



Atlantic Avenue at Fletcher Avenue (S.R. A1A) Intersection Study

Nassau County, FL

June 2026



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TABLE OF CONTENTS

1	INTRODUCTION	1
2	STUDY AREA DESCRIPTION	3
2.1	Roadway Characteristics	3
2.2	Multimodal Facilities	6
2.3	Land Use/Zoning.....	6
2.4	Community Facilities.....	10
2.5	Area Projects	11
2.5.1	Infrastructure.....	11
2.5.2	Multimodal/Complete Streets.....	11
2.5.3	Parks	11
2.6	Median Openings and Driveways	11
2.7	Existing Traffic Volumes	13
2.8	Pedestrian and Bicycle Volumes.....	17
2.9	Field Review.....	21
2.10	Operational Analysis	23
2.11	Utilities	25
3	SAFETY ASSESSMENT	26
3.1	Fatal and incapacitating injury Crashes	32
3.2	Pedestrian and Bicycle Crashes.....	32
4	FUTURE CONDITIONS.....	33
4.1	Traffic Volume Projections	33

4.2	No Build Traffic Operations (2050)	34
5	PLANNING CONCEPT DEVELOPMENT.....	40
5.1	Modern Roundabout Guidance	40
5.2	Roundabout Concept Design	40
5.2.1	Design Vehicle and Circulation.....	42
5.2.2	Build Traffic Operations (2050)	43
5.3	Multimodal Corridor Improvements.....	45
5.4	Improvement Costs.....	47
6	PUBLIC ENGAGEMENT.....	50
6.1	Interagency Coordination	50
6.2	City of Fernandina Beach Commission Meeting	50
6.3	North Florida TPO.....	50
7	NEXT STEPS	51

LIST OF FIGURES

Figure 1 – Study Area.....	2
Figure 2 – Multimodal Facilities.....	7
Figure 3 – Land Use.....	8
Figure 4 – Zoning.....	9
Figure 5 – Community Facilities.....	10
Figure 6 – 2025 Weekday AM Peak Hour Traffic Volumes	14
Figure 7 – 2025 Weekday PM Peak Hour Traffic Volumes	15
Figure 8 – 2025 Weekend Midday Peak Hour Traffic Volumes.....	16
Figure 9 – 2025 Pedestrian Peak Hour Volumes	19
Figure 10 – 2025 Bicycle Peak Hour Volumes	20
Figure 11 – Crash Location and Frequency.....	27
Figure 12 – Crash Statistics.....	30
Figure 13 – Crashes by Time of Day.....	31
Figure 14 – Crash Severity Map.....	32
Figure 15 – 2050 Weekday AM Peak Hour Traffic Volumes	36
Figure 16 – 2050 Weekday PM Peak Hour Traffic Volumes	37
Figure 17 – 2050 Weekend Midday Peak Hour Traffic Volumes	38
Figure 18 – Atlantic Avenue and Fletcher Avenue Roundabout Concept	41
Figure 19 – Study Corridor Improvement Concept	46

LIST OF TABLES

Table 1 – Roadway Characteristics Summary	4
Table 2 – Median/Driveway Summary	12
Table 3 –Traffic Volumes and Segment LOS.....	13
Table 4 – Pedestrian and Bicyclist Activity (12-Hour)	18
Table 5 – Existing Operational Analysis (2025).....	24
Table 6 – Utilities	25
Table 7 – Crash Summary by Year.....	28
Table 8 – Recommended Growth Rate.....	33
Table 9 – 2050 Traffic Volumes.....	34
Table 10 – No Build Operational Analysis (2050).....	39
Table 11 – Build Operational Analysis (2050)	44
Table 12 – Improvement Cost Estimate.....	49

APPENDIX

Appendix A	Traffic Count Data
Appendix B	Field Review Photos
Appendix C	Existing Operational Analysis (Synchro Output)
Appendix D	Traffic Volume Projections
Appendix E	Future Operational Analysis (Synchro Output)
Appendix F	FDOT Concept
Appendix G	AutoTURN Modeling
Appendix H	Cost Estimates

