	1	2	4	1	1	9	35	297	332
11:30 AM	7	1	4	4	2	3	1	2	0	1	1	1	1	12	33	303	336
11:45 AM	11	7	2	4	1	4	5	2	0	0	2	2	0	12	41	293	334
12:00 PM	10	5	7	5	2	2	0	2	3	1	1	0	0	13	41	281	322
12:15 PM	13	12	5	5	3	1	1	2	0	4	4	1	0	8	45	265	310
12:30 PM	7	7	3	3	3	2	3	1	1	3	0	2	2	10	39	282	321
12:45 PM	10	5	4	4	1	1	3	2	3	1	1	2	1	12	39	311	350
1:00 PM	17	5	4	6	2	0	4	2	0	2	0	3	0	9	37	259	296
1:15 PM	12	2	2	2	2	1	0	3	0	1	1	4	10	30	304	334	
1:30 PM	9	2	1	4	4	0	3	3	0	0	1	2	0	10	29	277	306
1:45 PM	9	7	5	1	3	1	1	0	1	3	2	1	1	9	35	297	332
2:00 PM	15	9	2	2	0	2	2	2	1	1	3	1	1	10	36	279	315
2:15 PM	7	3	6	5	2	1	0	0	1	2	1	2	0	12	35	307	342
2:30 PM	7	4	6	4	2	2	2	3	0	3	2	2	0	7	37	290	327
2:45 PM	7	2	3	6	6	2	3	1	2	1	2	3	0	10	41	286	327
3:00 PM	6	2	5	1	2	3	0	1	1	3	1	0	0	13	32	303	335
3:15 PM	7	4	2	1	3	0	3	2	1	4	1	0	1	10	32	304	336
3:30 PM	16	5	3	3	3	2	1	4	1	0	1	1	1	11	35	296	331
3:45 PM	17	6	3	5	2	3	2	2	1	2	0	4	0	9	39	271	310
4:00 PM	10	5	1	1	1	5	2	2	5	0	1	2	0	8	33	302	335
4:15 PM	11	5	2	4	3	3	1	1	3	1	4	1	0	11	39	302	341
4:30 PM	7	7	2	3	1	1	4	2	3	0	1	0	1	10	35	295	330
4:45 PM	4	5	2	1	2	3	2	2	3	1	1	1	1	12	37	308	345
5:00 PM	4	0	2	1	2	1	1	0	0	2	3	2	1	14	29	328	357
5:15 PM	14	2	3	4	1	2	1	3	2	3	0	1	0	11	32	292	324

Study Name 3-A1A and Beach Access #2**Start Date 12/22/2018****Start Time 9:30 AM****Southbound Left from Major**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+	Critical Gaps (4.1 sec)	Follow- up Gaps (2.2 sec)	Total Gaps
9:30 AM	5	1	1	3	2	1	3	0	0	1	1	2	0	11	26	343	369
9:45 AM	3	1	7	0	2	2	0	0	1	0	0	1	0	12	26	360	386
10:00 AM	9	8	3	3	1	0	0	1	2	2	0	2	0	14	36	286	322
10:15 AM	5	3	5	0	3	1	2	0	2	0	1	2	0	12	31	297	328
10:30 AM	10	4	1	6	3	2	3	3	0	1	2	0	1	12	38	301	339
10:45 AM	9	3	0	2	5	2	0	1	2	2	1	2	2	10	32	293	325
11:00 AM	4	3	0	4	1	2	1	2	1	1	2	0	3	10	30	335	365
11:15 AM	6	7	4	9	3	2	1	2	3	1	1	0	0	11	44	271	315
11:30 AM	20	7	1	3	4	2	2	0	4	2	0	1	0	11	37	283	320
11:45 AM	8	2	3	4	1	4	1	2	0	1	1	2	2	11	34	332	366
12:00 PM	14	9	2	3	3	3	4	2	1	1	0	5	0	9	39	257	296
12:15 PM	13	3	2	2	5	1	2	3	2	0	0	1	1	12	34	299	333
12:30 PM	33	7	6	2	1	1	5	3	1	1	1	1	0	9	38	248	286
12:45 PM	13	4	6	2	4	4	2	0	3	3	1	4	2	8	43	283	326
1:00 PM	21	8	1	1	2	5	5	0	1	4	1	2	2	9	40	292	332
1:15 PM	25	5	5	3	5	3	6	4	1	1	2	1	1	5	42	237	279
1:30 PM	16	10	5	5	2	0	1	4	2	0	3	1	1	10	43	248	291
1:45 PM	25	13	3	4	6	0	2	1	2	1	3	1	0	10	45	242	287
2:00 PM	29	6	5	8	6	1	3	0	2	1	3	1	1	8	43	240	283
2:15 PM	26	9	5	3	4	4	2	4	0	0	2	1	2	6	42	247	289
2:30 PM	22	11	7	8	7	1	3	1	3	2	0	2	1	6	51	224	275
2:45 PM	13	10	3	3	1	5	2	2	5	5	1	0	2	5	41	262	303
3:00 PM	20	12	7	6	3	3	0	4	0	2	4	1	1	8	51	232	283
3:15 PM	12	7	8	4	1	2	2	2	3	1	2	0	1	9	42	269	311
3:30 PM	19	4	10	5	3	4	2	2	4	2	3	3	1	4	45	245	290
3:45 PM	20	7	8	2	2	0	3	1	3	1	1	5	1	8	42	267	309
4:00 PM	19	9	6	8	6	1	1	2	3	0	2	1	1	8	48	236	284
4:15 PM	18	8	5	3	4	5	2	3	1	1	0	0	4	7	42	247	289
4:30 PM	19	4	8	4	2	6	4	6	1	1	2	1	1	6	46	243	289
4:45 PM	16	5	6	2	2	4	3	3	3	1	1	0	1	10	39	270	309
5:00 PM	19	11	6	3	5	2	4	5	2	5	1	1	3	4	51	216	267
5:15 PM	16	11	6	4	5	4	2	0	1	3	3	0	0	9	45	250	295

Study Name 3-A1A and Beach Access #2**Start Date 12/22/2018****Start Time 9:30 AM****Eastbound Right from Minor**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+	Critical Gaps (6.2 sec)	Follow-up Gaps (3.3 sec)	Total Gaps
9:30 AM	2	6	0	1	2	1	0	0	1	1	0	1	1	12	20	215	235
9:45 AM	6	6	1	3	2	0	2	5	1	4	2	0	1	13	34	172	206
10:00 AM	4	4	2	1	1	3	0	1	1	0	2	3	1	9	24	209	233
10:15 AM	7	1	1	1	1	2	1	1	1	1	0	0	1	14	24	194	218
10:30 AM	5	4	6	1	1	3	1	3	1	1	0	2	1	11	30	187	217
10:45 AM	4	3	3	3	1	2	0	0	3	1	1	1	1	14	30	182	212
11:00 AM	14	7	1	2	2	4	2	0	2	1	1	3	1	11	29	174	203
11:15 AM	8	2	3	5	1	3	2	1	1	2	4	1	1	9	33	171	204
11:30 AM	7	1	4	4	2	3	1	2	0	1	1	1	1	12	31	180	211
11:45 AM	11	7	2	4	1	4	5	2	0	0	2	2	0	12	34	165	199
12:00 PM	10	5	7	5	2	2	0	2	3	1	1	0	0	13	34	162	196
12:15 PM	13	12	5	5	3	1	1	2	0	4	4	1	0	8	32	153	185
12:30 PM	7	7	3	3	3	2	3	1	1	3	0	2	2	10	33	165	198
12:45 PM	10	5	4	4	1	1	3	2	3	1	1	2	1	12	34	180	214
1:00 PM	17	5	4	6	2	0	4	2	0	2	0	3	0	9	31	149	180
1:15 PM	12	2	2	2	2	1	0	3	0	1	1	4	10	28	183	211	
1:30 PM	9	2	1	4	4	0	3	3	0	0	1	2	0	10	28	162	190
1:45 PM	9	7	5	1	3	1	1	0	1	3	2	1	1	9	28	176	204
2:00 PM	15	9	2	2	0	2	2	2	1	1	3	1	1	10	27	165	192
2:15 PM	7	3	6	5	2	1	0	0	1	2	1	2	0	12	32	177	209
2:30 PM	7	4	6	4	2	2	2	3	0	3	2	2	0	7	33	167	200
2:45 PM	7	2	3	6	6	2	3	1	2	1	2	3	0	10	39	162	201
3:00 PM	6	2	5	1	2	3	0	1	1	3	1	0	0	13	28	181	209
3:15 PM	7	4	2	1	3	0	3	2	1	4	1	0	1	10	27	181	208
3:30 PM	16	5	3	3	3	2	1	4	1	0	1	1	1	11	31	178	209
3:45 PM	17	6	3	5	2	3	2	2	1	2	0	4	0	9	32	156	188
4:00 PM	10	5	1	1	1	5	2	2	5	0	1	2	0	8	28	178	206
4:15 PM	11	5	2	4	3	3	1	1	3	1	4	1	0	11	34	172	206
4:30 PM	7	7	2	3	1	1	4	2	3	0	1	0	1	10	28	173	201
4:45 PM	4	5	2	1	2	3	2	2	3	1	1	1	3	12	32	180	212
5:00 PM	4	0	2	1	2	1	1	0	0	2	3	2	1	14	29	193	222
5:15 PM	14	2	3	4	1	2	1	3	2	3	0	1	0	11	30	172	202

Study Name 3-A1A and Beach Access #2**Start Date 12/22/2018****Start Time 9:30 AM****Westbound Right from Minor**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+ 28.00+	Critical Gaps (6.2 sec)	Follow- up Gaps (3.3 sec)	Total Gaps
9:30 AM	5	1	1	3	2	1	3	0	0	1	1	2	0	11	25	209	234
9:45 AM	3	1	7	0	2	2	0	0	1	0	0	1	0	12	25	220	245
10:00 AM	9	8	3	3	1	0	0	1	2	2	0	2	0	14	28	167	195
10:15 AM	5	3	5	0	3	1	2	0	2	0	1	2	0	12	27	179	206
10:30 AM	10	4	1	6	3	2	3	3	0	1	2	0	1	12	33	174	207
10:45 AM	9	3	0	2	5	2	0	1	2	2	1	2	2	10	29	173	202
11:00 AM	4	3	0	4	1	2	1	2	1	1	2	0	3	10	27	203	230
11:15 AM	6	7	4	9	3	2	1	2	3	1	1	0	0	11	37	153	190
11:30 AM	20	7	1	3	4	2	2	0	4	2	0	1	0	11	29	162	191
11:45 AM	8	2	3	4	1	4	1	2	0	1	1	2	2	11	32	195	227
12:00 PM	14	9	2	3	3	3	4	2	1	1	0	5	0	9	33	143	176
12:15 PM	13	3	2	2	5	1	2	3	2	0	0	1	1	12	31	175	206
12:30 PM	33	7	6	2	1	1	5	3	1	1	1	1	0	9	30	144	174
12:45 PM	13	4	6	2	4	4	2	0	3	3	1	4	2	8	38	156	194
1:00 PM	21	8	1	1	2	5	5	0	1	4	1	2	2	9	32	164	196
1:15 PM	25	5	5	3	5	3	6	4	1	1	2	1	1	5	37	132	169
1:30 PM	16	10	5	5	2	0	1	4	2	0	3	1	1	10	33	141	174
1:45 PM	25	13	3	4	6	0	2	1	2	1	3	1	0	10	33	132	165
2:00 PM	29	6	5	8	6	1	3	0	2	1	3	1	1	8	38	134	172
2:15 PM	26	9	5	3	4	4	2	4	0	0	2	1	2	6	33	137	170
2:30 PM	22	11	7	8	7	1	3	1	3	2	0	2	1	6	40	117	157
2:45 PM	13	10	3	3	1	5	2	2	5	5	1	0	2	5	34	145	179
3:00 PM	20	12	7	6	3	3	0	4	0	2	4	1	1	8	37	126	163
3:15 PM	12	7	8	4	1	2	2	2	3	1	2	0	1	9	33	154	187
3:30 PM	19	4	10	5	3	4	2	2	4	2	3	3	1	4	42	132	174
3:45 PM	20	7	8	2	2	0	3	1	3	1	1	5	1	8	35	150	185
4:00 PM	19	9	6	8	6	1	1	2	3	0	2	1	1	8	39	127	166
4:15 PM	18	8	5	3	4	5	2	3	1	1	0	0	4	7	33	140	173
4:30 PM	19	4	8	4	2	6	4	6	1	1	2	1	1	6	41	129	170
4:45 PM	16	5	6	2	2	4	3	3	3	1	1	0	1	10	36	154	190
5:00 PM	19	11	6	3	5	2	4	5	2	5	1	1	3	4	41	115	156
5:15 PM	16	11	6	4	5	4	2	0	1	3	3	0	0	9	37	137	174

Study Name 3-A1A and Beach Access #2**Start Date 12/22/2018****Start Time 9:30 AM****Through Traffic on Minor**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+ 28.00+	Critical Gaps (6.5 sec)	Follow- up Gaps (4.0 sec)	Total Gaps
9:30 AM	10	7	2	3	7	2	2	2	0	2	1	3	3	8	35	125	160
9:45 AM	15	10	9	2	5	5	2	3	1	5	2	1	0	7	41	103	144
10:00 AM	14	16	9	2	3	5	4	3	5	0	0	0	1	9	39	101	140
10:15 AM	12	9	4	4	4	7	2	3	3	0	3	1	0	8	38	104	142
10:30 AM	20	13	9	6	3	6	3	4	1	3	1	1	3	4	40	88	128
10:45 AM	17	9	7	7	3	2	2	4	4	2	2	1	4	5	43	95	138
11:00 AM	20	11	2	9	4	6	2	2	3	2	0	4	2	5	40	103	143
11:15 AM	16	16	12	6	5	4	0	2	3	2	5	1	2	3	41	74	115
11:30 AM	34	14	7	6	0	4	1	3	3	2	1	1	0	7	33	89	122
11:45 AM	19	18	6	10	3	7	4	3	0	2	1	1	2	6	44	85	129
12:00 PM	28	14	16	11	6	5	0	4	0	0	0	3	0	5	44	63	107
12:15 PM	31	9	7	10	6	3	2	3	2	2	1	1	0	6	40	80	120
12:30 PM	45	16	11	5	1	4	2	1	4	0	0	1	1	6	31	74	105
12:45 PM	25	14	12	6	7	4	5	3	4	3	2	1	0	3	44	77	121
1:00 PM	40	12	10	4	0	5	7	3	3	2	1	1	1	3	35	72	107
1:15 PM	34	10	12	7	3	7	7	2	1	1	3	0	2	3	46	68	114
1:30 PM	21	12	8	7	4	1	5	5	2	0	3	0	2	3	38	64	102
1:45 PM	41	18	8	6	6	0	4	0	4	3	0	1	2	4	37	67	104
2:00 PM	42	15	9	5	6	2	5	0	2	3	1	1	0	4	32	66	98
2:15 PM	33	14	9	10	6	4	1	4	1	2	0	2	3	2	42	68	110
2:30 PM	35	11	10	12	8	2	4	3	2	2	1	1	0	2	44	53	97
2:45 PM	24	15	10	9	6	9	2	1	1	1	1	1	3	3	44	67	111
3:00 PM	32	19	14	7	5	5	1	3	1	2	2	1	0	4	40	61	101
3:15 PM	24	10	9	6	8	3	4	2	2	1	3	2	0	4	40	75	115
3:30 PM	48	10	8	7	6	7	4	5	3	1	0	1	1	2	44	63	107
3:45 PM	42	15	9	6	3	2	7	3	1	1	2	4	0	2	38	69	107
4:00 PM	34	15	10	13	6	4	3	0	2	0	2	3	0	2	42	58	100
4:15 PM	25	17	7	11	9	4	1	3	1	1	1	1	2	3	42	64	106
4:30 PM	31	13	11	5	6	4	3	4	2	2	1	1	0	4	40	71	111
4:45 PM	31	12	10	5	6	7	2	1	3	3	3	0	1	3	39	74	113
5:00 PM	30	17	10	6	6	1	4	3	3	5	3	1	0	1	41	63	104
5:15 PM	33	11	17	7	5	5	3	2	4	0	0	1	0	5	45	68	113

Study Name 3-A1A and Beach Access #2**Start Date 12/22/2018****Start Time 9:30 AM****Left from Minor**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+	Gaps	% Gaps	Total Gap
9:30 AM	10	7	2	3	7	2	2	2	0	2	1	3	3	8	34	139	173
9:45 AM	15	10	9	2	5	5	2	3	1	5	2	1	0	7	40	115	155
10:00 AM	14	16	9	2	3	5	4	3	5	0	0	0	1	9	38	112	150
10:15 AM	12	9	4	4	4	7	2	3	3	0	3	1	0	8	38	116	154
10:30 AM	20	13	9	6	3	6	3	4	1	3	1	1	3	4	37	95	132
10:45 AM	17	9	7	7	3	2	2	4	4	2	2	1	4	5	40	104	144
11:00 AM	20	11	2	9	4	6	2	2	3	2	0	4	2	5	39	112	151
11:15 AM	16	16	12	6	5	4	0	2	3	2	5	1	2	3	39	80	119
11:30 AM	34	14	7	6	0	4	1	3	3	2	1	1	0	7	31	101	132
11:45 AM	19	18	6	10	3	7	4	3	0	2	1	1	2	6	40	90	130
12:00 PM	28	14	16	11	6	5	0	4	0	0	0	3	0	5	40	71	111
12:15 PM	31	9	7	10	6	3	2	3	2	2	1	1	0	6	39	89	128
12:30 PM	45	16	11	5	1	4	2	1	4	0	0	1	1	6	27	83	110
12:45 PM	25	14	12	6	7	4	5	3	4	3	2	1	0	3	42	82	124
1:00 PM	40	12	10	4	0	5	7	3	3	2	1	1	1	3	33	79	112
1:15 PM	34	10	12	7	3	7	7	2	1	1	3	0	2	3	41	74	115
1:30 PM	21	12	8	7	4	1	5	5	2	0	3	0	2	3	36	72	108
1:45 PM	41	18	8	6	6	0	4	0	4	3	0	1	2	4	33	77	110
2:00 PM	42	15	9	5	6	2	5	0	2	3	1	1	0	4	31	73	104
2:15 PM	33	14	9	10	6	4	1	4	1	2	0	2	3	2	37	75	112
2:30 PM	35	11	10	12	8	2	4	3	2	2	1	1	0	2	40	57	97
2:45 PM	24	15	10	9	6	9	2	1	1	1	1	1	3	3	39	71	110
3:00 PM	32	19	14	7	5	5	1	3	1	2	2	1	0	4	37	68	105
3:15 PM	24	10	9	6	8	3	4	2	2	1	3	2	0	4	38	86	124
3:30 PM	48	10	8	7	6	7	4	5	3	1	0	1	1	2	41	66	107
3:45 PM	42	15	9	6	3	2	7	3	1	1	2	4	0	2	35	79	114
4:00 PM	34	15	10	13	6	4	3	0	2	0	2	3	0	2	39	63	102
4:15 PM	25	17	7	11	9	4	1	3	1	1	1	1	2	3	40	71	111
4:30 PM	31	13	11	5	6	4	3	4	2	2	1	1	0	4	37	80	117
4:45 PM	31	12	10	5	6	7	2	1	3	3	3	0	1	3	36	83	119
5:00 PM	30	17	10	6	6	1	4	3	3	5	3	1	0	1	36	67	103
5:15 PM	33	11	17	7	5	5	3	2	4	0	0	1	0	5	37	76	113

Study Name 2-A1A and Town Hall Crossing**Start Date 12/22/2018****Start Time 9:30 AM****Northbound Left from Major**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+	Critical Gaps (4.1 sec)	Follow-up Gaps (2.2 sec)	Total Gaps
9:30 AM	0	3	3	2	1	1	0	1	1	0	1	0	1	13	26	351	377
9:45 AM	8	5	3	2	2	0	2	4	0	4	1	0	2	13	38	341	379
10:00 AM	3	5	0	1	2	2	1	2	0	2	1	1	1	9	27	290	317
10:15 AM	7	2	0	3	1	1	0	0	0	2	0	0	1	13	23	336	359
10:30 AM	3	2	6	4	4	0	2	2	1	3	1	0	0	12	36	309	345
10:45 AM	7	1	5	1	4	1	1	1	1	1	3	1	0	14	34	323	357
11:00 AM	9	5	4	5	5	0	0	3	0	1	1	2	1	11	38	302	340
11:15 AM	11	4	7	2	2	5	2	2	4	2	0	0	2	8	39	267	306
11:30 AM	9	2	2	2	1	2	1	0	2	1	2	1	2	12	30	323	353
11:45 AM	11	3	0	3	3	3	4	1	1	1	4	2	3	8	36	301	337
12:00 PM	12	4	9	4	5	0	1	1	3	2	1	1	0	12	42	274	316
12:15 PM	14	7	5	5	2	1	4	2	1	1	2	0	0	12	42	281	323
12:30 PM	9	3	3	11	2	2	1	2	2	3	1	3	1	9	43	285	328
12:45 PM	13	2	4	4	4	1	2	0	0	1	0	2	1	13	34	302	336
1:00 PM	15	4	12	2	3	3	1	3	0	2	2	3	1	8	44	279	323
1:15 PM	12	3	2	3	0	0	2	2	0	1	0	1	3	12	29	325	354
1:30 PM	12	3	1	5	1	0	2	4	0	2	1	0	2	10	29	285	314
1:45 PM	10	7	2	3	4	1	5	3	0	0	1	2	0	10	38	287	325
2:00 PM	18	8	3	2	2	1	1	4	1	0	2	2	3	8	37	283	320
2:15 PM	8	5	2	2	1	0	3	4	1	3	1	0	2	9	32	309	341
2:30 PM	11	5	2	3	4	4	0	2	2	1	1	1	1	10	34	298	332
2:45 PM	8	3	10	4	6	3	1	3	2	3	1	2	0	9	47	271	318
3:00 PM	8	0	5	2	2	2	2	0	2	0	2	3	0	13	33	325	358
3:15 PM	7	4	3	3	0	1	2	1	2	2	0	2	0	10	30	289	319
3:30 PM	11	6	2	2	4	1	2	1	2	0	0	0	0	15	35	315	350
3:45 PM	17	5	5	5	3	1	1	0	5	2	1	0	2	8	38	272	310
4:00 PM	9	5	4	2	1	1	4	3	1	2	1	2	0	9	35	299	334
4:15 PM	13	6	2	2	5	2	1	1	1	1	2	1	0	13	37	314	351
4:30 PM	10	4	4	2	2	3	1	3	0	4	0	2	0	9	34	285	319
4:45 PM	3	4	5	1	2	0	4	1	1	2	3	3	1	11	38	307	345
5:00 PM	6	2	1	2	4	1	0	1	2	3	0	0	1	15	32	340	372
5:15 PM	10	7	4	2	3	1	1	3	2	3	1	1	2	7	37	272	309

Study Name 2-A1A and Town Hall Crossing**Start Date 12/22/2018****Start Time 9:30 AM****Southbound Left from Major**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+	Critical Gaps (4.1 sec)	Follow-up Gaps (2.2 sec)	Total Gaps		
9:30 AM	6	3	1	1	2	0	1	2	1	0	0	0	0	0	13	24	344	368	
9:45 AM	5	1	1	3	1	1	0	2	0	1	0	1	0	1	0	14	25	381	406
10:00 AM	16	2	3	0	1	0	2	1	1	0	1	2	1	11	23	267	290		
10:15 AM	4	3	4	1	0	1	3	2	1	1	0	1	1	13	31	312	343		
10:30 AM	10	6	2	1	3	1	2	3	1	1	0	3	0	13	36	334	370		
10:45 AM	4	1	3	3	2	0	3	2	2	0	4	0	1	10	31	295	326		
11:00 AM	7	2	4	1	3	0	4	0	0	1	2	1	0	10	28	317	345		
11:15 AM	13	3	5	6	4	2	1	2	1	1	2	2	1	10	40	280	320		
11:30 AM	15	6	3	2	3	3	0	3	4	3	0	0	0	10	36	285	321		
11:45 AM	11	2	1	6	2	2	1	1	1	0	0	2	2	11	31	307	338		
12:00 PM	19	5	7	2	3	1	6	2	1	0	3	1	0	11	42	284	326		
12:15 PM	8	5	6	1	2	7	0	0	1	2	0	1	1	11	37	297	334		
12:30 PM	32	5	3	2	1	2	1	3	0	1	4	2	0	8	31	249	280		
12:45 PM	8	6	6	2	4	1	4	3	4	2	0	1	4	8	45	271	316		
1:00 PM	20	5	3	3	3	2	2	4	1	2	2	2	2	9	40	270	310		
1:15 PM	17	12	4	6	3	0	3	1	2	1	1	3	0	7	43	261	304		
1:30 PM	27	8	6	2	4	5	3	2	1	1	0	1	0	11	44	260	304		
1:45 PM	36	9	4	4	3	1	1	0	2	1	1	2	1	10	39	243	282		
2:00 PM	20	11	6	2	4	1	2	2	2	2	3	3	0	7	43	246	289		
2:15 PM	29	10	6	6	5	2	1	3	1	1	1	1	0	8	43	224	267		
2:30 PM	26	4	8	3	5	1	3	2	0	2	2	5	1	6	41	245	286		
2:45 PM	13	7	2	6	2	2	8	4	1	3	1	0	1	5	41	272	313		
3:00 PM	21	7	12	3	3	4	3	1	2	4	2	2	3	5	51	235	286		
3:15 PM	20	4	4	3	2	2	4	1	2	1	1	2	0	10	36	273	309		
3:30 PM	21	7	9	4	2	2	2	4	2	3	1	2	0	7	45	251	296		
3:45 PM	23	7	3	4	0	3	0	1	1	1	1	2	3	10	35	269	304		
4:00 PM	22	7	7	7	2	4	1	1	2	2	2	1	1	9	45	245	290		
4:15 PM	25	5	6	5	3	4	1	3	3	1	1	1	1	8	42	251	293		
4:30 PM	26	5	3	6	3	1	5	2	4	1	1	1	3	6	41	243	284		
4:45 PM	16	7	4	3	1	3	3	5	2	0	0	3	0	9	39	271	310		
5:00 PM	27	7	6	5	2	4	3	1	4	3	1	2	2	6	45	231	276		
5:15 PM	25	4	2	4	2	4	5	0	2	2	2	1	2	8	38	262	300		

Study Name 2-A1A and Town Hall Crossing
Start Date 12/22/2018
Start Time 9:30 AM
Eastbound Right from Minor

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+	Critical Gaps (6.2 sec)	Follow-up Gaps (3.3 sec)	Total Gaps
9:30 AM	0	3	3	2	1	1	0	1	1	0	1	0	1	13	24	215	239
9:45 AM	8	5	3	2	2	0	2	4	0	4	1	0	2	13	33	200	233
10:00 AM	3	5	0	1	2	2	1	2	0	2	1	1	1	9	22	177	199
10:15 AM	7	2	0	3	1	1	0	0	0	2	0	0	1	13	21	208	229
10:30 AM	3	2	6	4	4	0	2	2	1	3	1	0	0	12	35	179	214
10:45 AM	7	1	5	1	4	1	1	1	1	1	3	1	0	14	33	189	222
11:00 AM	9	5	4	5	5	0	0	3	0	1	1	2	1	11	33	176	209
11:15 AM	11	4	7	2	2	5	2	2	4	2	0	0	2	8	36	151	187
11:30 AM	9	2	2	2	1	2	1	0	2	1	2	1	2	12	27	194	221
11:45 AM	11	3	0	3	3	3	4	1	1	1	4	2	3	8	33	173	206
12:00 PM	12	4	9	4	5	0	1	1	3	2	1	1	0	12	38	153	191
12:15 PM	14	7	5	5	2	1	4	2	1	1	2	0	0	12	34	156	190
12:30 PM	9	3	3	11	2	2	1	2	2	3	1	3	1	9	39	156	195
12:45 PM	13	2	4	4	4	1	2	0	0	1	0	2	1	13	32	174	206
1:00 PM	15	4	12	2	3	3	1	3	0	2	2	3	1	8	39	156	195
1:15 PM	12	3	2	3	0	0	2	2	0	1	0	1	3	12	26	195	221
1:30 PM	12	3	1	5	1	0	2	4	0	2	1	0	2	10	28	169	197
1:45 PM	10	7	2	3	4	1	5	3	0	0	1	2	0	10	31	165	196
2:00 PM	18	8	3	2	2	1	1	4	1	0	2	2	3	8	27	165	192
2:15 PM	8	5	2	2	1	0	3	4	1	3	1	0	2	9	28	186	214
2:30 PM	11	5	2	3	4	4	0	2	2	1	1	1	1	10	31	178	209
2:45 PM	8	3	10	4	6	3	1	3	2	3	1	2	0	9	44	146	190
3:00 PM	8	0	5	2	2	2	2	0	2	0	2	3	0	13	32	191	223
3:15 PM	7	4	3	3	0	1	2	1	2	2	0	2	0	10	25	171	196
3:30 PM	11	6	2	2	4	1	2	1	2	0	0	0	0	15	29	187	216
3:45 PM	17	5	5	5	3	1	1	0	5	2	1	0	2	8	32	160	192
4:00 PM	9	5	4	2	1	1	4	3	1	2	1	2	0	9	30	177	207
4:15 PM	13	6	2	2	5	2	1	1	1	1	2	1	0	13	31	185	216
4:30 PM	10	4	4	2	2	3	1	3	0	4	0	2	0	9	30	168	198
4:45 PM	3	4	5	1	2	0	4	1	1	2	3	3	1	11	34	178	212
5:00 PM	6	2	1	2	4	1	0	1	2	3	0	0	1	15	30	200	230
5:15 PM	10	7	4	2	3	1	1	3	2	3	1	1	2	7	30	156	186

Study Name 2-A1A and Town Hall Crossing**Start Date 12/22/2018****Start Time 9:30 AM****Westbound Right from Minor**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+	Critical Gaps (6.2 sec)	Follow-up Gaps (3.3 sec)	Total Gaps		
9:30 AM	6	3	1	1	2	0	1	2	1	0	0	0	0	0	13	20	214	234	
9:45 AM	5	1	1	3	1	1	0	2	0	1	0	1	0	1	0	14	24	236	260
10:00 AM	16	2	3	0	1	0	2	1	1	0	1	2	1	11	23	161	184		
10:15 AM	4	3	4	1	0	1	3	2	1	1	0	1	1	13	28	187	215		
10:30 AM	10	6	2	1	3	1	2	3	1	1	0	3	0	13	30	198	228		
10:45 AM	4	1	3	3	2	0	3	2	2	0	4	0	1	10	29	171	200		
11:00 AM	7	2	4	1	3	0	4	0	0	1	2	1	0	10	25	191	216		
11:15 AM	13	3	5	6	4	2	1	2	1	1	2	2	1	10	37	157	194		
11:30 AM	15	6	3	2	3	3	0	3	4	3	0	0	0	10	31	165	196		
11:45 AM	11	2	1	6	2	2	1	1	1	0	0	2	2	11	29	183	212		
12:00 PM	19	5	7	2	3	1	6	2	1	0	3	1	0	11	37	159	196		
12:15 PM	8	5	6	1	2	7	0	0	1	2	0	1	1	11	30	176	206		
12:30 PM	32	5	3	2	1	2	1	3	0	1	4	2	0	8	26	145	171		
12:45 PM	8	6	6	2	4	1	4	3	4	2	0	1	4	8	37	154	191		
1:00 PM	20	5	3	3	3	2	2	4	1	2	2	2	2	9	36	151	187		
1:15 PM	17	12	4	6	3	0	3	1	2	1	1	3	0	7	31	149	180		
1:30 PM	27	8	6	2	4	5	3	2	1	1	0	1	0	11	33	146	179		
1:45 PM	36	9	4	4	3	1	1	0	2	1	1	2	1	10	29	137	166		
2:00 PM	20	11	6	2	4	1	2	2	2	2	3	3	0	7	33	138	171		
2:15 PM	29	10	6	6	5	2	1	3	1	1	1	1	0	8	34	123	157		
2:30 PM	26	4	8	3	5	1	3	2	0	2	2	5	1	6	38	134	172		
2:45 PM	13	7	2	6	2	2	8	4	1	3	1	0	1	5	35	153	188		
3:00 PM	21	7	12	3	3	4	3	1	2	4	2	2	3	5	43	123	166		
3:15 PM	20	4	4	3	2	2	4	1	2	1	1	2	0	10	32	157	189		
3:30 PM	21	7	9	4	2	2	2	4	2	3	1	2	0	7	36	139	175		
3:45 PM	23	7	3	4	0	3	0	1	1	1	1	2	3	10	28	161	189		
4:00 PM	22	7	7	7	2	4	1	1	2	2	2	1	1	9	39	134	173		
4:15 PM	25	5	6	5	3	4	1	3	3	1	1	1	1	8	36	138	174		
4:30 PM	26	5	3	6	3	1	5	2	4	1	1	1	3	6	36	133	169		
4:45 PM	16	7	4	3	1	3	3	5	2	0	0	3	0	9	33	153	186		
5:00 PM	27	7	6	5	2	4	3	1	4	3	1	2	2	6	37	124	161		
5:15 PM	25	4	2	4	2	4	5	0	2	2	2	1	2	8	34	146	180		

Study Name 2-A1A and Town Hall Crossing**Start Date 12/22/2018****Start Time 9:30 AM****Through Traffic on Minor**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+	Critical Gaps (6.5 sec)	Follow-up Gaps (4.0 sec)	Total Gaps
9:30 AM	9	9	3	3	4	2	2	3	3	1	1	0	1	13	35	127	162
9:45 AM	15	10	5	6	6	4	5	5	0	4	1	1	3	6	46	120	166
10:00 AM	21	7	7	5	2	2	3	2	1	0	2	2	2	7	34	89	123
10:15 AM	17	5	3	4	4	2	2	2	0	4	1	3	2	9	36	120	156
10:30 AM	19	12	8	7	10	6	5	4	1	2	1	0	1	4	47	81	128
10:45 AM	15	5	8	6	7	5	4	1	5	1	6	0	1	5	45	101	146
11:00 AM	22	10	6	5	7	0	3	3	1	3	2	0	2	6	36	103	139
11:15 AM	30	15	10	4	5	6	1	4	2	3	2	2	2	3	43	74	117
11:30 AM	23	9	5	4	6	5	5	3	5	0	2	2	0	5	39	90	129
11:45 AM	22	12	2	10	6	5	4	2	1	1	4	2	3	3	43	90	133
12:00 PM	43	11	14	5	6	1	6	1	2	2	3	0	0	5	42	74	116
12:15 PM	30	15	8	8	4	6	2	4	0	3	1	1	1	4	39	73	112
12:30 PM	39	12	6	13	6	2	2	1	3	3	4	2	1	1	43	67	110
12:45 PM	28	15	14	10	5	5	4	2	2	2	1	0	2	3	44	68	112
1:00 PM	41	13	9	6	7	6	4	4	3	1	4	0	0	2	43	66	109
1:15 PM	35	16	7	8	2	2	3	2	1	0	3	1	1	6	33	80	113
1:30 PM	43	18	12	7	4	7	4	3	0	1	2	0	1	3	38	58	96
1:45 PM	48	19	10	6	2	3	4	3	4	2	1	1	0	3	38	60	98
2:00 PM	39	21	11	5	7	4	1	2	4	3	1	3	0	1	37	58	95
2:15 PM	34	17	10	9	7	2	3	4	2	2	1	0	0	4	40	62	102
2:30 PM	40	12	11	7	6	4	0	2	2	1	2	3	1	3	40	67	107
2:45 PM	27	17	12	8	5	6	3	4	0	1	1	1	0	4	42	68	110
3:00 PM	31	11	16	10	4	4	6	1	2	3	3	1	0	2	45	62	107
3:15 PM	27	9	9	8	5	3	3	2	0	0	2	1	2	6	39	85	124
3:30 PM	36	12	14	8	2	5	3	0	5	1	3	1	0	4	41	72	113
3:45 PM	41	12	9	7	2	4	3	3	2	2	2	2	3	37	76	113	
4:00 PM	31	16	11	11	2	6	5	1	2	1	2	1	1	2	42	60	102
4:15 PM	38	14	8	6	7	4	4	1	4	1	3	0	0	4	37	69	106
4:30 PM	37	12	8	7	5	5	4	6	1	1	0	1	3	2	40	67	107
4:45 PM	24	14	9	6	3	3	5	3	2	3	2	2	1	3	42	81	123
5:00 PM	34	10	13	8	7	9	2	2	3	0	1	1	1	3	45	59	104
5:15 PM	37	14	7	7	5	6	3	3	3	1	0	3	1	3	40	73	113

Study Name 2-A1A and Town Hall Crossing**Start Date 12/22/2018****Start Time 9:30 AM****Left from Minor**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+	Critical Gaps (7.1 sec)	Follow-up Gaps (3.5 sec)	Total Gaps
9:30 AM	9	9	3	3	4	2	2	3	3	1	1	0	1	13	34	143	177
9:45 AM	15	10	5	6	6	4	5	5	0	4	1	1	3	6	45	131	176
10:00 AM	21	7	7	5	2	2	3	2	1	0	2	2	2	7	31	101	132
10:15 AM	17	5	3	4	4	2	2	2	0	4	1	3	2	9	34	132	166
10:30 AM	19	12	8	7	10	6	5	4	1	2	1	0	1	4	41	88	129
10:45 AM	15	5	8	6	7	5	4	1	5	1	6	0	1	5	44	107	151
11:00 AM	22	10	6	5	7	0	3	3	1	3	2	0	2	6	34	110	144
11:15 AM	30	15	10	4	5	6	1	4	2	3	2	2	2	3	40	82	122
11:30 AM	23	9	5	4	6	5	5	3	5	0	2	2	0	5	37	102	139
11:45 AM	22	12	2	10	6	5	4	2	1	1	4	2	3	3	42	100	142
12:00 PM	43	11	14	5	6	1	6	1	2	2	3	0	0	5	40	82	122
12:15 PM	30	15	8	8	4	6	2	4	0	3	1	1	1	4	38	79	117
12:30 PM	39	12	6	13	6	2	2	1	3	3	4	2	1	1	42	70	112
12:45 PM	28	15	14	10	5	5	4	2	2	2	1	0	2	3	41	74	115
1:00 PM	41	13	9	6	7	6	4	4	3	1	4	0	0	2	41	72	113
1:15 PM	35	16	7	8	2	2	3	2	1	0	3	1	1	6	32	91	123
1:30 PM	43	18	12	7	4	7	4	3	0	1	2	0	1	3	34	62	96
1:45 PM	48	19	10	6	2	3	4	3	4	2	1	1	0	3	35	67	102
2:00 PM	39	21	11	5	7	4	1	2	4	3	1	3	0	1	35	63	98
2:15 PM	34	17	10	9	7	2	3	4	2	2	1	0	0	4	37	68	105
2:30 PM	40	12	11	7	6	4	0	2	2	1	2	3	1	3	37	74	111
2:45 PM	27	17	12	8	5	6	3	4	0	1	1	1	0	4	36	76	112
3:00 PM	31	11	16	10	4	4	6	1	2	3	3	1	0	2	38	65	103
3:15 PM	27	9	9	8	5	3	3	2	0	0	2	1	2	6	36	91	127
3:30 PM	36	12	14	8	2	5	3	0	5	1	3	1	0	4	35	78	113
3:45 PM	41	12	9	7	2	4	3	3	2	2	2	2	2	3	35	81	116
4:00 PM	31	16	11	11	2	6	5	1	2	1	2	1	1	2	42	66	108
4:15 PM	38	14	8	6	7	4	4	1	4	1	3	0	0	4	35	76	111
4:30 PM	37	12	8	7	5	5	4	6	1	1	0	1	3	2	37	71	108
4:45 PM	24	14	9	6	3	3	5	3	2	3	2	2	1	3	39	88	127
5:00 PM	34	10	13	8	7	9	2	2	3	0	1	1	1	3	42	68	110
5:15 PM	37	14	7	7	5	6	3	3	3	1	0	3	1	3	39	82	121