ACRONYMS

AADT	Annual Average Daily Traffic
CAGR	Compound Annual Growth Rate
CAC	Citizens Advisory Committee
CMF	Crash Modification Factor
EB	Eastbound
FDOT	Florida Department of Transportation
FDM	FDOT Design Manual
FY	Fiscal Year
JFRD	Jacksonville Fire and Rescue Division
LF	Linear Feet
LOPP	List of Priority Projects
LOS	Level of Service
LRE	Long Range Estimating
MSV	Maximum Service Volume
NERPM	Northeast Florida Regional Planning Model
NB	Northbound
PD&E	Project Development and Environment
PSL	Posted Speed Limit
RRR	Resurfacing, Restoration and Rehabilitation
ROW	Right-of-Way
SB	Southbound
S.R.	State Road
SHSP	Strategic Highway Safety Plan
TAC	Technical Advisory Committee

TTCP	Temporary Traffic Control Plan
TPO	Transportation Planning Organization
VPD	Vehicles per Day
VPH	Vehicles per Hour
WB	Westbound

1 INTRODUCTION

The North Florida Transportation Planning Organization (TPO) is partnered with Nassau County, FL to conduct a study at the intersection of Atlantic Avenue and S. Fletcher Avenue in northeastern Nassau County. FDOT designates the roads as State Road (S.R.) A1A (Jimmy Buffet Memorial Highway) and it also co-designates Atlantic Avenue as S.R. 200. Both Atlantic Avenue and S. Fletcher Avenue form part of the historic scenic route locally known as the Buccaneer Trail, which is marked by numerous historical sites and purportedly follows the route of early pirates and explorers.

The study location, depicted in Figure 1, is within the City of Fernandina Beach, a coastal community notable for its historic character and residential neighborhoods. The intersection of Atlantic Avenue and S. Fletcher Avenue functions as a gateway to the beach and is surrounded by parks, local shops, restaurants and lodging. Located northwest of the study intersection, Fort Clinch State Park is recognized as a major historic and recreational attraction that offers scenic trails and beachfront access that promote the City's cultural and tourism appeal.

The study corridor extends two blocks west of the intersection on Atlantic Avenue to include the Tarpon Avenue and Tarpon Street intersections.