Study Name 1-A1A and Camptown Resort Crossing**Start Date 12/22/2018****Start Time 9:30 AM****Northbound Left from Major**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+	Critical Gaps (4.1 sec)	Follow-up Gaps (2.2 sec)	Total Gaps
9:30 AM	1	2	1	1	1	5	0	1	0	0	0	0	1	13	25	349	374
9:45 AM	7	3	3	4	0	0	0	6	1	3	1	1	2	13	37	339	376
10:00 AM	2	5	1	2	4	2	0	1	0	1	1	2	1	9	29	294	323
10:15 AM	5	2	2	2	2	0	0	0	1	1	0	0	1	13	24	335	359
10:30 AM	1	4	7	2	5	0	4	1	1	3	0	0	0	11	37	308	345
10:45 AM	5	6	3	1	2	1	0	1	2	2	0	2	1	15	35	320	355
11:00 AM	9	5	6	5	2	1	2	1	2	1	1	0	2	11	39	302	341
11:15 AM	9	4	4	1	2	5	1	4	1	4	0	0	0	10	36	284	320
11:30 AM	7	4	3	0	1	3	2	0	2	1	2	1	2	12	33	317	350
11:45 AM	9	2	1	4	1	2	1	2	1	1	2	3	1	10	31	313	344
12:00 PM	12	2	8	4	6	2	2	3	2	2	0	0	2	11	43	296	339
12:15 PM	16	6	6	3	3	1	2	2	1	2	1	1	3	9	40	269	309
12:30 PM	7	5	3	10	2	4	0	4	1	1	1	1	1	11	44	284	328
12:45 PM	10	3	4	3	4	3	0	1	0	1	0	3	0	13	35	301	336
1:00 PM	15	4	11	3	2	1	5	1	0	2	4	1	1	8	42	281	323
1:15 PM	11	6	3	1	1	1	1	1	2	0	0	1	3	13	33	321	354
1:30 PM	15	2	3	2	3	1	3	1	0	2	2	0	1	10	30	291	321
1:45 PM	15	4	4	2	3	2	4	4	0	0	0	3	0	10	35	286	321
2:00 PM	15	9	4	1	1	2	3	0	2	0	2	4	1	8	37	283	320
2:15 PM	6	9	2	2	0	0	5	2	3	0	1	0	1	10	35	311	346
2:30 PM	10	4	3	5	3	0	3	3	1	0	1	1	1	11	36	305	341
2:45 PM	7	5	6	7	6	0	3	2	1	4	0	2	0	11	47	307	354
3:00 PM	11	1	4	1	2	4	1	0	1	0	2	2	0	13	31	299	330
3:15 PM	10	4	4	4	0	2	3	0	2	1	2	0	0	11	33	288	321
3:30 PM	8	4	3	3	3	1	2	1	2	0	0	1	0	14	34	313	347
3:45 PM	20	5	5	4	0	2	2	0	3	4	1	0	2	8	35	271	306
4:00 PM	7	5	5	3	1	1	2	2	2	2	1	1	3	9	37	332	369
4:15 PM	11	7	3	2	6	1	1	2	1	1	1	2	0	12	39	279	318
4:30 PM	8	5	3	1	3	2	5	0	0	5	0	1	1	9	35	341	376
4:45 PM	6	4	2	1	1	2	2	2	1	0	3	3	2	11	34	257	291
5:00 PM	7	0	2	2	2	0	1	3	1	1	0	1	1	15	30	337	367
5:15 PM	12	4	5	2	4	1	1	0	6	0	1	2	0	9	35	277	312

Study Name 1-A1A and Camptown Resort Crossing**Start Date 12/22/2018****Start Time 9:30 AM****Southbound Left from Major**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+	Critical Gaps (4.1 sec)	Follow-up Gaps (2.2 sec)	Total Gaps	
9:30 AM	5	4	3	2	1	0	0	3	1	0	0	0	0	0	13	27	339	366
9:45 AM	3	2	0	4	3	1	0	2	2	0	0	0	2	1	10	27	322	349
10:00 AM	16	1	3	0	1	1	1	0	1	1	1	1	1	3	10	24	314	338
10:15 AM	5	5	1	2	0	3	2	3	0	1	0	1	0	14	31	319	350	
10:30 AM	11	8	2	2	1	3	4	3	1	0	0	1	2	12	39	331	370	
10:45 AM	6	4	0	3	3	2	3	2	2	0	3	1	0	10	32	290	322	
11:00 AM	7	5	3	3	3	1	2	1	0	0	1	1	0	10	29	314	343	
11:15 AM	14	5	8	8	2	1	1	1	0	2	2	2	2	9	43	270	313	
11:30 AM	17	6	3	4	0	2	3	3	1	4	0	1	0	9	36	281	317	
11:45 AM	9	4	3	5	4	1	0	1	0	1	1	1	2	11	34	307	341	
12:00 PM	21	8	3	4	3	2	5	1	1	1	1	2	0	10	41	264	305	
12:15 PM	9	9	4	3	0	7	1	0	1	1	1	2	2	9	38	282	320	
12:30 PM	29	4	6	2	1	3	0	1	4	2	1	0	1	10	34	258	292	
12:45 PM	15	8	3	4	3	0	4	4	4	1	0	1	6	6	44	266	310	
1:00 PM	19	8	7	4	2	5	1	1	4	2	1	2	1	8	45	246	291	
1:15 PM	16	9	5	3	1	4	2	1	2	2	3	1	3	6	41	275	316	
1:30 PM	22	7	8	4	5	3	1	3	1	1	1	0	0	10	44	232	276	
1:45 PM	33	9	5	3	3	1	1	2	2	0	2	2	2	8	39	234	273	
2:00 PM	20	7	7	4	3	2	3	1	4	0	3	2	1	8	45	259	304	
2:15 PM	23	10	6	6	2	3	3	1	0	2	2	0	0	9	44	225	269	
2:30 PM	29	6	6	2	4	3	1	0	2	1	4	2	1	7	39	240	279	
2:45 PM	13	7	3	4	6	3	3	3	1	2	3	2	0	5	42	267	309	
3:00 PM	25	11	6	6	5	4	2	2	2	2	1	2	3	6	51	226	277	
3:15 PM	18	7	4	2	1	2	2	3	2	1	2	2	0	10	38	280	318	
3:30 PM	23	10	9	1	0	0	7	2	2	3	0	5	1	4	43	240	283	
3:45 PM	24	6	3	2	1	3	1	0	0	2	1	2	1	12	33	269	302	
4:00 PM	25	7	5	7	2	2	3	1	0	3	4	0	0	9	43	234	277	
4:15 PM	25	8	7	4	3	2	5	4	2	0	2	0	1	7	45	234	279	
4:30 PM	24	7	5	4	1	1	4	4	1	2	2	3	2	8	44	255	299	
4:45 PM	19	6	3	1	3	3	1	4	3	0	1	2	1	9	36	265	301	
5:00 PM	26	8	4	7	4	0	0	6	5	2	0	3	1	7	45	242	287	
5:15 PM	26	4	5	1	5	3	6	1	1	1	0	2	1	9	39	251	290	

Study Name 1-A1A and Camptown Resort Crossing**Start Date 12/22/2018****Start Time 9:30 AM****Eastbound Right from Minor**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+	Critical Gaps (6.2 sec)	Follow-up Gaps (3.3 sec)	Total Gaps	
9:30 AM	1	2	1	1	1	5	0	1	0	0	0	0	0	1	13	23	216	239
9:45 AM	7	3	3	4	0	0	0	6	1	3	1	1	1	2	13	32	201	233
10:00 AM	2	5	1	2	4	2	0	1	0	1	1	2	1	9	24	175	199	
10:15 AM	5	2	2	2	2	0	0	0	1	1	0	0	0	1	13	21	209	230
10:30 AM	1	4	7	2	5	0	4	1	1	3	0	0	0	0	11	33	177	210
10:45 AM	5	6	3	1	2	1	0	1	2	2	0	2	1	15	30	188	218	
11:00 AM	9	5	6	5	2	1	2	1	2	1	1	0	2	11	32	175	207	
11:15 AM	9	4	4	1	2	5	1	4	1	4	0	0	0	0	10	31	165	196
11:30 AM	7	4	3	0	1	3	2	0	2	1	2	1	2	12	29	188	217	
11:45 AM	9	2	1	4	1	2	1	2	1	1	2	3	1	10	28	186	214	
12:00 PM	12	2	8	4	6	2	2	3	2	2	0	0	2	11	42	163	205	
12:15 PM	16	6	6	3	3	1	2	2	1	2	1	1	3	9	33	152	185	
12:30 PM	7	5	3	10	2	4	0	4	1	1	1	1	1	11	37	158	195	
12:45 PM	10	3	4	3	4	3	0	1	0	1	0	3	0	13	32	175	207	
1:00 PM	15	4	11	3	2	1	5	1	0	2	4	1	1	8	38	159	197	
1:15 PM	11	6	3	1	1	1	1	1	2	0	0	1	3	13	27	192	219	
1:30 PM	15	2	3	2	3	1	3	1	0	2	2	0	1	10	28	172	200	
1:45 PM	15	4	4	2	3	2	4	4	0	0	0	3	0	10	32	167	199	
2:00 PM	15	9	4	1	1	2	3	0	2	0	2	4	1	8	27	165	192	
2:15 PM	6	9	2	2	0	0	5	2	3	0	1	0	1	10	26	183	209	
2:30 PM	10	4	3	5	3	0	3	3	1	0	1	1	1	11	32	180	212	
2:45 PM	7	5	6	7	6	0	3	2	1	4	0	2	0	11	40	172	212	
3:00 PM	11	1	4	1	2	4	1	0	1	0	2	2	0	13	30	173	203	
3:15 PM	10	4	4	4	0	2	3	0	2	1	2	0	0	11	29	169	198	
3:30 PM	8	4	3	3	3	1	2	1	2	0	0	1	0	14	30	187	217	
3:45 PM	20	5	5	4	0	2	2	0	3	4	1	0	2	8	31	155	186	
4:00 PM	7	5	5	3	1	1	2	2	2	2	1	1	3	9	32	196	228	
4:15 PM	11	7	3	2	6	1	1	2	1	1	1	2	0	12	31	163	194	
4:30 PM	8	5	3	1	3	2	5	0	0	5	0	1	1	9	30	202	232	
4:45 PM	6	4	2	1	1	2	2	2	1	0	3	3	2	11	30	149	179	
5:00 PM	7	0	2	2	2	0	1	3	1	1	1	0	1	15	30	202	232	
5:15 PM	12	4	5	2	4	1	1	0	6	0	1	2	0	9	31	159	190	

Study Name 1-A1A and Camptown Resort Crossing**Start Date 12/22/2018****Start Time 9:30 AM****Westbound Right from Minor**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+ 28.00+	Critical Gaps (6.2 sec)	Follow- up Gaps (3.3 sec)	Total Gaps	
9:30 AM	5	4	3	2	1	0	0	3	1	0	0	0	0	0	13	23	211	234
9:45 AM	3	2	0	4	3	1	0	2	2	0	0	0	2	1	10	25	193	218
10:00 AM	16	1	3	0	1	1	1	0	1	1	1	1	1	3	10	23	191	214
10:15 AM	5	5	1	2	0	3	2	3	0	1	0	1	0	14	27	189	216	
10:30 AM	11	8	2	2	1	3	4	3	1	0	0	1	2	12	31	195	226	
10:45 AM	6	4	0	3	3	2	3	2	2	0	3	1	0	10	29	171	200	
11:00 AM	7	5	3	3	3	1	2	1	0	0	1	1	0	10	25	191	216	
11:15 AM	14	5	8	8	2	1	1	1	0	2	2	2	2	9	38	151	189	
11:30 AM	17	6	3	4	0	2	3	3	1	4	0	1	0	9	29	167	196	
11:45 AM	9	4	3	5	4	1	0	1	0	1	1	1	2	11	30	180	210	
12:00 PM	21	8	3	4	3	2	5	1	1	1	1	2	0	10	33	150	183	
12:15 PM	9	9	4	3	0	7	1	0	1	1	1	2	2	9	30	165	195	
12:30 PM	29	4	6	2	1	3	0	1	4	2	1	0	1	10	31	148	179	
12:45 PM	15	8	3	4	3	0	4	4	4	1	0	1	6	6	36	147	183	
1:00 PM	19	8	7	4	2	5	1	1	4	2	1	2	1	8	38	138	176	
1:15 PM	16	9	5	3	1	4	2	1	2	2	3	1	3	6	33	155	188	
1:30 PM	22	7	8	4	5	3	1	3	1	1	1	0	0	10	35	129	164	
1:45 PM	33	9	5	3	3	1	1	2	2	0	2	2	2	8	31	134	165	
2:00 PM	20	7	7	4	3	2	3	1	4	0	3	2	1	8	38	145	183	
2:15 PM	23	10	6	6	2	3	3	1	0	2	2	0	0	9	34	123	157	
2:30 PM	29	6	6	2	4	3	1	0	2	1	4	2	1	7	33	134	167	
2:45 PM	13	7	3	4	6	3	3	3	1	2	3	2	0	5	34	148	182	
3:00 PM	25	11	6	6	5	4	2	2	2	2	1	2	3	6	40	121	161	
3:15 PM	18	7	4	2	1	2	2	3	2	1	2	2	0	10	30	165	195	
3:30 PM	23	10	9	1	0	0	7	2	2	3	0	5	1	4	32	134	166	
3:45 PM	24	6	3	2	1	3	1	0	0	2	1	2	1	12	28	156	184	
4:00 PM	25	7	5	7	2	2	3	1	0	3	4	0	0	9	36	131	167	
4:15 PM	25	8	7	4	3	2	5	4	2	0	2	0	1	7	37	129	166	
4:30 PM	24	7	5	4	1	1	4	4	1	2	2	3	2	8	36	139	175	
4:45 PM	19	6	3	1	3	3	1	4	3	0	1	2	1	9	31	151	182	
5:00 PM	26	8	4	7	4	0	0	6	5	2	0	3	1	7	39	127	166	
5:15 PM	26	4	5	1	5	3	6	1	1	1	0	2	1	9	34	138	172	

Study Name 1-A1A and Camptown Resort Crossing
Start Date 12/22/2018
Through Traffic on Minor

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+	Critical Gaps (6.5 sec)	Follow-up Gaps (4.0 sec)	Total Gaps
9:30 AM	10	8	6	5	3	1	0	2	2	0	1	0	1	12	33	132	165
9:45 AM	12	11	3	8	4	3	1	3	2	4	0	3	3	7	38	102	140
10:00 AM	21	7	6	2	5	3	3	0	1	3	1	4	3	5	36	115	151
10:15 AM	13	6	5	5	5	5	2	3	1	3	0	0	0	11	37	111	148
10:30 AM	16	14	10	5	5	4	4	3	1	3	1	0	1	7	41	85	126
10:45 AM	17	12	9	3	6	4	5	3	2	2	3	2	1	6	43	97	140
11:00 AM	16	11	10	9	7	6	4	3	3	1	1	2	2	3	48	86	134
11:15 AM	27	17	12	6	4	6	4	4	4	3	0	1	1	2	44	68	112
11:30 AM	24	13	10	4	4	7	1	2	1	5	2	0	3	4	40	88	128
11:45 AM	18	10	9	8	5	3	3	0	0	3	4	2	2	5	40	94	134
12:00 PM	34	10	12	9	8	3	6	3	2	4	0	1	0	3	48	68	116
12:15 PM	28	16	15	10	4	2	3	1	1	3	0	1	3	4	40	70	110
12:30 PM	35	14	13	10	2	5	0	3	2	3	1	0	2	4	39	63	102
12:45 PM	27	16	11	3	4	4	3	5	3	0	0	1	2	5	38	80	118
1:00 PM	38	18	17	11	2	7	2	2	3	1	0	0	1	3	47	52	99
1:15 PM	28	17	8	8	1	6	4	3	1	1	1	1	3	3	39	83	122
1:30 PM	39	17	13	5	4	3	2	3	0	3	0	3	0	4	37	61	98
1:45 PM	49	17	7	2	7	4	3	4	1	3	1	2	0	2	35	59	94
2:00 PM	35	15	10	7	3	4	3	1	8	0	2	0	1	2	40	61	101
2:15 PM	37	17	10	4	1	4	3	2	3	0	2	0	2	5	33	70	103
2:30 PM	32	16	9	5	8	4	3	2	2	3	1	1	0	4	40	68	108
2:45 PM	23	15	13	9	11	4	3	1	0	2	2	2	1	3	47	66	113
3:00 PM	36	20	11	10	6	4	2	2	4	1	0	0	1	4	44	54	98
3:15 PM	35	13	4	8	2	1	5	3	1	1	2	2	1	5	34	89	123
3:30 PM	34	17	15	4	3	2	6	4	1	4	1	1	1	2	37	67	104
3:45 PM	42	10	9	12	1	4	6	1	0	3	2	2	0	3	43	66	109
4:00 PM	36	15	11	9	3	4	4	1	1	2	2	1	0	4	40	65	105
4:15 PM	43	13	8	9	7	2	4	1	1	0	1	0	2	4	38	67	105
4:30 PM	31	12	8	12	5	3	5	5	1	1	0	3	0	4	43	68	111
4:45 PM	29	12	7	6	3	5	4	5	5	1	0	1	2	3	41	78	119
5:00 PM	41	19	9	7	10	3	4	2	0	3	2	0	1	3	43	64	107
5:15 PM	40	10	11	3	8	2	6	3	4	1	0	3	1	2	42	68	110

Study Name 1-A1A and Camptown Resort Crossing**Start Date 12/22/2018****Start Time 9:30 AM****Left from Minor**