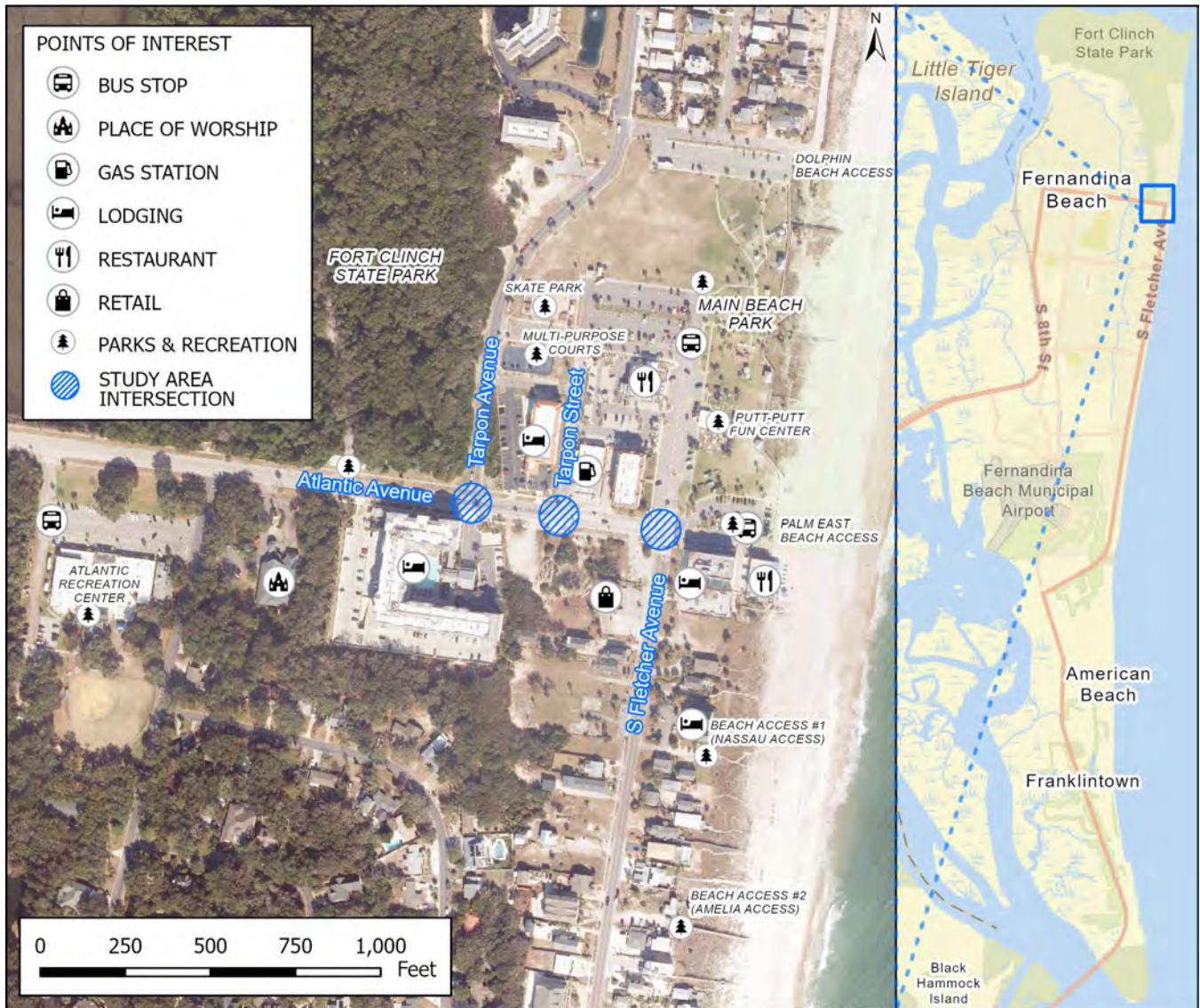


Figure 1 – Study Area

2 STUDY AREA DESCRIPTION

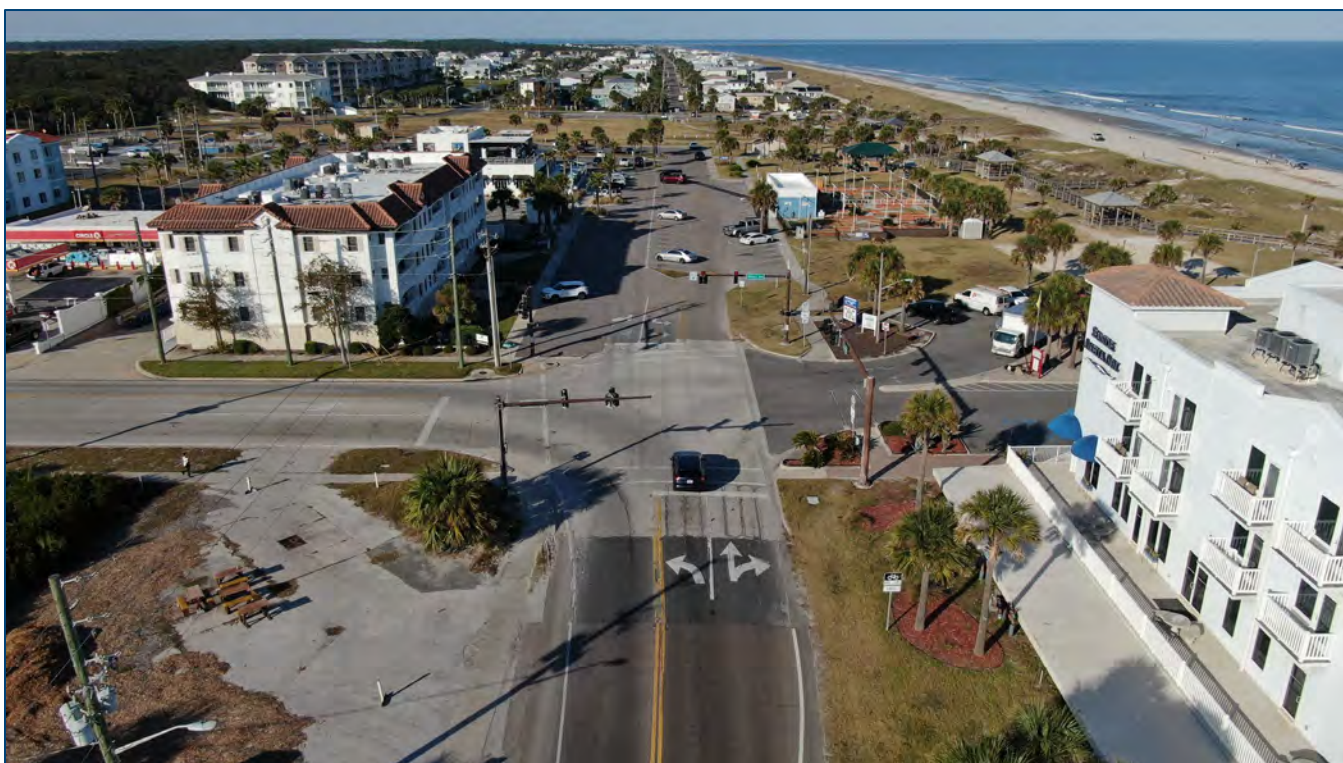
2.1 ROADWAY CHARACTERISTICS

Table 1 summarizes the geometric and operational characteristics of the Atlantic Avenue and S. Fletcher Avenue intersection and connecting roadways. The surrounding land use is a mix of commercial and residential properties. Key area attractors include Main Beach Park, located directly at the northeast corner of the intersection, Driftwood Surf shop, Seaside Amelia Inn, Salt Life Food Shack and beach access parking.

Atlantic Avenue is the northernmost east-west principal arterial in the City, extending from S. 8th Street across Egans Creek and terminating at S. Fletcher Avenue at Main Beach Park. East of Jean LaFitte Boulevard, it's classified as a three-lane undivided principal arterial.

Running north-south, Fletcher Avenue follows the coast. At the study intersection, S. Fletcher Avenue functions as a two-lane undivided principal arterial. N. Fletcher Avenue is a two-lane undivided local road which provides access to parking, Trout Street, Tarpon Avenue and Tarpon Street.

A traffic signal provides intersection control. There are standard crosswalks and countdown pedestrian signal equipment. The posted speed limit (PSL) is 35 mph on Atlantic Avenue and Fletcher Avenue.



Looking north at the intersection of Atlantic Avenue and Fletcher Avenue. Main Beach Park access is on the east leg of the intersection.