	2.0 - 4.0	4.0 - 6.0	6.0 - 8.0	8.0 - 10.0	10.0 - 12.0	12.0 - 14.0	14.0 - 16.0	16.0 - 18.0	18.0 - 20.0	20.0 - 22.0	22.0 - 24.0	24.0 - 26.0	26.0 - 28.0	28.00+ 28.00+	Critical Gaps (7.1 sec)	Follow- up Gaps (3.5 sec)	Total Gaps
9:30 AM	10	8	6	5	3	1	0	2	2	0	1	0	1	12	31	148	179
9:45 AM	12	11	3	8	4	3	1	3	2	4	0	3	3	7	38	113	151
10:00 AM	21	7	6	2	5	3	3	0	1	3	1	4	3	5	33	124	157
10:15 AM	13	6	5	5	5	2	3	1	3	0	0	0	0	11	35	125	160
10:30 AM	16	14	10	5	5	4	4	3	1	3	1	0	1	7	36	99	135
10:45 AM	17	12	9	3	6	4	5	3	2	2	3	2	1	6	42	109	151
11:00 AM	16	11	10	9	7	6	4	3	3	1	1	2	2	3	46	88	134
11:15 AM	27	17	12	6	4	6	4	4	4	3	0	1	1	2	43	74	117
11:30 AM	24	13	10	4	4	7	1	2	1	5	2	0	3	4	36	93	129
11:45 AM	18	10	9	8	5	3	3	0	0	3	4	2	2	5	38	104	142
12:00 PM	34	10	12	9	8	3	6	3	2	4	0	1	0	3	44	73	117
12:15 PM	28	16	15	10	4	2	3	1	1	3	0	1	3	4	36	76	112
12:30 PM	35	14	13	10	2	5	0	3	2	3	1	0	2	4	35	67	102
12:45 PM	27	16	11	3	4	4	3	5	3	0	0	1	2	5	35	86	121
1:00 PM	38	18	17	11	2	7	2	2	3	1	0	0	1	3	43	58	101
1:15 PM	28	17	8	8	1	6	4	3	1	1	1	1	3	3	36	89	125
1:30 PM	39	17	13	5	4	3	2	3	0	3	0	3	0	4	33	68	101
1:45 PM	49	17	7	2	7	4	3	4	1	3	1	2	0	2	32	63	95
2:00 PM	35	15	10	7	3	4	3	1	8	0	2	0	1	2	35	66	101
2:15 PM	37	17	10	4	1	4	3	2	3	0	2	0	2	5	30	78	108
2:30 PM	32	16	9	5	8	4	3	2	2	3	1	1	0	4	37	73	110
2:45 PM	23	15	13	9	11	4	3	1	0	2	2	2	1	3	42	72	114
3:00 PM	36	20	11	10	6	4	2	2	4	1	0	0	1	4	38	63	101
3:15 PM	35	13	4	8	2	1	5	3	1	1	2	2	1	5	32	98	130
3:30 PM	34	17	15	4	3	2	6	4	1	4	1	1	1	2	34	75	109
3:45 PM	42	10	9	12	1	4	6	1	0	3	2	2	0	3	41	70	111
4:00 PM	36	15	11	9	3	4	4	1	1	2	2	1	0	4	37	74	111
4:15 PM	43	13	8	9	7	2	4	1	1	0	1	0	2	4	34	70	104
4:30 PM	31	12	8	12	5	3	5	5	1	1	0	3	0	4	40	79	119
4:45 PM	29	12	7	6	3	5	4	5	5	1	0	1	2	3	36	88	124
5:00 PM	41	19	9	7	10	3	4	2	0	3	2	0	1	3	38	70	108
5:15 PM	40	10	11	3	8	2	6	3	4	1	0	3	1	2	40	78	118

Appendix G: Speed Study

Station #: 000000013615
 Site ID: 000000013615
 Loc: A1A, S of Shelter Cove Dr
 Direction: NORTH
 Lane: 1

File: A1A, S of Shelter Cove Dr_NB.prn
 Info: 18-445 MG MTRS
 GPS: 29.51753, -81.14583

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	<80	Total
00:15	0	0	0	0	0	1	0	1	2	1	0	0	0	0	0	5
00:30	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
00:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
Hour Total	0	0	0	0	0	0	1	3	3	3	0	0	0	0	0	13
01:15	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	5
01:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
Hour Total	0	0	0	0	0	0	0	2	8	4	0	0	0	0	0	14
02:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	6
03:15	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
Hour Total	0	0	0	0	0	0	0	1	4	1	1	0	0	0	0	7
04:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
05:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
06:00	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4
Hour Total	0	0	0	0	0	0	0	2	3	3	1	0	0	0	0	9
06:15	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	4
06:30	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
06:45	0	0	0	0	0	1	0	0	2	2	0	0	0	0	0	5
07:00	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	5
Hour Total	0	0	0	0	0	1	1	2	7	4	1	0	0	0	0	16
07:15	0	0	0	0	0	1	0	4	1	1	2	0	0	0	0	9
07:30	0	0	0	0	0	0	0	2	2	2	2	0	1	0	0	9
07:45	0	0	0	0	0	0	0	2	8	2	1	0	0	0	0	13
08:00	0	0	0	0	0	0	0	2	7	6	1	0	0	0	0	16
Hour Total	0	0	0	0	0	1	0	10	18	11	6	0	1	0	0	47
08:15	0	0	0	0	0	0	0	3	8	8	0	0	0	0	0	19
08:30	0	0	0	0	0	0	0	4	11	10	4	0	0	0	0	29
08:45	0	0	0	0	0	0	0	3	11	4	1	0	0	0	0	19
09:00	0	0	0	0	0	0	0	9	8	4	0	0	0	0	0	21
Hour Total	0	0	0	0	0	0	0	19	38	26	5	0	0	0	0	88

Station #: 000000013615
 Site ID: 000000013615
 Loc: A1A, S of Shelter Cove Dr
 Direction: NORTH
 Lane: 1

File: A1A, S of Shelter Cove Dr_NB.prn
 Info: 18-445 MG MTRS
 GPS: 29.51753, -81.14583

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	<80	Total
09:15	0	0	0	0	1	0	2	4	10	1	2	0	0	0	0	20
09:30	0	0	0	0	0	0	0	4	7	6	3	0	0	0	0	20
09:45	0	0	0	0	0	0	1	2	15	11	1	0	0	0	0	30
10:00	0	0	0	0	2	0	0	8	20	7	1	0	0	0	0	38
Hour Total	0	0	0	0	3	0	3	18	52	25	7	0	0	0	0	108
10:15	0	0	0	0	1	7	9	14	16	6	2	0	0	0	0	55
10:30	0	0	0	0	0	1	4	14	20	9	0	0	0	0	0	48
10:45	0	0	2	0	0	0	1	14	25	10	3	1	0	0	0	56
11:00	0	0	0	0	0	0	0	11	23	9	1	0	0	0	0	44
Hour Total	0	0	2	0	1	8	14	53	84	34	6	1	0	0	0	203
11:15	0	0	0	0	0	0	0	9	25	5	2	1	0	0	0	42
11:30	0	0	0	0	0	2	1	11	36	17	0	0	0	0	0	67
11:45	0	0	0	0	0	0	1	15	29	19	4	0	0	0	0	68
12:00	0	0	0	0	0	0	7	11	18	12	2	0	0	0	0	50
Hour Total	0	0	0	0	0	2	9	46	108	53	8	1	0	0	0	227
12:15	0	0	0	0	0	0	1	15	35	16	3	1	0	0	0	71
12:30	0	0	2	0	0	0	2	14	29	14	4	0	0	0	0	65
12:45	0	0	2	2	11	10	5	28	23	11	2	0	0	0	0	94
13:00	0	0	0	0	0	1	0	14	36	18	3	0	1	0	0	73
Hour Total	0	0	4	2	11	11	8	71	123	59	12	1	1	0	0	303
13:15	0	0	0	0	0	2	2	24	40	10	2	0	0	0	0	80
13:30	0	0	0	0	0	8	1	9	37	18	2	1	0	0	0	76
13:45	0	0	0	0	5	0	4	27	47	15	1	1	0	0	0	100
14:00	2	0	0	0	0	0	8	29	49	17	0	0	0	0	0	105
Hour Total	2	0	0	0	5	10	15	89	173	60	5	2	0	0	0	361
14:15	0	0	0	0	0	0	2	22	52	20	2	0	0	0	0	98
14:30	0	0	0	0	0	0	3	20	53	21	6	0	0	0	0	103
14:45	0	0	0	0	0	0	7	33	46	16	1	0	0	0	0	103
15:00	0	1	0	0	2	1	5	25	25	13	3	1	0	0	0	76
Hour Total	0	1	0	0	2	1	17	100	176	70	12	1	0	0	0	380
15:15	0	1	0	1	0	1	1	16	54	23	2	0	0	0	0	99
15:30	0	0	0	0	0	0	0	17	39	17	3	0	0	0	0	76
15:45	0	0	0	0	0	2	4	26	38	18	2	0	0	0	0	90
16:00	0	0	0	0	0	0	6	25	36	15	2	0	0	0	0	84
Hour Total	0	1	0	1	0	3	11	84	167	73	9	0	0	0	0	349
16:15	0	0	0	0	0	0	1	21	42	34	5	0	0	0	0	103
16:30	0	0	0	0	0	2	6	22	58	20	0	0	0	0	0	108
16:45	0	0	0	0	0	0	1	15	39	31	5	0	0	0	0	91
17:00	1	0	0	0	1	3	4	19	35	18	2	0	0	0	1	84
Hour Total	1	0	0	0	1	5	12	77	174	103	12	0	0	0	1	386
17:15	0	0	0	0	2	1	10	21	42	22	2	0	0	0	0	100
17:30	0	0	0	0	0	2	9	18	46	13	1	0	0	0	0	89
17:45	0	0	0	0	0	0	5	45	40	4	1	0	0	0	0	95
18:00	0	0	0	0	0	2	2	13	25	10	2	0	0	0	0	54
Hour Total	0	0	0	0	2	5	26	97	153	49	6	0	0	0	0	338

Station #: 000000013615
 Site ID: 000000013615
 Loc: A1A, S of Shelter Cove Dr
 Direction: NORTH
 Lane: 1

File: A1A, S of Shelter Cove Dr_NB.prn
 Info: 18-445 MG MTRS
 GPS: 29.51753, -81.14583

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	<80	Total
18:15	0	0	0	0	0	1	9	29	27	3	0	0	0	0	0	69
18:30	0	0	0	0	0	0	4	24	18	6	1	0	0	0	0	53
18:45	0	0	1	0	0	3	0	16	14	5	2	0	0	0	0	41
19:00	0	0	0	0	0	3	1	16	22	2	2	0	0	0	0	46
Hour Total	0	0	1	0	0	7	14	85	81	16	5	0	0	0	0	209
19:15	0	0	0	0	0	0	4	13	18	8	2	0	0	0	0	45
19:30	0	0	0	0	0	0	4	16	22	3	0	0	0	0	0	45
19:45	0	0	0	0	0	0	4	13	10	2	1	0	1	0	0	31
20:00	0	0	0	0	0	0	0	7	12	5	2	0	0	0	0	26
Hour Total	0	0	0	0	0	0	12	49	62	18	5	0	1	0	0	147
20:15	0	0	0	0	0	4	0	7	11	2	0	1	0	0	0	25
20:30	0	0	0	0	0	0	3	5	10	5	2	1	0	0	0	26
20:45	0	0	0	0	0	1	2	5	3	4	1	1	0	0	0	17
21:00	0	0	0	0	0	0	1	6	14	7	0	0	0	0	0	28
Hour Total	0	0	0	0	0	5	6	23	38	18	3	3	0	0	0	96
21:15	0	0	0	0	0	1	0	6	14	4	0	0	0	0	0	25
21:30	0	0	0	0	0	0	0	4	8	8	0	0	0	0	0	20
21:45	0	0	0	0	0	0	1	2	9	4	1	0	0	0	0	17
22:00	0	0	0	0	0	0	0	2	3	10	4	0	0	0	0	19
Hour Total	0	0	0	0	0	1	3	15	41	20	1	0	0	0	0	81
22:15	0	0	0	0	0	0	0	3	6	2	1	0	0	0	0	12
22:30	0	0	0	0	0	0	0	2	3	4	0	0	1	0	0	10
22:45	0	0	0	0	0	0	0	4	6	2	1	0	0	0	0	13
23:00	0	0	0	0	0	1	0	3	6	3	0	0	0	0	0	13
Hour Total	0	0	0	0	0	1	0	12	21	11	2	0	1	0	0	48
23:15	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	8
23:30	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5
23:45	0	0	0	0	0	0	1	0	2	3	1	0	0	0	0	7
24:00	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	7
Hour Total	0	0	0	0	0	0	1	1	12	10	3	0	0	0	0	27
DAY TOTAL	3	2	7	3	25	61	153	865	1549	671	113	9	4	0	1	3466
PERCENTS	0.1%	0.1%	0.2%	0.1%	0.7%	1.8%	4.4%	25.0%	44.7%	19.4%	3.3%	0.3%	0.1%	0.0%	0.0%	100.0%

Station #: 000000013615
Site ID: 000000013615
Loc: A1A, S of Shelter Cove Dr
Direction: NORTH
Lane: 1

File: A1A, S of Shelter Cove Dr_NB.prn
Info: 18-445 MG MTRS
GPS: 29.51753, -81.14583

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	<80	Total
------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-------

Statistical Information...

15th Percentile Speed
41.6 mph

85th Percentile Speed
52.1 mph

Median Speed
47.0 mph

Average Speed
46.7 mph

10 MPH Pace Speed
40 mph to 50 mph
2414 vehicles in pace
Representing 69.7% of the total vehicles

Vehicles > 45 MPH
2346
67.8%

Station #: 000000013615
Site ID: 000000013615
Loc: A1A, S of Shelter Cove Dr
Direction: NORTH
Lane: 1

File: A1A, S of Shelter Cove Dr_NB.prn
Info: 18-445 MG MTRS
GPS: 29.51753, -81.14583

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 <80 Total

=====
GRAND TOTAL 3 7 25 153 1549 113 4 1 3466
2 3 61 865 671 9 0

PERCENTS 0.1% 0.1% 0.2% 0.1% 0.7% 1.8% 4.4% 25.0% 44.7% 19.4% 3.3% 0.3% 0.1% 0.0% 0.0% 100.0%

Station #: 000000008692
 Site ID: 000000008692
 Loc: A1A, S of Shelter Cove Dr
 Direction: SOUTH
 Lane: 1

File: A1A, S of Shelter Cove Dr_SB.prn
 Info: 18-445 MG MTRS
 GPS: 29.51753, -81.14583

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	<80	Total
00:15	0	0	0	0	0	0	0	3	3	1	1	0	0	0	0	8
00:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4
Hour Total	0	0	0	0	0	0	0	4	7	3	1	0	0	0	0	15
01:15	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	3
01:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour Total	0	0	0	0	0	0	0	0	2	2	1	1	2	0	0	8
02:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour Total	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	6
03:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
04:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
05:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
06:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
Hour Total	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	8
06:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
06:45	0	0	0	0	0	1	1	1	3	2	0	0	0	0	0	8
07:00	0	0	0	0	0	0	1	1	3	2	0	0	0	0	0	7
Hour Total	0	0	0	0	0	0	1	2	2	9	5	2	0	0	0	21
07:15	0	0	0	0	0	0	0	2	6	0	2	1	0	0	0	11
07:30	0	0	0	0	0	0	1	0	6	2	1	0	1	0	0	11
07:45	0	0	0	0	0	1	1	1	4	1	4	0	0	0	0	12
08:00	0	0	0	0	0	0	0	0	3	8	9	2	1	0	0	23
Hour Total	0	0	0	0	0	1	2	6	24	12	9	2	1	0	0	57
08:15	0	0	0	0	0	0	1	4	9	6	1	0	0	0	0	21
08:30	0	0	0	0	0	0	0	2	6	5	4	1	0	0	0	18
08:45	0	0	0	0	0	0	0	2	6	12	4	0	0	0	0	24
09:00	0	0	0	0	0	0	0	8	10	10	3	1	0	0	0	32
Hour Total	0	0	0	0	0	0	1	16	31	33	12	2	0	0	0	95

Station #: 000000008692
 Site ID: 000000008692
 Loc: A1A, S of Shelter Cove Dr
 Direction: SOUTH
 Lane: 1

File: A1A, S of Shelter Cove Dr_SB.prn
 Info: 18-445 MG MTRS
 GPS: 29.51753, -81.14583

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	<80	Total
09:15	0	0	0	0	0	0	2	8	6	3	4	1	0	0	0	24
09:30	0	0	0	0	0	0	0	7	13	8	2	0	0	0	0	30
09:45	0	0	0	0	0	0	0	5	13	9	5	0	0	0	0	32
10:00	0	0	0	0	0	0	0	6	18	19	3	0	0	0	0	46
Hour Total	0	0	0	0	0	0	2	26	50	39	14	1	0	0	0	132
10:15	0	0	0	0	0	0	0	5	15	10	4	0	0	0	0	34
10:30	0	0	0	0	0	0	0	9	12	12	0	2	0	0	0	35
10:45	0	0	0	0	0	0	3	12	16	13	4	0	0	0	0	48
11:00	0	0	0	0	0	0	1	4	16	22	4	0	0	0	0	47
Hour Total	0	0	0	0	0	0	4	30	59	57	12	2	0	0	0	164
11:15	0	0	0	0	0	1	1	11	21	17	4	0	0	0	0	55
11:30	0	0	0	0	0	0	1	10	32	14	0	0	0	0	0	57
11:45	0	0	0	0	0	0	2	6	26	12	2	1	0	0	0	49
12:00	0	0	0	0	0	0	1	11	21	14	6	1	0	0	0	54
Hour Total	0	0	0	0	0	0	1	5	38	100	57	12	2	0	0	215
12:15	0	0	0	0	0	0	0	4	23	27	3	1	0	0	0	58
12:30	0	0	0	0	0	0	2	0	10	27	23	7	0	0	0	69
12:45	0	0	0	0	0	0	0	4	14	26	18	1	0	0	0	63
13:00	0	0	0	0	0	0	0	0	5	27	18	7	0	0	0	57
Hour Total	0	0	0	0	0	0	2	4	33	103	86	18	1	0	0	247
13:15	0	0	0	0	0	0	0	5	16	37	10	2	0	0	0	70
13:30	0	0	0	0	0	0	0	0	5	26	19	2	0	0	0	52
13:45	0	0	0	0	0	0	1	7	29	18	0	0	0	0	0	55
14:00	0	0	0	0	0	0	0	6	16	23	11	3	0	0	0	59
Hour Total	0	0	0	0	0	0	0	12	44	115	58	7	0	0	0	236
14:15	0	0	0	0	0	1	3	20	32	17	2	1	0	0	0	76
14:30	0	0	0	0	0	0	1	12	23	15	0	1	0	0	0	52
14:45	0	1	0	0	0	0	0	6	23	16	6	0	0	0	0	52
15:00	1	0	0	0	0	0	0	1	6	17	32	4	0	0	0	61
Hour Total	1	1	0	0	0	0	1	5	44	95	80	12	2	0	0	241
15:15	0	1	0	0	0	1	1	9	24	15	5	1	0	0	0	57
15:30	0	0	0	0	0	0	0	12	23	17	2	0	0	0	0	54
15:45	0	0	0	0	0	0	0	12	28	14	6	0	0	0	0	60
16:00	0	0	0	0	0	0	0	17	29	18	5	0	0	0	0	69
Hour Total	0	1	0	0	0	0	1	1	50	104	64	18	1	0	0	240
16:15	0	0	0	0	0	0	0	6	34	14	2	1	0	0	0	57
16:30	0	0	0	0	0	0	1	3	25	25	6	0	0	0	0	60
16:45	0	0	0	0	0	0	2	3	23	15	6	2	0	0	0	51
17:00	1	0	0	0	0	0	0	6	10	23	9	5	0	0	0	54
Hour Total	1	0	0	0	0	0	0	9	22	105	63	19	3	0	0	222
17:15	0	0	0	0	1	1	4	5	20	7	4	1	0	0	0	43
17:30	0	0	0	0	0	0	4	14	21	16	1	0	0	0	0	56
17:45	0	0	0	0	0	0	6	12	35	8	2	1	0	0	0	64
18:00	0	0	0	0	0	1	0	9	23	13	1	0	0	0	0	47
Hour Total	0	0	0	0	0	1	2	14	40	99	44	8	2	0	0	210