Table 1 – Roadway Characteristics Summary

Characteristic	Description
Location	Fernandina Beach, FL (Nassau County)
Surrounding Development	Commercial, residential, open space/park
Atlantic Avenue (S.R. A1A, S.R. 200, Jimmy Buffet Memorial Highway)	<u>Cross Section</u> : Two-lane undivided urban section with a center two-way left-turn lane
	<u>Functional Classification</u> : Urban Minor Arterial
	<u>Access Class</u> : 6
	<u>Context Classification</u> : C4
	<u>AADT</u> : 8,900 VPD
	<u>Posted Speed Limit</u> : 35 mph
	<u>Lighting</u> : Cobra style luminaires on north side of road
	<u>Sidewalk</u> : Both sides of roadway (5 LF)
	<u>Bike Lanes</u> : none
	<u>Midblock Crossings</u> : None
	<u>School Zone</u> : None
S. Fletcher Avenue (S.R. A1A, Jimmy Buffet Memorial Highway)	<u>Cross Section</u> : Two-lane undivided rural section
	<u>Functional Classification</u> : Urban Minor Arterial
	<u>Access Class</u> : 7
	<u>Context Classification</u> : C3R
	<u>AADT</u> : 5,800 VPD
	<u>Posted Speed Limit</u> : 35 mph
	<u>Lighting</u> : Cobra style luminaires on west side of road
	<u>Sidewalk</u> : West side of roadway (5 LF)
	<u>Bike Lanes</u> : 4-LF paved shoulders on both sides of roadway
	<u>Midblock Crossings</u> : None near the intersection
	<u>School Zone</u> : None
N. Fletcher Avenue	<u>Cross Section</u> : Two-lane undivided urban section with center parking aisle and on street angle parking
	<u>Functional Classification</u> : Local road