Station #: 000000008692
 Site ID: 000000008692
 Loc: A1A, S of Shelter Cove Dr
 Direction: SOUTH
 Lane: 1

File: A1A, S of Shelter Cove Dr_SB.prn
 Info: 18-445 MG MTRS
 GPS: 29.51753, -81.14583

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	<80	Total
18:15	0	0	0	0	0	0	0	6	14	10	3	0	0	0	0	33
18:30	0	0	0	0	0	0	0	7	18	11	2	0	0	0	0	38
18:45	0	0	0	0	0	0	2	5	8	7	1	0	0	0	0	23
19:00	0	0	0	0	0	0	0	3	13	7	1	1	0	0	0	25
Hour Total	0	0	0	0	0	0	2	21	53	35	7	1	0	0	0	119
19:15	0	0	0	0	0	0	0	3	6	6	1	1	0	0	0	17
19:30	0	0	0	0	0	0	1	4	14	6	1	1	0	0	0	27
19:45	0	0	0	0	0	0	2	5	6	2	0	0	0	0	0	15
20:00	0	0	0	0	0	0	0	0	4	12	9	0	0	0	0	25
Hour Total	0	0	0	0	0	0	3	16	38	23	2	2	0	0	0	84
20:15	0	0	0	0	0	0	0	5	6	4	2	0	0	0	0	17
20:30	0	0	0	0	0	0	0	4	8	7	3	0	0	0	0	22
20:45	0	0	0	0	0	0	0	2	5	6	3	0	0	0	0	16
21:00	0	0	0	0	0	0	0	3	7	4	6	0	0	0	0	20
Hour Total	0	0	0	0	0	0	0	14	26	21	14	0	0	0	0	75
21:15	0	0	0	0	0	0	5	1	9	7	1	0	0	0	0	23
21:30	0	0	0	0	0	0	0	0	4	8	1	0	0	0	0	13
21:45	0	0	0	0	0	0	0	2	4	7	1	0	0	0	0	14
22:00	0	0	0	0	0	0	0	1	3	4	5	0	0	0	0	13
Hour Total	0	0	0	0	0	0	5	4	20	26	8	0	0	0	0	63
22:15	0	0	0	0	0	0	0	4	5	7	2	0	0	0	0	18
22:30	0	0	0	0	0	1	2	0	6	5	1	0	0	0	0	15
22:45	0	0	0	0	0	0	0	2	6	2	0	1	0	0	0	11
23:00	0	0	0	0	0	0	1	1	9	6	0	0	0	0	0	17
Hour Total	0	0	0	0	0	1	3	7	26	20	3	1	0	0	0	61
23:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
23:30	0	0	0	0	0	0	1	0	3	3	1	0	0	0	0	8
23:45	0	0	0	0	0	0	0	2	2	3	0	2	0	0	0	9
24:00	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	7
Hour Total	0	0	0	0	0	0	1	2	15	12	1	2	0	0	0	33
DAY TOTAL	2	2	0	0	1	10	75	423	1090	743	181	27	2	0	0	2556
PERCENTS	0.1%	0.1%	0.0%	0.0%	0.0%	0.4%	2.9%	16.5%	42.6%	29.1%	7.1%	1.1%	0.1%	0.0%	0.0%	100.0%

Station #: 000000008692
Site ID: 000000008692
Loc: A1A, S of Shelter Cove Dr
Direction: SOUTH
Lane: 1

File: A1A, S of Shelter Cove Dr_SB.prn
Info: 18-445 MG MTRS
GPS: 29.51753, -81.14583

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	<80	Total
------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-------

Statistical Information...

15th Percentile Speed
43.5 mph

85th Percentile Speed
53.8 mph

Median Speed
48.5 mph

Average Speed
48.6 mph

10 MPH Pace Speed
45 mph to 55 mph
1833 vehicles in pace
Representing 71.8% of the total vehicles

Vehicles > 45 MPH
2043
80.0%

Station #: 000000008692
Site ID: 000000008692
Loc: A1A, S of Shelter Cove Dr
Direction: SOUTH
Lane: 1

File: A1A, S of Shelter Cove Dr_SB.prn
Info: 18-445 MG MTRS
GPS: 29.51753, -81.14583

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	<80	Total
------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-------

GRAND TOTAL	2	0	1	75	1090	181	2	0	0	2556
	2	0	10	423	743	27	0	0		

PERCENTS	0.1%	0.1%	0.0%	0.0%	0.4%	2.9%	16.5%	42.6%	29.1%	7.1%	1.1%	0.1%	0.0%	0.0%	100.0%
----------	------	------	------	------	------	------	-------	-------	-------	------	------	------	------	------	--------

Appendix H: Lighting Justification Report

TASK 15 - LIGHTING JUSTIFICATION REPORT

SR A1A

FROM SOUTH OF OCEAN MARINA DRIVE TO LUTA LANE

FLAGLER COUNTY

The official record of this document is the electronic file digitally signed and sealed under Rule 61G15-23.004, F.A.C.

Prepared by:

Bharathi Chigurupati, P.E.

Date:

May 2019

Fl License No.:

84860

Firm Name:

DRMP, Inc.

Firm Address:

941 Lake Baldwin Lane

City, State, Zip Code:

Orlando, FL, 32814

Certificate of Authorization:

2648

Pages:

1 thru 20

This Document has been digitally signed and sealed by:

Printed Copies of this document are not considered signed and sealed.
The signature must be verified on the electronic documents.

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Figure 1: Project Location Map.....	4
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Appendix A - Turning Movement Counts

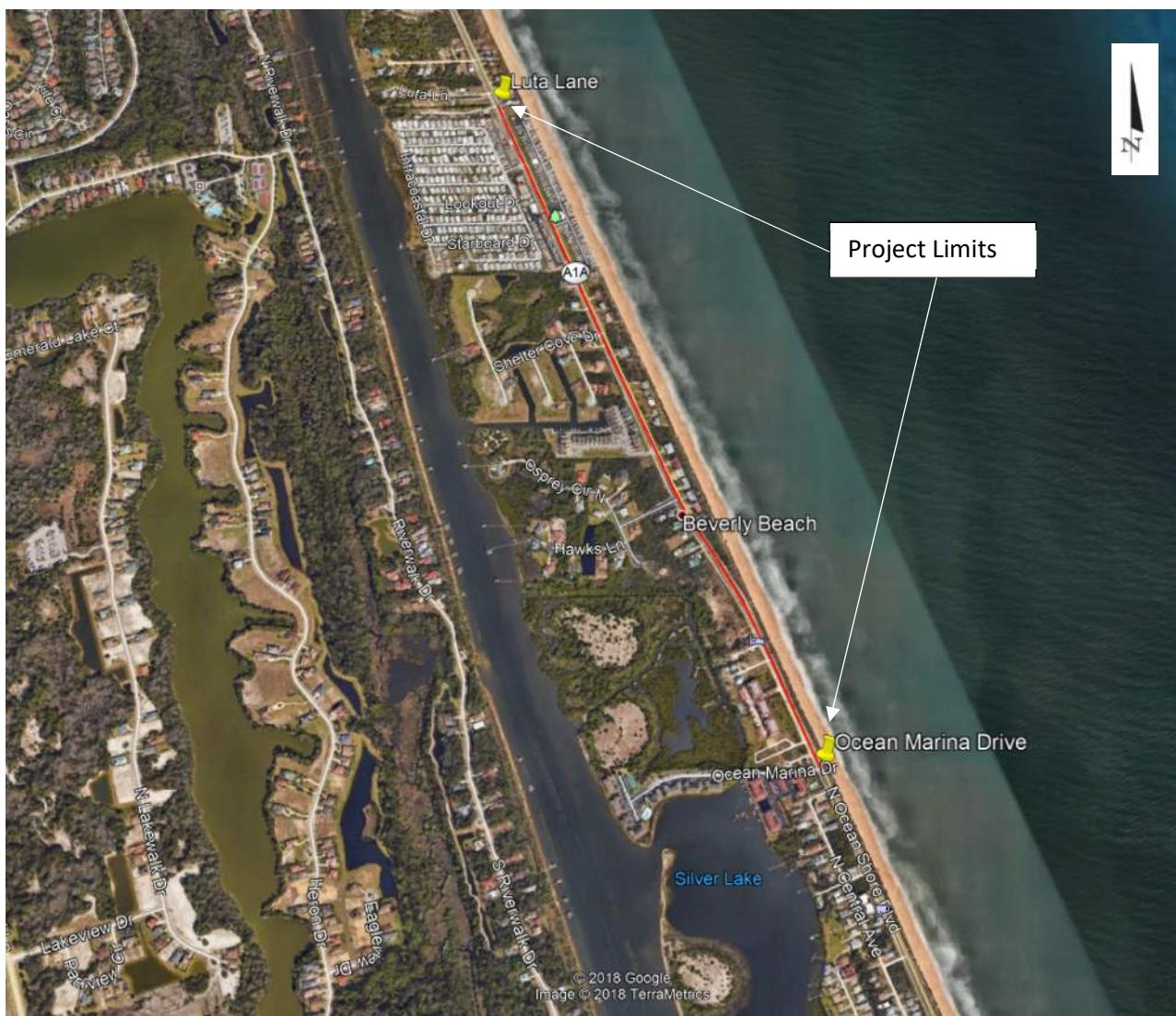
Appendix B - Crash Data (2013-2018)

SECTION 1.0 INTRODUCTION

DRMP, Inc. has been authorized to prepare a Lighting Justification Report (LJR) for SR A1A from south of Ocean Marina Drive to Luta Lane. The project is approximately 1.14 miles.

DRMP, Inc. has performed a lighting justification warrant analysis report for SR A1A in Flagler County, Florida. A location map is included in **Figure 1**. As part of the justification and warrant analysis, the geometric, operational, and environmental factors, as well as the ratio of night and day crash rates were evaluated utilizing the procedures developed in the August 2012 FHWA Lighting Handbook which utilizes the Transportation Association of Canada (TAC) Guide for the Design of Roadway Lighting (27) (TAC (27)) warranting system. This was done to analyze the night-time visual information needs in order to determine if complete roadway lighting is warranted and justified. The procedure is in accordance with the requirements of the Manual on Uniform Traffic Studies (MUTS-2016 Edition). The roadway was also analyzed utilizing the format set forth in the Roadway Lighting Design Guide 2005, established by the American Association of State Highway and Transportation Officials (AASHTO). The report analyzed the Average Annual Daily Traffic (AADT) and the night-to-day crash rates to determine if a complete roadway lighting system is warranted and justified.

Figure 1: Project Location Map



SECTION 2.0 ROADWAY LIGHTING WARRANT ANALYSIS

SECTION 2.1 – AASHTO WARRANTS

AASHTO'S Roadway Lighting Design Guide 2005 does not establish specific warrants for the installation of roadway lighting on conventional arterial roadways or highways. However, AASHTO does state that lighting should be applied on roadways where there is an anticipated increased in vehicular and pedestrian traffic.

SECTION 2.2 – TAC (27) WARRANTING SYSTEM

The TAC (27) Warranting System is an analytical approach to warranting lighting. It goes through several factors of an existing road to determine whether lighting is warranted. The factors are each weighted accordingly and then totaled. A total score of 60 warrants roadway lighting. SR A1A was analyzed using the night-to-day crash ratio determined from existing crash data and volumes.

The following is the summary of the factors used for evaluation the SR A1A corridor:

Geometric Factors

Geometric conditions of a roadway facility determine the driving task and the necessary information needed to perform the task safely and efficiently. Included in the geometric factors are the number of lanes, lane widths, median openings per mile, curb cuts, curves, grades, sight distance, and on-street parking.

SR A1A is a two-lane facility without a median, with lane widths of 11 feet and 5 feet paved shoulder on both sides of the road and an 8 foot shared use path on the west side of SR A1A. SR A1A has a passing zone restriction for the northbound traffic starting approximately 600' north of Ocean Marina Drive to north of Osprey Drive and from just south of Shelter Cove Drive to Luta Lane. For the southbound traffic, there is a passing zone restriction from Luta Lane to south of Shelter Cove Drive and from approximately 700 feet south of Osprey Drive to 1200 feet south of Ocean Marina Drive. The horizontal curves are less than 3°, grades up to <3%, the sight distance throughout the project was more than 689' and there is no on-street parking.

There is one mid-block crossing serving the residential properties on the west side and a convenience store on the east side approximately 1070 feet south of Luta Lane.

There are four Beach Walkover points within the project limits that allow access for the pedestrians to the beach from SR A1A. These locations are shown in the aerial map in **Appendix A**.

Operational Factors

The operational factors are evaluated to provide an indication of how well the facility operates to satisfy its intended function. Included in the operational factors are the number of signals, left turn lanes at intersections, median widths, operating speed and pedestrian traffic at night.

The existing conditions consist of no signalized intersections and a posted speed of 45 mph. Turning Movement Counts (TMC) were collected on December 22nd, 2018 at the existing mid-

block crossing and three other proposed beach walkover points. The TMC and the existing mid-block and proposed beach walkover locations are included in **Appendix A**. The pedestrian traffic was low at all four locations; however, the pedestrian traffic was assumed to be medium (between 50-75 pedestrians per day) due to the existing shared-use path, proximity to the beach and residential properties.

Environmental Factors

The environmental factors are evaluated to consider their effects on night-time driving. Included in the environmental factors are the percent and type of development, setback distances, ambient lighting and raised curb median.

The existing corridor mainly consists of private residential properties, apartment complexes along with a few Inns and commercial businesses. There are overhead electric lines on the east side of SR A1A. There is sporadic lighting within the project limits serving the apartment complexes and commercial properties. The existing lighting provides minimal spill over SR A1A.

Per the Florida Fish and Wildlife Conservation Commission (FWC) program – Florida Statewide Nesting Beach Survey, the beach adjacent to the project limits along SR A1A has sea turtle nesting. If lighting is proposed along this corridor, FWC Sea Turtle Lighting Guidelines need to be followed to eliminate impacts to sea turtle nesting beaches.

Crash Rates

Desirably, the result of improving the night-time driving environment is to reduce the night crash rate and potential for crashes. Therefore, historical night-crash analysis serves as a means of determining the need for fixed roadway lighting. This analysis evaluates the ratio of night-to-day crashes.

Crash rates for this study were determined from crash history reports obtained from Signal Four Analytics for a five-year span from 2013-2018. These reports were reviewed; night and day crash data were tabulated to come up with the number of crashes per year in each category. (See **Appendix B** for the detailed crash data).

The Annual Average Daily Traffic (AADT) volumes were obtained from historical AADT data from the Florida Department of Transportation for the same years the crash data was obtained. The crash rate for day and night traffic was calculated by using the following formula:

$$\text{Crash Rate} = ((\text{Night or Day}) \text{ Accidents per Year} \times 1,000,000) / (\text{Project Length in Miles} \times \text{AADT} \times \% \text{AADT} (\text{Night or Day}) \times 365 \text{ day / year} \times \# \text{ Years of Data})$$

The crash rates for night traffic were divided by the crash rates for the day traffic to come up with the ratio of night-to-day crash rate. Since there were no crashes during night time in the five-year period, the Night-to-Day Collision Ratio was 0. The result of the evaluation of these factors is summarized on the following **Figure 2**. The evaluation total for this study is **45.96** points.

Figure 2: Lighting Geometric and Operational Factors

LIGHTING GEOMETRIC AND OPERATIONAL FACTORS								Form 750-020-20 TRAFFIC ENGINEERING 10/15	
Item No.	Classification Factor	Rating Factor "R"					Weight "W"	Enter "R" Here	Score "R"x"W"
		1	2	3	4	5			
Geometric Factors (See Note 6)									
1	Number of Lanes	≤4	5	6	7	≥8	0.15	1	0.15
2	Lane Width (ft.)	>11.8	11.2 to 11.8	10.5 to 11.2	9.8 to 10.5	<9.8	0.35	1	0.35
3	Median Openings/mile	<4 or 1-way	4 to 8	8 to 12	12 to 15	>15 or No Median	1.40	5	7
4	Driveways and Entrances/mile	<32	32 to 64	64 to 97	97 to 129	>129	1.40	1	1.4
5	Horizontal Curve Radius (ft.)	>1969	1476 to 1969	738 to 1476	574 to 738	<574	5.90	1	5.9
6	Vertical Grades (%)	<3	3 to 4	4 to 5	5 to 7	>7	0.35	1	0.35
7	Sight Distance (ft.)	>689	492 to 689	295 to 492	197 to 295	<197	0.15	1	0.15
8	Parking	Prohibited	Loading	Off Peak	One Side	Both Sides	0.10	1	0.1
								Subtotal Geometric Factors	15.4 G
Operational Factors									
9	Signalized Intersections (%)	80 to 100	70 to 80	60 to 70	50 to 60	0 to 50	0.15	5	0.75
10	Left Turn Lane	All Major Intersections or 1-way	Substantial Number of Major Intersections	Most Major Intersections	Half of the Intersections	Infrequent Number or TWTL (See Notes 1 & 3)	0.70	5	3.5
11	Median Width (ft.)	> 32	20 to 32	10 to 20	4 to 10	0 to 4	0.35	5	1.75
12	Operating or Posted Speed (mph) (See Note 5)	≤ 25	30	35	45	≥50	0.60	4	2.4
13	Pedestrian Activity Level (See Note 2)			Low	Medium	High	3.15	4	12.6
								Subtotal Environmental Factors	21 O
Environmental Factors									
14	Percentage of Development Adjacent to Road (%) (See Note 4)	nil	nil to 30	30 to 60	60 to 90	>90	0.15	2	0.3
15	Area Classification	Rural	Industrial	Residential	Commercial	Downtown	0.15	3	0.45
16	Distance from Development to Roadway (ft) (See Note 4)	>200	150 to 200	100 to 150	50 to 100	<50	0.15	1	0.15
17	Ambient (off Roadway) Lighting	Nil	Sparse	Moderate	Distracting	Intense	1.38	2	2.76
18	Raised Curb Median	None	Continuous	At All Intersections (100%)	At Most Intersections (51% to 99%)	At Few Intersections (≤50%) (See Note 7)	0.35	1	0.35
								Subtotal Environmental Factors	4.01 E
Collision Factors									
19	Night-to-Day Collision Ratio	<1	1.0 to 1.2	1.2 to 1.5	1.5 to 2.0	>2.0 (See Note 1)	5.55	1	5.55
								Subtotal Collision Factors	5.55 A

Notes: 1 Lighting Warranted

2 Pedestrian Activity Level

3 Two Way Left Turn Lane

4 Development defined as Commercial, Industrial or Residential Buildings

5 85th Percentile night speed should be used if available, otherwise posted Speed Limit shall be used

6 Worst case geometric factors for a segment of roadway shall apply

7 Also includes isolated medians (non-continuous) between intersections

G + O + E + A = Total Warranting Points 45.96

Warranting Condition 60.00

Difference ± -14.04 D

SECTION 3.0 CONCLUSION AND RECOMMENDATION

Both the AASHTO and TAC (27) warrants were used to analyze the SR A1A corridor from south of Ocean Marina Drive to Luta Lane in Flagler County.

The warrants were described earlier in the report. As stated in the report, AASHTO does not have specific warrants to justify lighting on an arterial roadway. However, it does state that lighting should be applied when traffic and pedestrian volumes are expected to increase which would be the case for SR A1A. The TAC (27) warrant method of warranting roadway lighting yielded a value of 46.11 which is below the required 60 to warrant roadway lighting. There were no night time crashes in the past five years to calculate NPV to justify lighting within the project limits. Lighting the SR A1A corridor within the project limits is not recommended.