Characteristic	Description
	<u>AADT</u> : 3,700 VPD
	<u>Posted Speed Limit</u> : 20 mph
	<u>Lighting</u> : Cobra style luminaires on east side of road
	<u>Sidewalk</u> : Both sides of roadway (5 LF)
	<u>Bike Lanes</u> : None
	<u>Midblock Crossings</u> : None
	<u>School Zone</u> : None
Atlantic Avenue/Main Beach Access at Fletcher Avenue	<u>Control Type</u> : Signalized with Countdown Pedestrian Signals
	<u>Crosswalks</u> : Standard on all legs
	<u>Turn Lanes</u> : EB/NB/SB left
Atlantic Avenue at Tarpon Street	<u>Control Type</u> : Unsignalized; stop control on Tarpon Street
	<u>Tarpon Street Cross-Section</u> : Two-lane undivided urban section
	<u>Turn Lanes</u> : EB left
	<u>Crosswalks</u> : Standard on north leg
	<u>Tarpon Street PSL</u> : 25 mph
	<u>Tarpon Street Sidewalk/Bike Lanes</u> : None
Atlantic Avenue at Tarpon Avenue	<u>Control Type</u> : Unsignalized; stop control on Tarpon Avenue
	<u>Tarpon Avenue Cross-Section</u> : Two-lane undivided urban section
	<u>Turn Lanes</u> : EB/WB left
	<u>Tarpon Avenue PSL</u> : 25 mph
	<u>Tarpon Avenue Sidewalk/Bike Lanes</u> : None

2.2 MULTIMODAL FACILITIES

Atlantic Avenue and Fletcher Avenue are popular walking and biking routes, owing to the wealth of recreation, shopping and dining opportunities, proximity to residential and hotel land uses, and multiple beach access points along Fletcher Avenue. The multimodal facilities shown in Figure 2 form a network that promotes active travel for residents and visitors navigating the beach district.

Atlantic Avenue has 5-LF sidewalks on both sides of the road. S. Fletcher Avenue has 5-LF sidewalks on the west side of the road. N. Fletcher Avenue has 5-LF sidewalk on both sides of the road. Tarpon Avenue, Tarpon Street and Trout Street, which are low volume, low speed neighborhood streets, also feature sidewalks.

The only bicycle facilities are on S. Fletcher Avenue, which has 4-LF paved shoulders marked as bike lanes on both sides of the roadway. Northbound, the shoulder narrows and ends on the approach to Atlantic Avenue so that cyclists must take the travel lane to continue through the intersection.

2.3 LAND USE/ZONING

Figure 3 and Figure 4 depict the existing land use and zoning, respectively. The study area is a minor tourist-oriented activity center at the eastern edge of Fernandina Beach.

The Atlantic Avenue at Fletcher Avenue intersection is characterized by typical commercial nodal development consistent with oceanside motel, dining and entertainment activities on the northwest, southwest and southeast corners. The northeast corner is occupied by a paved parking area for beach visitors and the pedestrian entrance to Main Beach Park. Behind and adjacent to said commercial uses is a mixture of medium and high density residential land uses, undisturbed natural areas of Fort Clinch and developed beachfront recreational uses.



Looking west along Atlantic Avenue: the corridor extends from Fletcher Avenue to Tarpon Avenue.