Since there is an existing shared-use path, and a mid-block crossing serving the residential properties on the west side and a convenience store on the east side approximately 1070 feet south of Luta Lane, we recommend lighting for this crosswalk and the four beach walkover points meeting the latest FDOT horizontal and vertical pedestrian criteria levels. The proposed lighting should follow the Flagler County recommendations and FWC Sea Turtle Lighting Guidelines for to eliminate impacts to the sea turtles.

APPENDIX A – Turning Movement Counts



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
10

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
LeBlanca 1/29/2019 5:09:16 PM G:\15-225\TW021 Beverly Beach\Transportation\Design\trafops\Locations01.dgn

BEVERLY BEACH COUNT LOCATIONS	SHEET NO.
	1

Peggy Malone & Associates
(888) 247-8602

File Name : TM1-A1A and Camptown Resort Crossing
Site Code : 00000000
Start Date : 12/22/2018
Page No : 1

Groups Printed- Combined

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					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	
09:30 AM	0	29	0	1	30	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	63
09:45 AM	0	46	0	0	46	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	87
Total	0	75	0	1	76	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	150
10:00 AM	0	35	0	5	40	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	101
10:15 AM	0	33	0	0	33	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	75
10:30 AM	0	49	0	2	51	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	109
10:45 AM	0	48	0	0	48	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	93
Total	0	165	0	7	172	0	0	0	0	0	0	206	0	0	206	0	0	0	0	0	378
11:00 AM	0	53	0	2	55	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	94
11:15 AM	0	58	0	0	58	0	0	0	0	0	0	70	0	0	70	0	0	0	0	0	128
11:30 AM	0	47	0	2	49	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	117
11:45 AM	0	49	0	0	49	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	102
Total	0	207	0	4	211	0	0	0	0	0	0	230	0	0	230	0	0	0	0	0	441
12:00 PM	0	59	0	0	59	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	134
12:15 PM	0	70	0	0	70	0	0	0	0	0	0	63	0	0	63	0	0	0	0	0	133
12:30 PM	0	61	0	0	61	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	156
12:45 PM	0	53	0	1	54	0	0	0	0	0	0	79	0	0	79	0	0	0	0	0	133
Total	0	243	0	1	244	0	0	0	0	0	0	312	0	0	312	0	0	0	0	0	556
01:00 PM	0	69	0	0	69	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	150
01:15 PM	0	52	0	6	58	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	132
01:30 PM	0	54	0	0	54	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	153
01:45 PM	0	66	0	0	66	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	169
Total	0	241	0	6	247	0	0	0	0	0	0	357	0	0	357	0	0	0	0	0	604
02:00 PM	0	68	0	1	69	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	167
02:15 PM	0	49	0	1	50	0	0	0	0	0	0	107	0	0	107	0	0	0	0	0	157
02:30 PM	0	53	0	2	55	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	159
02:45 PM	0	61	0	0	61	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	133
Total	0	231	0	4	235	0	0	0	0	0	0	381	0	0	381	0	0	0	0	0	616
03:00 PM	0	52	0	0	52	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	152
03:15 PM	0	57	0	0	57	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	132
03:30 PM	0	53	0	8	61	0	0	0	0	0	0	89	0	0	89	0	0	0	0	0	150
03:45 PM	0	69	0	0	69	0	0	0	0	0	0	82	0	0	82	0	0	0	0	0	151
Total	0	231	0	8	239	0	0	0	0	0	0	346	0	0	346	0	0	0	0	0	585
04:00 PM	0	53	0	1	54	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	157
04:15 PM	0	59	0	2	61	0	0	0	0	0	0	109	0	0	109	0	0	0	0	0	170
04:30 PM	0	51	0	0	51	0	0	0	0	0	0	86	0	0	86	0	0	0	0	0	137
04:45 PM	0	47	0	0	47	0	0	0	0	0	0	85	0	0	85	0	0	0	0	0	132
Total	0	210	0	3	213	0	0	0	0	0	0	383	0	0	383	0	0	0	0	0	596
05:00 PM	0	43	0	0	43	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	142
05:15 PM	0	54	0	2	56	0	0	0	0	0	0	88	0	0	88	0	0	0	0	0	144
Grand Total	0	1700	0	36	1736	0	0	0	0	0	0	2476	0	0	2476	0	0	0	0	0	4212
Apprch %	0	97.9	0	2.1		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
Total %	0	40.4	0	0.9	41.2	0	0	0	0	0	0	58.8	0	0	58.8	0	0	0	0	0	

Peggy Malone & Associates
(888) 247-8602

File Name : TM1-A1A and Camptown Resort Crossing
Site Code : 00000000
Start Date : 12/22/2018
Page No : 2

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	53	0	2	55	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	94
11:15 AM	0	58	0	0	58	0	0	0	0	0	0	70	0	0	70	0	0	0	0	0	128
11:30 AM	0	47	0	2	49	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	117
11:45 AM	0	49	0	0	49	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	102
Total Volume	0	207	0	4	211	0	0	0	0	0	0	230	0	0	230	0	0	0	0	0	441
% App. Total	0	98.1	0	1.9		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.892	.000	.500	.909	.000	.000	.000	.000	.000	.000	.821	.000	.000	.821	.000	.000	.000	.000	.000	.861
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:45 PM																					
01:45 PM	0	66	0	0	66	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	169
02:00 PM	0	68	0	1	69	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	167
02:15 PM	0	49	0	1	50	0	0	0	0	0	0	107	0	0	107	0	0	0	0	0	157
02:30 PM	0	53	0	2	55	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	159
Total Volume	0	236	0	4	240	0	0	0	0	0	0	412	0	0	412	0	0	0	0	0	652
% App. Total	0	98.3	0	1.7		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.868	.000	.500	.870	.000	.000	.000	.000	.000	.000	.963	.000	.000	.963	.000	.000	.000	.000	.000	.964

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File Name : TM2-A1A and Town Hall Crossing
Site Code : 00000000
Start Date : 12/22/2018
Page No : 1

Groups Printed- Combined

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					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	
09:30 AM	0	30	0	0	30	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	63
09:45 AM	0	46	0	0	46	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	85
Total	0	76	0	0	76	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	148
10:00 AM	0	34	0	0	34	0	0	0	0	0	0	55	0	0	55	0	0	0	0	0	89
10:15 AM	0	33	0	0	33	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	76
10:30 AM	0	49	0	0	49	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	106
10:45 AM	0	49	0	0	49	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	94
Total	0	165	0	0	165	0	0	0	0	0	0	200	0	0	200	0	0	0	0	0	365
11:00 AM	0	52	0	0	52	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	91
11:15 AM	0	61	0	0	61	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	129
11:30 AM	0	47	0	0	47	0	0	0	0	0	0	66	0	0	66	0	0	0	0	0	113
11:45 AM	0	52	0	0	52	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	103
Total	0	212	0	0	212	0	0	0	0	0	0	224	0	0	224	0	0	0	0	0	436
12:00 PM	0	59	0	0	59	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	134
12:15 PM	0	71	0	0	71	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	133
12:30 PM	0	64	0	0	64	0	0	0	0	0	0	89	0	0	89	0	0	0	0	0	153
12:45 PM	0	55	0	0	55	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	132
Total	0	249	0	0	249	0	0	0	0	0	0	303	0	0	303	0	0	0	0	0	552
01:00 PM	0	71	0	1	72	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	153
01:15 PM	0	52	0	0	52	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	125
01:30 PM	0	54	0	0	54	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	155
01:45 PM	0	63	0	0	63	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	164
Total	0	240	0	1	241	0	0	0	0	0	0	356	0	0	356	0	0	0	0	0	597
02:00 PM	0	73	0	1	74	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	172
02:15 PM	0	50	0	2	52	0	0	0	0	0	0	106	0	0	106	0	0	0	0	0	158
02:30 PM	0	53	0	0	53	0	0	0	0	0	0	106	0	0	106	0	0	0	0	0	159
02:45 PM	0	63	0	1	64	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	139
Total	0	239	0	4	243	0	0	0	0	0	0	385	0	0	385	0	0	0	0	0	628
03:00 PM	0	53	0	0	53	0	0	0	0	0	0	97	0	0	97	0	0	0	0	0	150
03:15 PM	0	57	0	0	57	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	131
03:30 PM	0	56	0	0	56	0	0	0	0	0	0	90	0	0	90	0	0	0	0	0	146
03:45 PM	0	69	0	1	70	0	0	0	0	0	0	82	0	0	82	0	0	0	0	0	152
Total	0	235	0	1	236	0	0	0	0	0	0	343	0	0	343	0	0	0	0	0	579
04:00 PM	0	53	0	0	53	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	157
04:15 PM	0	60	0	2	62	0	0	0	0	0	0	107	0	0	107	0	0	0	0	0	169
04:30 PM	0	50	0	0	50	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	137
04:45 PM	0	50	0	0	50	0	0	0	0	0	0	85	0	0	85	0	0	0	0	0	135
Total	0	213	0	2	215	0	0	0	0	0	0	383	0	0	383	0	0	0	0	0	598
05:00 PM	0	44	0	0	44	0	0	0	0	0	0	97	0	0	97	0	0	0	0	0	141
05:15 PM	0	52	0	0	52	0	0	0	0	0	0	88	0	0	88	0	0	0	0	0	140
Grand Total	0	1725	0	8	1733	0	0	0	0	0	0	2451	0	0	2451	0	0	0	0	0	4184
Apprch %	0	99.5	0	0.5		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
Total %	0	41.2	0	0.2	41.4	0	0	0	0	0	0	58.6	0	0	58.6	0	0	0	0	0	

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File Name : TM2-A1A and Town Hall Crossing
Site Code : 00000000
Start Date : 12/22/2018
Page No : 2

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	52	0	0	52	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	91
11:15 AM	0	61	0	0	61	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	129
11:30 AM	0	47	0	0	47	0	0	0	0	0	0	66	0	0	66	0	0	0	0	0	113
11:45 AM	0	52	0	0	52	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	103
Total Volume	0	212	0	0	212	0	0	0	0	0	0	224	0	0	224	0	0	0	0	0	436
% App. Total	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.869	.000	.000	.869	.000	.000	.000	.000	.000	.000	.824	.000	.000	.824	.000	.000	.000	.000	.000	.845
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:45 PM																					
01:45 PM	0	63	0	0	63	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	164
02:00 PM	0	73	0	1	74	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	172
02:15 PM	0	50	0	2	52	0	0	0	0	0	0	106	0	0	106	0	0	0	0	0	158
02:30 PM	0	53	0	0	53	0	0	0	0	0	0	106	0	0	106	0	0	0	0	0	159
Total Volume	0	239	0	3	242	0	0	0	0	0	0	411	0	0	411	0	0	0	0	0	653
% App. Total	0	98.8	0	1.2	100	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.818	.000	.375	.818	.000	.000	.000	.000	.000	.000	.969	.000	.000	.969	.000	.000	.000	.000	.000	.949

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File Name : TM3-A1A and Beach Access #2 Crossing
Site Code : 00000000
Start Date : 12/22/2018
Page No : 1

Groups Printed- Combined

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
09:30 AM	0	29	0	0	29	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	60
09:45 AM	0	50	0	0	50	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	88
Total	0	79	0	0	79	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	148
10:00 AM	0	36	0	0	36	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	98
10:15 AM	0	36	0	0	36	0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	80
10:30 AM	0	51	0	0	51	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	108
10:45 AM	0	46	0	0	46	0	0	0	0	0	0	48	0	0	48	0	0	0	0	0	94
Total	0	169	0	0	169	0	0	0	0	0	0	211	0	0	211	0	0	0	0	0	380
11:00 AM	0	59	0	0	59	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	97
11:15 AM	0	56	0	1	57	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	124
11:30 AM	0	50	0	0	50	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	123
11:45 AM	0	60	0	0	60	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	113
Total	0	225	0	1	226	0	0	0	0	0	0	231	0	0	231	0	0	0	0	0	457
12:00 PM	0	59	0	0	59	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	132
12:15 PM	0	73	0	0	73	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	135
12:30 PM	0	61	0	6	67	0	0	0	0	0	0	93	0	0	93	0	0	0	0	0	160
12:45 PM	0	60	0	0	60	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	134
Total	0	253	0	6	259	0	0	0	0	0	0	302	0	0	302	0	0	0	0	0	561
01:00 PM	0	71	0	0	71	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	148
01:15 PM	0	54	0	0	54	0	0	0	0	0	0	78	0	0	78	0	0	0	0	0	132
01:30 PM	0	53	0	0	53	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	154
01:45 PM	0	59	0	3	62	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	167
Total	0	237	0	3	240	0	0	0	0	0	0	361	0	0	361	0	0	0	0	0	601
02:00 PM	0	73	0	0	73	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	174
02:15 PM	0	55	0	3	58	0	0	0	0	0	0	102	0	0	102	0	0	0	0	0	160
02:30 PM	0	53	0	0	53	0	0	0	0	0	0	116	0	0	116	0	0	0	0	0	169
02:45 PM	0	61	0	0	61	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	135
Total	0	242	0	3	245	0	0	0	0	0	0	393	0	0	393	0	0	0	0	0	638
03:00 PM	0	55	0	0	55	0	0	0	0	0	0	97	0	0	97	0	0	0	0	0	152
03:15 PM	0	57	0	3	60	0	0	0	0	0	0	79	0	0	79	0	0	0	0	0	139
03:30 PM	0	63	0	0	63	0	0	0	0	0	0	89	0	0	89	0	0	0	0	0	152
03:45 PM	0	68	0	0	68	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	155
Total	0	243	0	3	246	0	0	0	0	0	0	352	0	0	352	0	0	0	0	0	598
04:00 PM	0	54	0	1	55	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	158
04:15 PM	0	63	0	1	64	0	0	0	0	0	0	109	0	0	109	0	0	0	0	0	173
04:30 PM	0	51	0	0	51	0	0	0	0	0	0	92	0	0	92	0	0	0	0	0	143
04:45 PM	0	53	0	0	53	0	0	0	0	0	0	84	0	0	84	0	0	0	0	0	137
Total	0	221	0	2	223	0	0	0	0	0	0	388	0	0	388	0	0	0	0	0	611
05:00 PM	0	41	0	0	41	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	141
05:15 PM	0	55	0	0	55	0	0	0	0	0	0	90	0	0	90	0	0	0	0	0	145
Grand Total	0	1765	0	18	1783	0	0	0	0	0	0	2497	0	0	2497	0	0	0	0	0	4280
Apprch %	0	99	0	1		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
Total %	0	41.2	0	0.4	41.7	0	0	0	0	0	0	58.3	0	0	58.3	0	0	0	0	0	

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File Name : TM3-A1A and Beach Access #2 Crossing
Site Code : 00000000
Start Date : 12/22/2018
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Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	59	0	0	59	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	97
11:15 AM	0	56	0	1	57	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	124
11:30 AM	0	50	0	0	50	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	123
11:45 AM	0	60	0	0	60	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	113
Total Volume	0	225	0	1	226	0	0	0	0	0	0	231	0	0	231	0	0	0	0	0	457
% App. Total	0	99.6	0	0.4		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.938	.000	.250	.942	.000	.000	.000	.000	.000	.000	.791	.000	.000	.791	.000	.000	.000	.000	.000	.921
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:45 PM																					
01:45 PM	0	59	0	3	62	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	167
02:00 PM	0	73	0	0	73	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	174
02:15 PM	0	55	0	3	58	0	0	0	0	0	0	102	0	0	102	0	0	0	0	0	160
02:30 PM	0	53	0	0	53	0	0	0	0	0	0	116	0	0	116	0	0	0	0	0	169
Total Volume	0	240	0	6	246	0	0	0	0	0	0	424	0	0	424	0	0	0	0	0	670
% App. Total	0	97.6	0	2.4		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.822	.000	.500	.842	.000	.000	.000	.000	.000	.000	.914	.000	.000	.914	.000	.000	.000	.000	.000	.963

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File Name : TM4-A1A and Beach Access #3 Crossing
Site Code : 00000000
Start Date : 12/22/2018
Page No : 1

Groups Printed- Combined

Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
09:30 AM	0	28	0	0	28	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	60
09:45 AM	0	49	0	0	49	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	86
Total	0	77	0	0	77	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	146
10:00 AM	0	37	0	0	37	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	99
10:15 AM	0	36	0	0	36	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	81
10:30 AM	0	50	0	0	50	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	107
10:45 AM	0	44	0	0	44	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	94
Total	0	167	0	0	167	0	0	0	0	0	0	214	0	0	214	0	0	0	0	0	381
11:00 AM	0	61	0	2	63	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	101
11:15 AM	0	56	0	3	59	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	127
11:30 AM	0	47	0	0	47	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	119
11:45 AM	0	64	0	0	64	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	116
Total	0	228	0	5	233	0	0	0	0	0	0	230	0	0	230	0	0	0	0	0	463
12:00 PM	0	58	0	0	58	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	131
12:15 PM	0	77	0	0	77	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	139
12:30 PM	0	59	0	0	59	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	154
12:45 PM	0	63	0	7	70	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	143
Total	0	257	0	7	264	0	0	0	0	0	0	303	0	0	303	0	0	0	0	0	567
01:00 PM	0	70	0	0	70	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	147
01:15 PM	0	56	0	0	56	0	0	0	0	0	0	78	0	0	78	0	0	0	0	0	134
01:30 PM	0	53	0	0	53	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	157
01:45 PM	0	56	0	0	56	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	160
Total	0	235	0	0	235	0	0	0	0	0	0	363	0	0	363	0	0	0	0	0	598
02:00 PM	0	72	0	0	72	0	0	0	0	0	0	102	0	0	102	0	0	0	0	0	174
02:15 PM	0	59	0	0	59	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	160
02:30 PM	0	49	0	0	49	0	0	0	0	0	0	116	0	0	116	0	0	0	0	0	165
02:45 PM	0	63	0	0	63	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	140
Total	0	243	0	0	243	0	0	0	0	0	0	396	0	0	396	0	0	0	0	0	639
03:00 PM	0	57	0	0	57	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	152
03:15 PM	0	57	0	0	57	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	138
03:30 PM	0	63	0	0	63	0	0	0	0	0	0	90	0	0	90	0	0	0	0	0	153
03:45 PM	0	67	0	0	67	0	0	0	0	0	0	84	0	0	84	0	0	0	0	0	151
Total	0	244	0	0	244	0	0	0	0	0	0	350	0	0	350	0	0	0	0	0	594
04:00 PM	0	56	0	0	56	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	159
04:15 PM	0	62	0	0	62	0	0	0	0	0	0	108	0	0	108	0	0	0	0	0	170
04:30 PM	0	50	0	0	50	0	0	0	0	0	0	96	0	0	96	0	0	0	0	0	146
04:45 PM	0	49	0	0	49	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	130
Total	0	217	0	0	217	0	0	0	0	0	0	388	0	0	388	0	0	0	0	0	605
05:00 PM	0	44	0	0	44	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	148
05:15 PM	0	55	0	3	58	0	0	0	0	0	0	91	0	0	91	0	0	0	0	0	149
Grand Total	0	1767	0	15	1782	0	0	0	0	0	0	2508	0	0	2508	0	0	0	0	0	4290
Apprch %	0	99.2	0	0.8		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
Total %	0	41.2	0	0.3	41.5	0	0	0	0	0	0	58.5	0	0	58.5	0	0	0	0	0	

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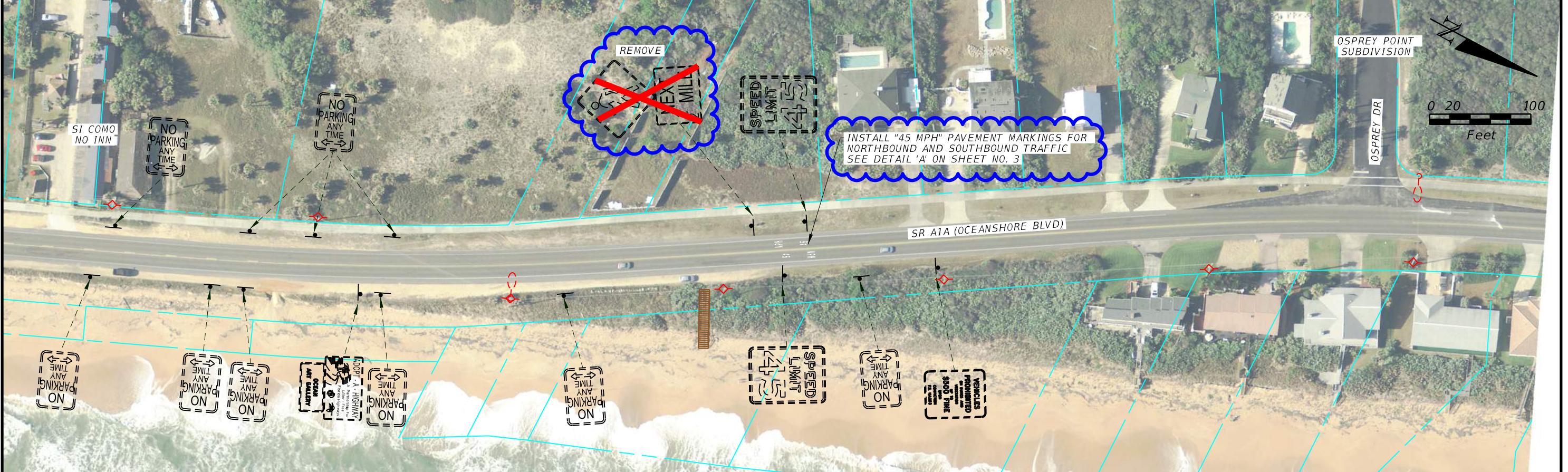
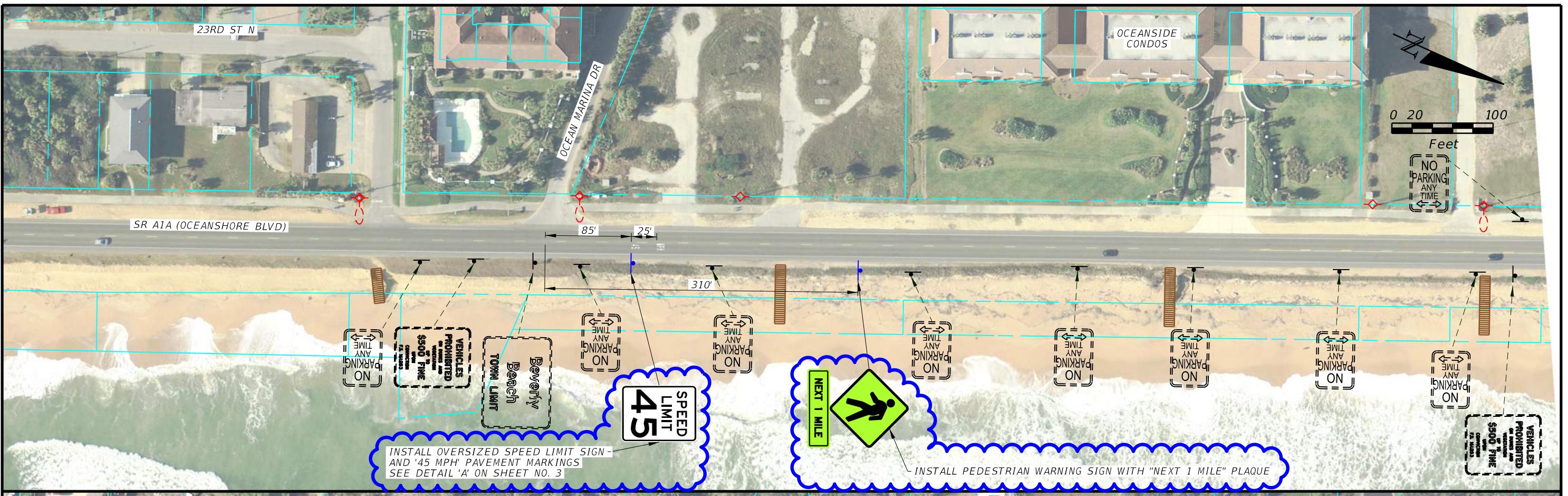
File Name : TM4-A1A and Beach Access #3 Crossing
Site Code : 00000000
Start Date : 12/22/2018
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Start Time	SR A1A Southbound					Westbound					SR A1A Northbound					Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 09:30 AM to 11:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 11:00 AM																						
11:00 AM	0	61	0	2	63	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	101	
11:15 AM	0	56	0	3	59	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	127	
11:30 AM	0	47	0	0	47	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	119	
11:45 AM	0	64	0	0	64	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	116	
Total Volume	0	228	0	5	233	0	0	0	0	0	0	230	0	0	230	0	0	0	0	0	463	
% App. Total	0	97.9	0	2.1		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0		
PHF	.000	.891	.000	.417	.910	.000	.000	.000	.000	.000	.000	.799	.000	.000	.799	.000	.000	.000	.000	.000	.911	
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 01:45 PM																						
01:45 PM	0	56	0	0	56	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	160	
02:00 PM	0	72	0	0	72	0	0	0	0	0	0	102	0	0	102	0	0	0	0	0	174	
02:15 PM	0	59	0	0	59	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	160	
02:30 PM	0	49	0	0	49	0	0	0	0	0	0	116	0	0	116	0	0	0	0	0	165	
Total Volume	0	236	0	0	236	0	0	0	0	0	0	423	0	0	423	0	0	0	0	0	659	
% App. Total	0	100	0	0		0	0	0	0	0	0	100	0	0	100	0	0	0	0	0		
PHF	.000	.819	.000	.000	.819	.000	.000	.000	.000	.000	.000	.912	.000	.000	.912	.000	.000	.000	.000	.000	.947	

APPENDIX B – Crash Data (2013-2018)

HSMV_Report_Number	85226042	85930332	86341958	82026434
Crash_Date	7/22/2015	10/12/2015	9/18/2016	7/22/2014
Crash_Time	1:33 PM	11:40 AM	1:45 PM	9:00 PM
City	Flagler Beach	Beverly Beach	Beverly Beach	Beverly Beach
County	Flagler	Flagler	Flagler	Flagler
Crash_Street	SR A1A	SR A1A	SR A1A	SR A1A
Intersecting_Street				SUNSET INLET DRIVE
Crash_Type	Other	Rear End	Other	Bicycle
Vehicles	2	2	2	1
Non_Motorists	0	0	0	1
Fatalities	0	0	0	1
Injuries	1	1	0	0
Alcohol_Related	N	N	N	Y
Distraction_Related	N	Y	N	N
Estimated_Damages	\$7,000	\$5,000	\$5,000	\$1,100
Weather_Condition	Clear	Clear	Clear	Cloudy
Light_Condition	Daylight	Daylight	Daylight	Dark - Lighted
Crash_Type_Detailed	Parked Vehicle	Rear End	Other	Bicycle
Crash_Type_Dir	N	N	S	N
Crash_Severity	Injury	Injury	Property Damage Only	Fatality
Manner_of_Collision	Front to Rear	Front to Rear	Other	Front to Rear
First_Harmful_Event	Motor Vehicle in Transport	Motor Vehicle in Transport	Motor Vehicle in Transport	Pedalcycle
First_HE_Location	Off Roadway	On Roadway	On Roadway	On Roadway
Type_of_Intersection	Not at Intersection	Not at Intersection	Not at Intersection	Not at Intersection
Road_Sys_Identifier	State	State	State	State
Type_of_Shoulder	Unpaved	Paved	Unpaved	Unpaved
Road_Surf_Cond	Dry	Dry	Dry	Dry
Motorcycles	0	1	0	0
Passengers	1	1	0	2
Bicyclists	0	0	0	1
Injuries_Unrestrained	0	1	0	0
Possible_Injuries	1	1	0	0
Non_Incapacitating_Injuries	0	0	0	0
Incapacitating_Injuries	0	0	0	0
Fatalities_30_Days	0	0	0	1
Non_Traffic_Fatalities	0	0	0	0
Property_Dmg_Amt	0	0	0	100
Vehicle_Dmg_Amt	7000	5000	5000	1000
Bike_Crash_Location				Non-Intersection Location
Bike_Bicyclist_Direction				With traffic
Bike_Bicyclist_Position				On a roadway, in a shared travel lane

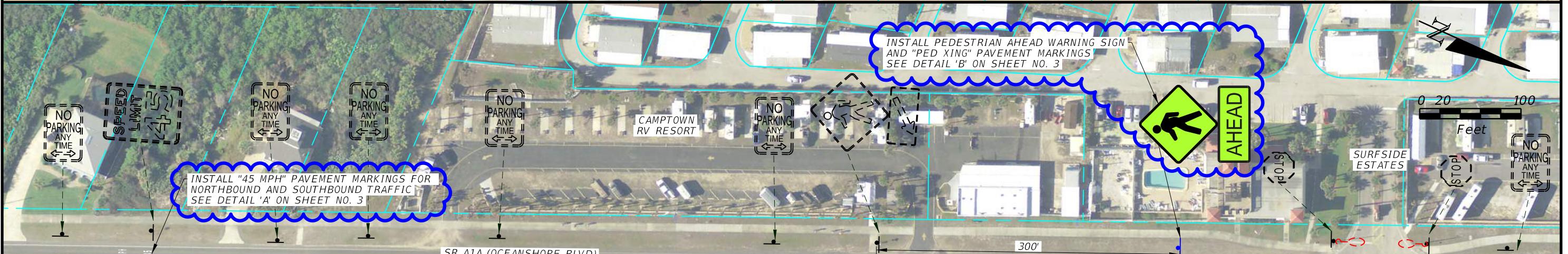
Appendix I: Concept Diagrams



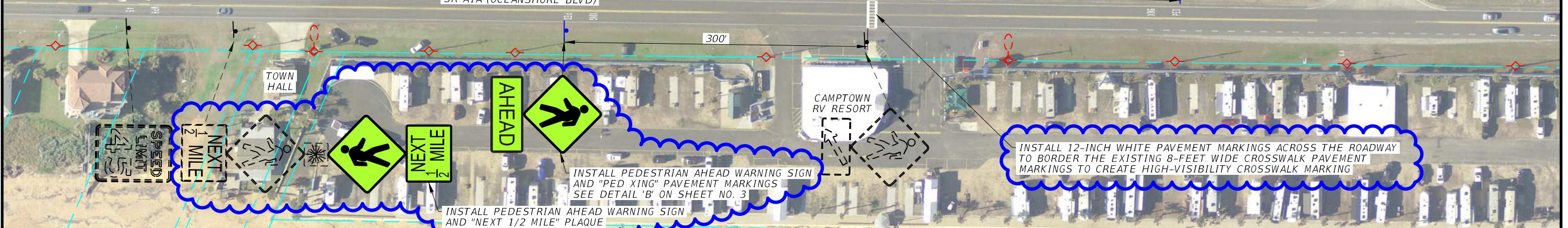
TRAFFIC SIGN	RIGHT-OF-WAY	FLASHING BEACON	ENGLAND-THIMS & MILLER, INC. 1540 INTERNATIONAL PARKWAY, SUITE 2000 LAKE MARY, FL 32746 TEL: (407) 536-5379 FAX: (407) 536-5301 CA - 00002584 LC - 0000316	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	BEVERLY BEACH SHORT-TERM IMPROVEMENTS	SHEET NO.
						1



SR A1A (OCEANSHORE BLVD)

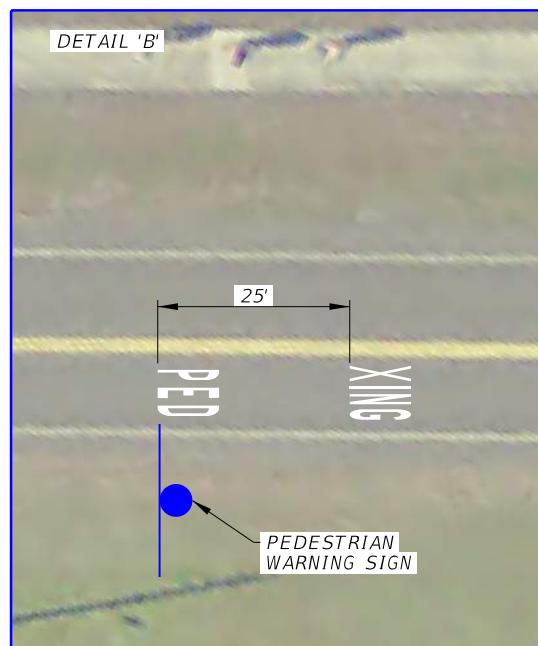
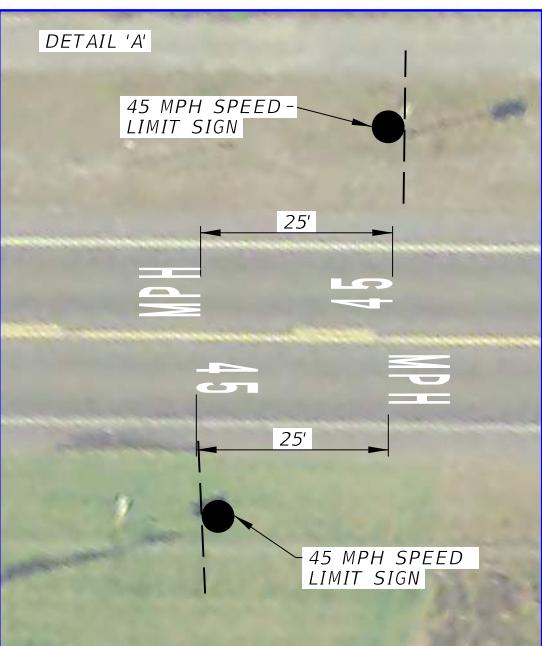
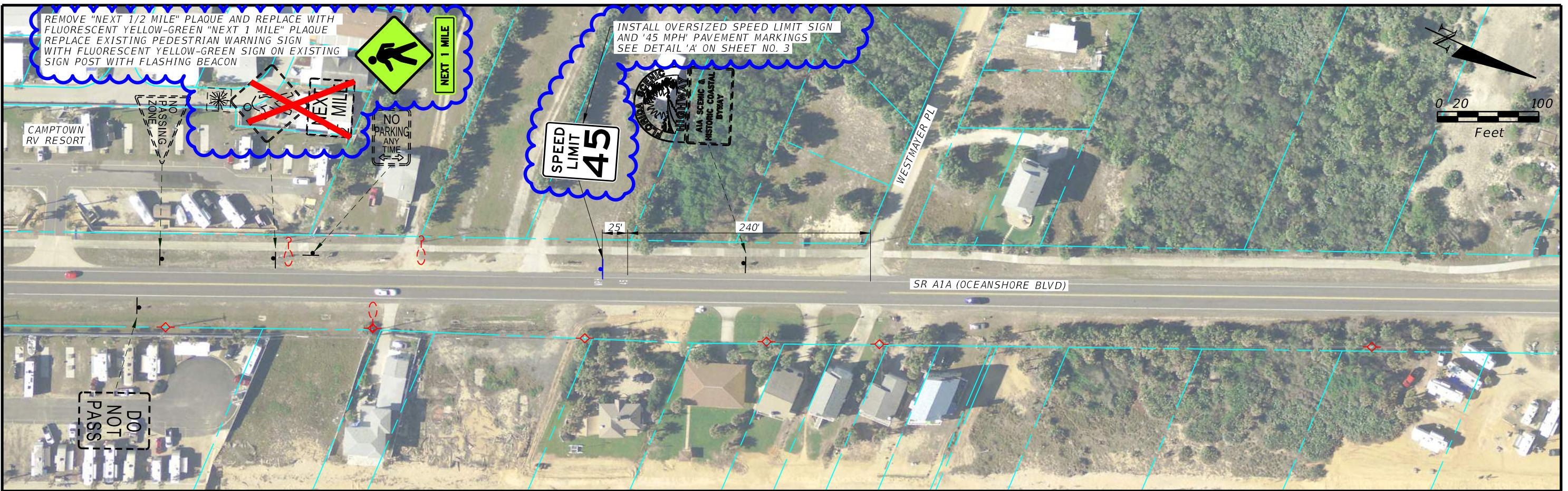


SR A1A (OCEANSHORE BLVD)

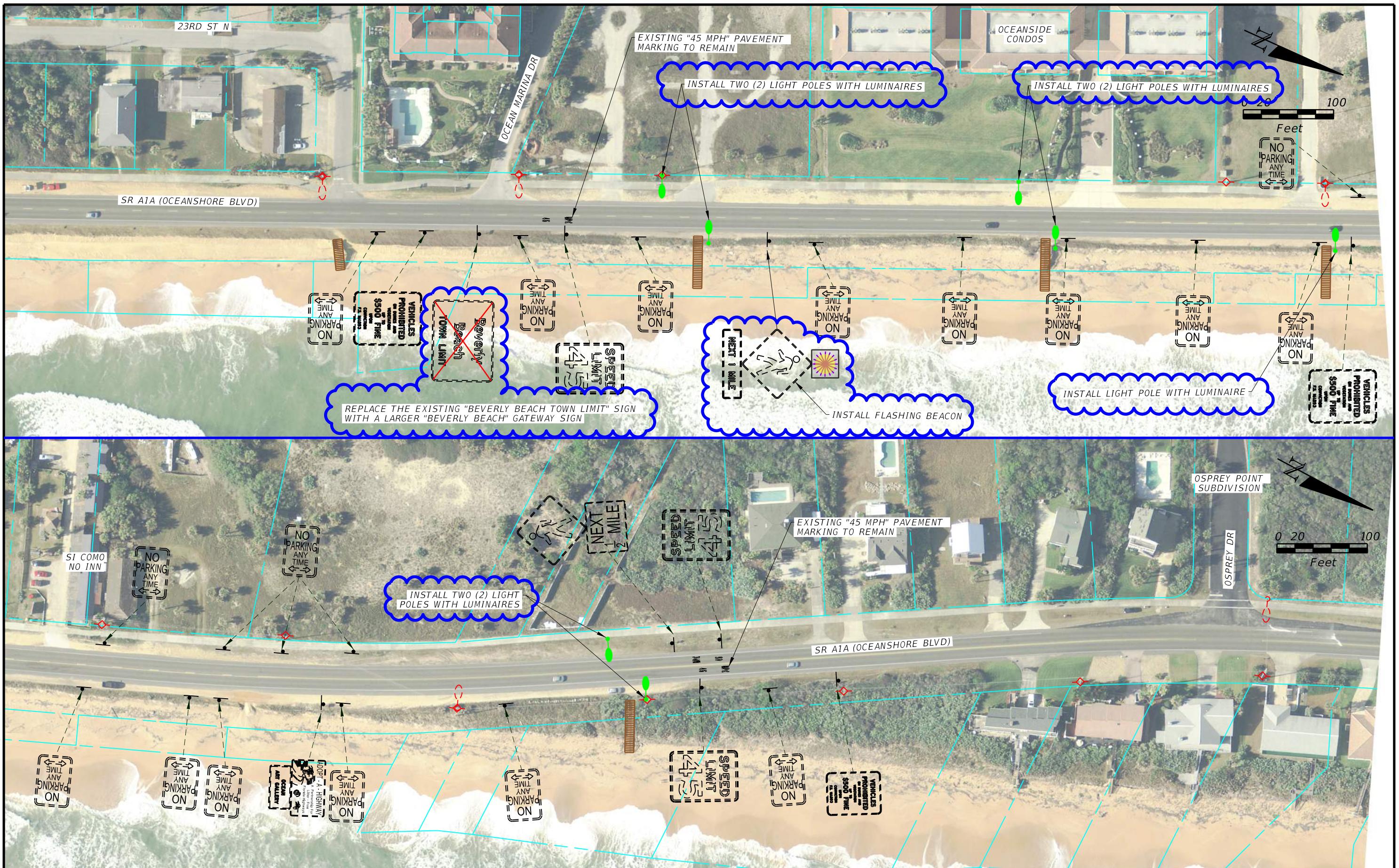


INSTALL PEDESTRIAN AHEAD WARNING SIGN
AND "NEXT 1/2 MILE" PLAQUE

 TRAFFIC SIGN	 RIGHT-OF-WAY	 FLASHING BEACON	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	BEVERLY BEACH SHORT-TERM IMPROVEMENTS	SHEET NO. 2
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TRAFFIC SIGN	RIGHT-OF-WAY	FLASHING BEACON	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	BEVERLY BEACH SHORT-TERM IMPROVEMENTS	SHEET NO.
						3