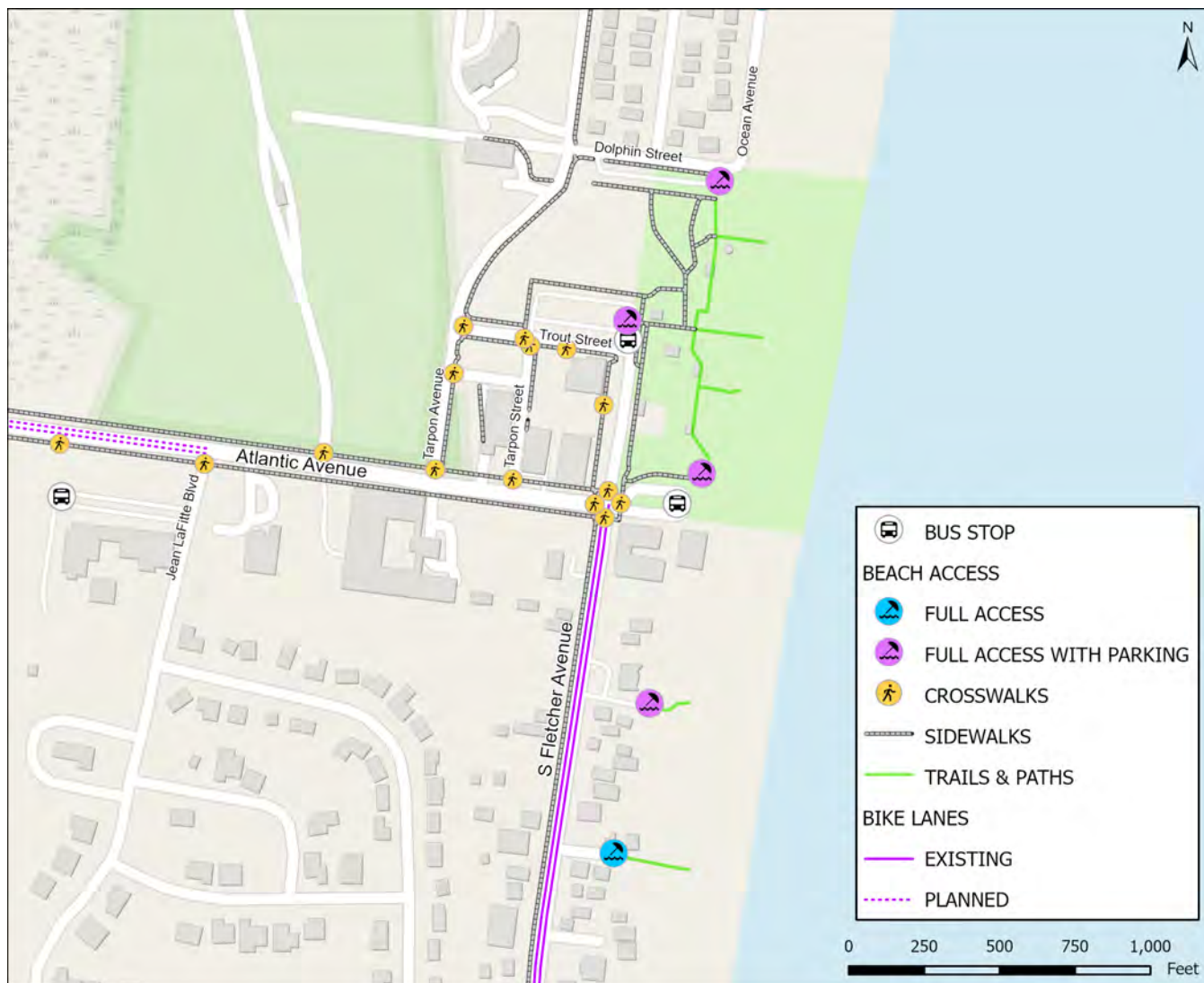


Figure 2 – Multimodal Facilities

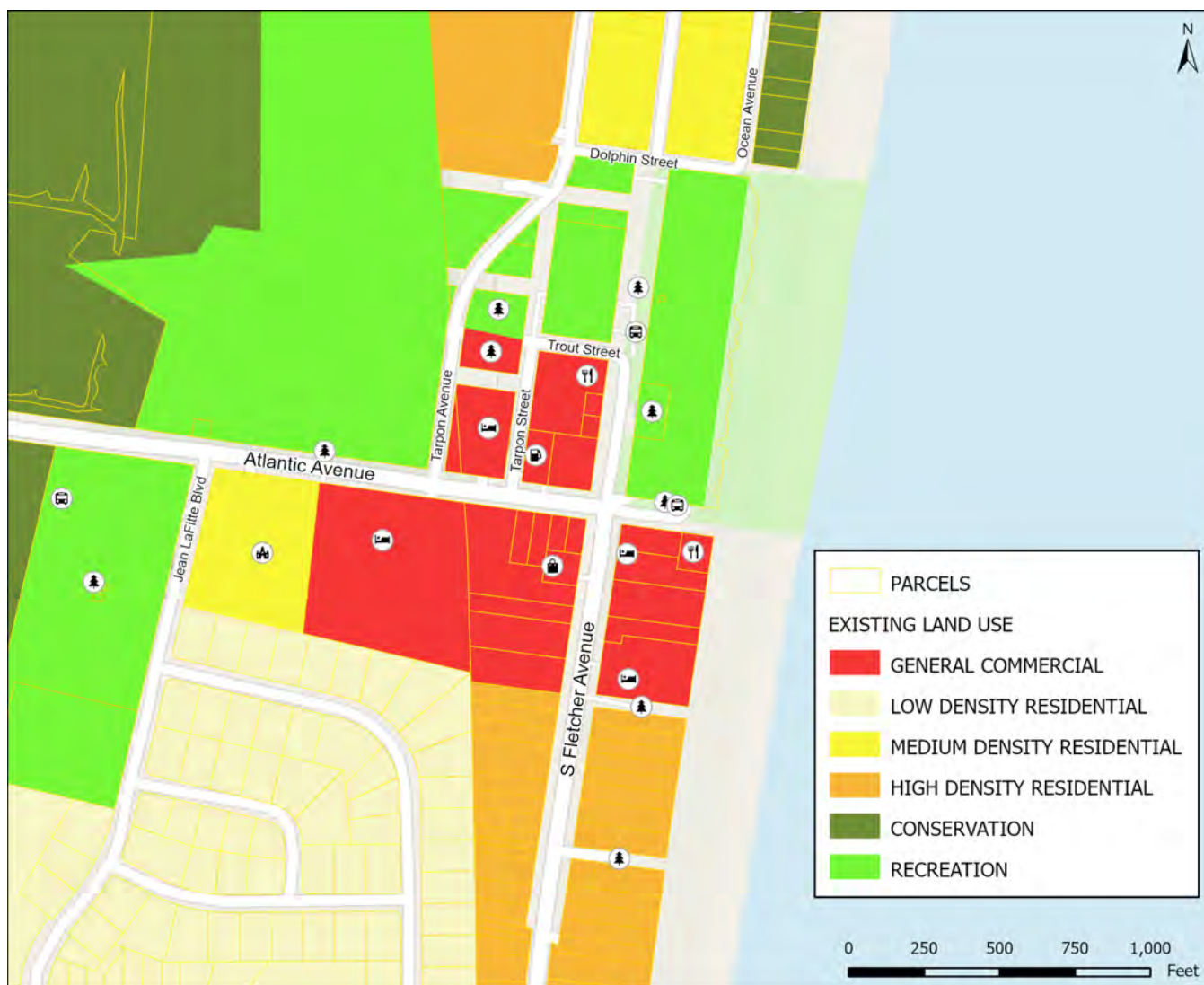


Figure 3 – Land Use



Figure 4 – Zoning

2.4 COMMUNITY FACILITIES

Fernandina Beach offers a well-connected network of community facilities centered around a vibrant shoreline and park system. Figure 5 highlights Main Beach Park as a major recreational hub, featuring beach access points, multi-purpose courts, Poe Pinson Skate Park and nearby family attractions like the Putt-Putt Fun Center. Just west of the beach, Atlantic Avenue links residents to the Atlantic Recreation Center and provides convenient access to restaurants, retail, lodging and gas stations/convenience stores. Additional neighborhood beach access points along S. Fletcher Avenue ensure the community stays closely connected to the coast. Outdoor enthusiasts benefit from spaces like Fort Clinch State Park and Egans Creek Greenway, both of which provide natural green space and trails.