TRAFFIC SIGN

ASPHALT AREA

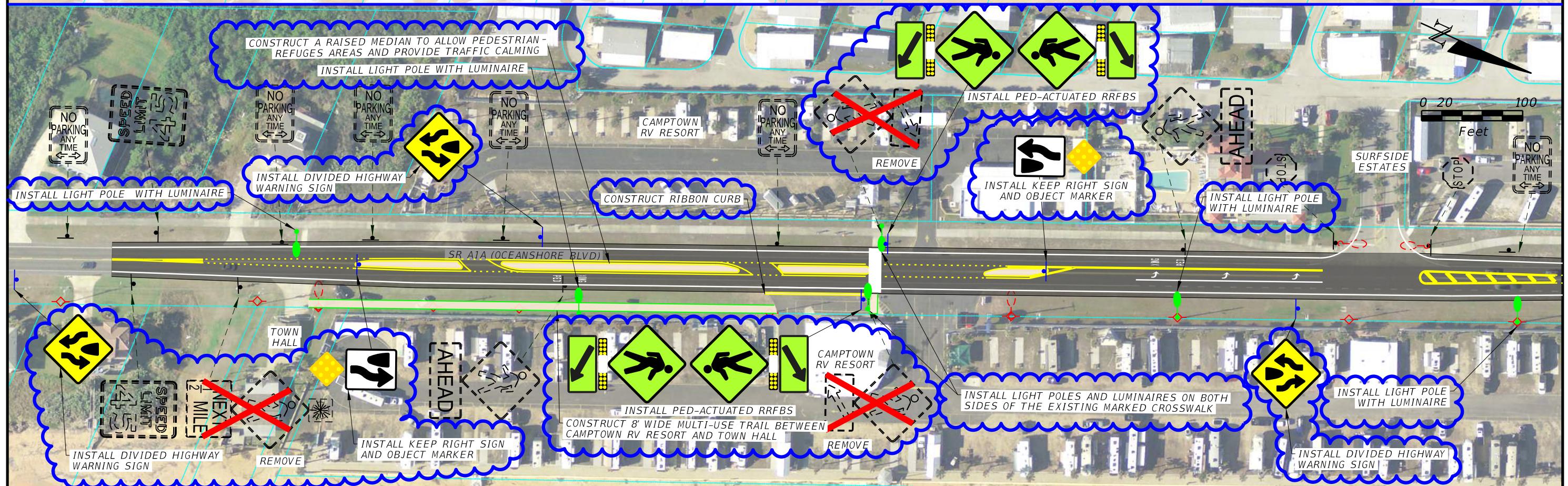


*ENGLAND-THIMS & MILLER, INC.
1540 INTERNATIONAL PARKWAY, SUITE 200
LAKE MARY, FL 32746
TEL: (407) 536-5379
FAX: (407) 536-5301
CA - 00002584 LC - 0000316*

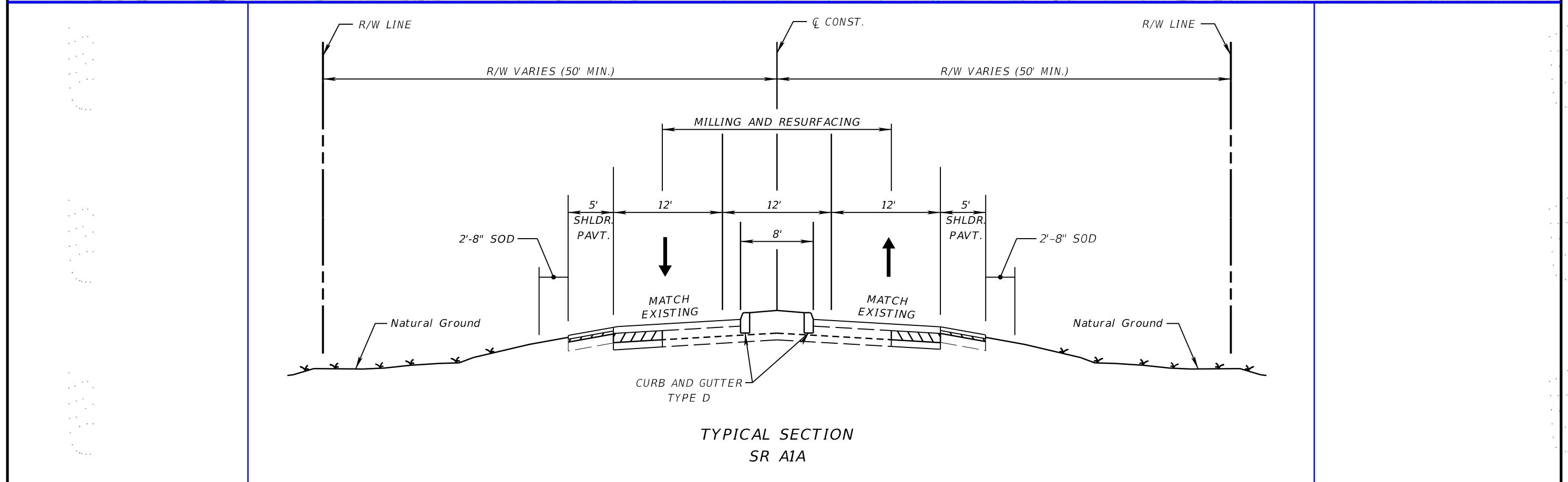
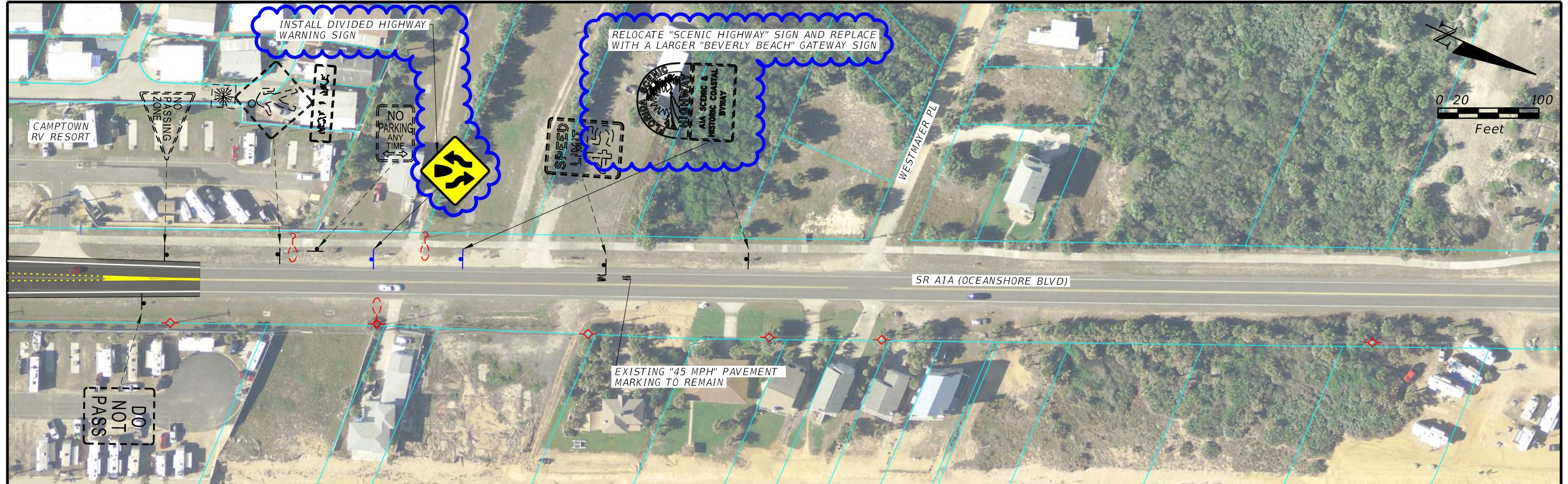
*STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION*

BEVERLY BEACH LONG-TERM IMPROVEMENTS

SHEET
NO.



 TRAFFIC SIGN	 ASPHALT AREA	 FLASHING BEACON	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	BEVERLY BEACH LONG-TERM IMPROVEMENTS	SHEET NO. 2
 RIGHT-OF-WAY	 CONCRETE AREA					



TRAFFIC SIGN	ASPHALT AREA	FLASHING BEACON	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	BEVERLY BEACH LONG-TERM IMPROVEMENTS	SHEET NO.
RIGHT-OF-WAY	CONCRETE AREA					3

Appendix J: Improvement Cost Estimates

**ENGINEER'S OPINION OF PROBABLE COST
BEVERLY BEACH - SHORT TERM IMPROVEMENTS
FLAGLER COUNTY**

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 01/1/18 - 12/31/18	PROBABLE UNIT COST (10% INCREASE)	TOTAL
I. EARTHWORK						
110-1-1	CLEARING & GRUBBING		AC	\$6,245.83	\$6,870.41	\$0.00
120-6	EMBANKMENT		CY	\$10.62	\$11.68	\$0.00
160-4	TYPE B STABILIZATION		SY	\$3.54	\$3.89	\$0.00
					SUBTOTAL I	\$0.00
II. ROADWAY						
285-701	OPTIONAL BASE,BASE GROUP 01		SY	\$16.62	\$18.28	\$0.00
285-709	OPTIONAL BASE,BASE GROUP 09		SY	\$26.49	\$29.14	\$0.00
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH		SY	\$1.63	\$1.79	\$0.00
334-1-13	SUPERPAVE ASPHALTIC CONC., TRAFFIC C		TN	\$89.19	\$98.11	\$0.00
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22		TN	\$102.12	\$112.33	\$0.00
520-2-4	CONCRETE CURB, TYPE D		LF	\$16.02	\$17.62	\$0.00
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT		SY	\$54.62	\$60.08	\$0.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"		SY	\$35.21	\$38.73	\$0.00
527-2	DETECTABLE WARNINGS		SF	\$24.30	\$26.73	\$0.00
570-1-2	PERFORMANCE TURF, SOD		SY	\$3.01	\$3.31	\$0.00
					SUBTOTAL II	\$0.00
III. SIGNING & STRIPING						
630-2-11	CONDUIT, F & I, OPEN TRENCH		LF	\$11.67	\$12.84	\$0.00
630-2-12	CONDUIT, F & I, DIRECTIONAL BORE		LF	\$29.78	\$32.76	\$0.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"		EA	\$720.87	\$792.96	\$0.00
646-1-60	ALUMINUM SIGNALS POLE, REMOVE		EA	\$201.38	\$221.52	\$0.00
654-2-12	RECT RAPID FLASH BEACON, F&I AC, BB SIGN		AS	\$9,503.47	\$10,453.82	\$0.00
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	5	AS	\$292.22	\$321.44	\$1,607.21
700-12-11	SIGN BEACON, F&I GM- AC, ONE BEACON	1	AS	\$3,500.00	\$3,850.00	\$3,850.00
700-12-22	SIGN BEACON, F&I GM- SOLAR, TWO BEACONS		AS	\$4,486.76	\$4,935.44	\$0.00
700-1-50	SINGLE POST SIGN, RELOCATE		AS	\$189.51	\$208.46	\$0.00
700-1-60	SINGLE POST SIGN, REMOVE	1	AS	\$27.77	\$30.55	\$30.55
700-2-12	MULTI- POST SIGN, F&I GM, 12-20 SF		AS	\$3,028.91	\$3,331.80	\$0.00
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	7	EA	\$131.97	\$145.17	\$1,016.17
700-3-601	SIGN PANEL, REMOVE, UP TO 12 SF	2	EA	\$27.50	\$30.25	\$60.50
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS		EA	\$3.38	\$3.72	\$0.00
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	16	EA	\$166.06	\$182.67	\$2,922.66
711-11-224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"		LF	\$4.15	\$4.57	\$0.00
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID, 12"		LF	\$7.57	\$8.33	\$0.00
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOLID, 24"		LF	\$17.07	\$18.78	\$0.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"		GM	\$4,686.57	\$5,155.23	\$0.00
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"		GM	\$4,626.68	\$5,089.35	\$0.00
711-15-231	THERMOPLASTIC, STD-OP, YELLOW, SKIP, 6"		GM	\$1,531.71	\$1,684.88	\$0.00
711-17	THERMOPLASTIC, REMOVE		SF	\$7.12	\$7.83	\$0.00
715-1-12	LIGHT CONDUCTORS, F&I, INSULATED, NO. 8-6		LF	\$1.44	\$1.58	\$0.00
715-4-11	LIGHT POLE COMPLETE, F&I- STD, 30'		EA	\$4,384.21	\$4,822.63	\$0.00
715-7-21	LOAD CENTER, REWORK, SECONDARY VOLTAGE		EA	\$1,650.00	\$1,815.00	\$0.00
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL		EA	\$512.91	\$564.20	\$0.00
					SUBTOTAL III	\$9,487.08
					SUBTOTAL I + II + III	\$9,487.08
					MOBILIZATION (10%)	\$948.71
					TEMPORARY TRAFFIC CONTROL (15%)	\$1,423.06
					CONSTRUCTION TOTAL	\$11,858.85
					ENGINEERING (30%)	\$3,557.66
					CEI (21.90%)	\$2,597.09
					P.E.C.E.I. TOTAL	\$6,154.74
					GRAND TOTAL	\$18,013.60

**ENGINEER'S OPINION OF PROBABLE COST
BEVERLY BEACH - LONG TERM IMPROVEMENTS
FLAGLER COUNTY**

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 01/1/18 - 12/31/18	PROBABLE UNIT COST (10% INCREASE)	TOTAL
I. EARTHWORK						
110-1-1	CLEARING & GRUBBING	1.00	AC	\$6,245.83	\$6,870.41	\$6,870.41
120-6	EMBANKMENT	500	CY	\$10.62	\$11.68	\$5,841.00
160-4	TYPE B STABILIZATION	5,000	SY	\$3.54	\$3.89	\$19,470.00
					SUBTOTAL I	\$32,181.41
II. ROADWAY						
285-701	OPTIONAL BASE,BASE GROUP 01	2,000	SY	\$16.62	\$18.28	\$36,564.00
285-709	OPTIONAL BASE,BASE GROUP 09	2,000	SY	\$26.49	\$29.14	\$58,278.00
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	4,600	SY	\$1.63	\$1.79	\$8,247.80
334-1-13	SUPERPAVE ASPHALTIC CONC., TRAFFIC C	350	TN	\$89.19	\$98.11	\$34,338.15
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	620	TN	\$102.12	\$112.33	\$69,645.84
520-2-4	CONCRETE CURB, TYPE D	1,025	LF	\$16.02	\$17.62	\$18,062.55
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	460	SY	\$54.62	\$60.08	\$27,637.72
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	525	SY	\$35.21	\$38.73	\$20,333.78
527-2	DETECTABLE WARNINGS	50	SF	\$24.30	\$26.73	\$1,336.50
570-1-2	PERFORMANCE TURF, SOD	1,500	SY	\$3.01	\$3.31	\$4,966.50
					SUBTOTAL II	\$279,410.84
III. SIGNING & STRIPING						
630-2-11	CONDUIT, F & I, OPEN TRENCH	1,300	LF	\$11.67	\$12.84	\$16,688.10
630-2-12	CONDUIT, F & I, DIRECTIONAL BORE	200	LF	\$29.78	\$32.76	\$6,551.60
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	20	EA	\$720.87	\$792.96	\$15,859.14
646-1-60	ALUMINUM SIGNALS POLE, REMOVE	1	EA	\$201.38	\$221.52	\$221.52
654-2-12	RECT RAPID FLASH BEACON, F&I AC, BB SIGN	2	AS	\$9,503.47	\$10,453.82	\$20,907.63
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	6	AS	\$292.22	\$321.44	\$1,928.65
700-12-11	SIGN BEACON, F&I GM- AC, ONE BEACON	1	AS	\$3,500.00	\$3,850.00	\$3,850.00
700-1-50	SINGLE POST SIGN, RELOCATE	2	AS	\$189.51	\$208.46	\$416.92
700-1-60	SINGLE POST SIGN, REMOVE	3	AS	\$27.77	\$30.55	\$91.64
700-2-12	MULTI- POST SIGN, F&I GM, 12-20 SF	2	AS	\$3,028.91	\$3,331.80	\$6,663.60
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	2	EA	\$131.97	\$145.17	\$290.33
700-3-601	SIGN PANEL, REMOVE, UP TO 12 SF		EA	\$27.50	\$30.25	\$0.00
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	100	EA	\$3.38	\$3.72	\$371.80
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	4	EA	\$166.06	\$182.67	\$730.66
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	3	EA	\$60.61	\$66.67	\$200.01
711-11-224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	100	LF	\$4.15	\$4.57	\$456.50
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID, 12"	100	LF	\$7.57	\$8.33	\$832.70
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOLID, 24"	275	LF	\$17.07	\$18.78	\$5,163.68
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.67	GM	\$4,686.57	\$5,155.23	\$3,434.87
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	0.53	GM	\$4,626.68	\$5,089.35	\$2,685.98
711-15-231	THERMOPLASTIC, STD-OP, YELLOW, SKIP, 6"	0.19	GM	\$1,531.71	\$1,684.88	\$319.11
711-17	THERMOPLASTIC, REMOVE	180	SF	\$7.12	\$7.83	\$1,409.76
715-1-12	LIGHT CONDUCTORS, F&I, INSULATED, NO. 8-6	1500	LF	\$1.44	\$1.58	\$2,376.00
715-4-11	LIGHT POLE COMPLETE, F&I- STD, 30'	9	EA	\$4,384.21	\$4,822.63	\$43,403.68
715-5-32	LUMINAIRE & BRACKET ARM, F&I NEW	4	EA	\$1,900.00	\$2,090.00	\$8,360.00
715-7-21	LOAD CENTER, REWORK, SECONDARY VOLTAGE	7	EA	\$1,650.00	\$1,815.00	\$12,705.00
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	13	EA	\$512.91	\$564.20	\$7,334.61
					SUBTOTAL III	\$163,253.50
					SUBTOTAL I + II + III	\$474,845.75
					MOBILIZATION (10%)	\$47,484.57
					TEMPORARY TRAFFIC CONTROL (15%)	\$71,226.86
					CONSTRUCTION TOTAL	\$593,557.18
					ENGINEERING (30%)	\$178,067.16
					CEI (13.10%)	\$77,755.99
					P.E.C.E.I. TOTAL	\$255,823.15
					GRAND TOTAL	\$849,380.33