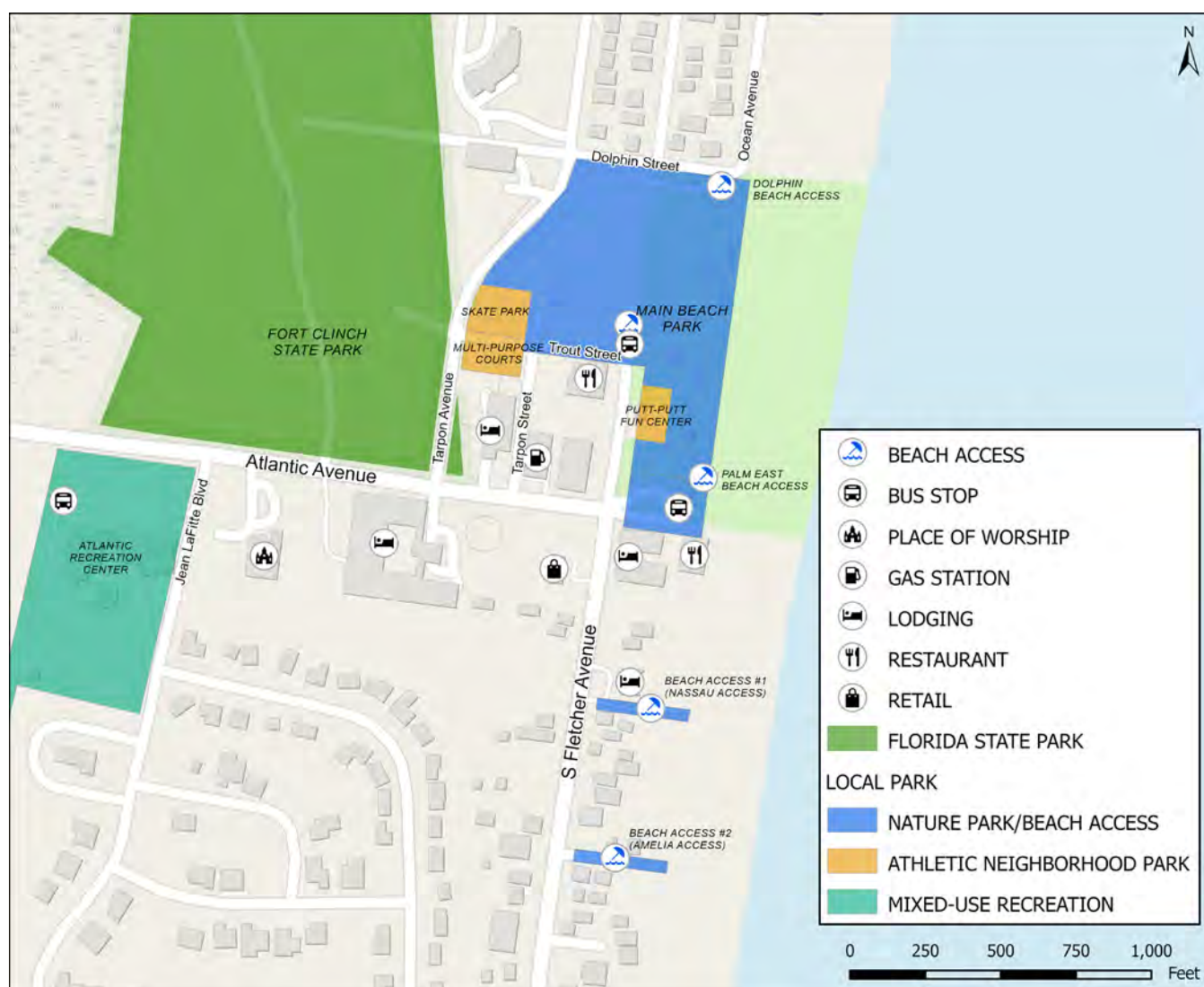


Figure 5 – Community Facilities

2.5 AREA PROJECTS

2.5.1 Infrastructure

FDOT District 2 has ongoing funded projects to resurface both Atlantic Avenue and S. Fletcher Avenue.

- 210679-2: S.R. A1A (Atlantic Avenue) from Center Street to S. Fletcher Avenue; 1.623 miles. As part of the Resurfacing, Restoration and Rehabilitation (RRR) project, on street bike lanes will replace parking lanes between S. 15th Street and Jean LaFitte Boulevard, west of the entrance to Fort Clinch State Park. Construction will begin in FY 2026.
- 210595-2: S.R. A1A (S. Fletcher Avenue) from Gerbing Road to Atlantic Avenue; 5.6 miles. Construction of the RRR project is scheduled to begin in FY 2028.

2.5.2 Multimodal/Complete Streets

Complete streets improvements to Atlantic Avenue from 8th Street to Fletcher Avenue are the No. 21 unfunded priority in the North Florida TPO's 2025 Region-Wide List of Priority Projects (LOPP). The proposed project will continue to improve functionality and add capacity along Atlantic Avenue through intersection improvements (traffic circles) along the corridor, with context sensitive improvements on parallel facilities including shared use paths.

2.5.3 Parks

A joint effort with the Tourist Development Council, the "beach harmonization" project is a long-term \$11M strategic initiative to create cohesive infrastructural and aesthetic improvements to seven key beach parks in the City of Fernandina Beach and Nassau County. On Amelia Island, improvements to the four primary beach front parks are planned in the following order, with Sadler Seaside Park currently under design.

- Sadler Seaside Park
- Main Beach
- Peters Point
- Burney Park

Depicted in Figure 5, Main Beach Park is in the northeast quadrant of the intersection of Atlantic Avenue and S. Fletcher Avenue and has two public beach access points.

2.6 MEDIAN OPENINGS AND DRIVEWAYS

Table 2 summarizes the full and directional median openings on the Atlantic Avenue study corridor and on Fletcher Avenue, within 250 feet of the Atlantic Avenue intersection. The information provided includes the approximate distance to adjacent driveways and the connection width.

On Atlantic Avenue eastbound, five vestigial (or ghost) driveways lie between the Marriott access and Fletcher Avenue, including one within the Marriott property boundary. Westbound, the Circle K and Fernandina Cay

Condominiums have adjacent driveways, resulting in a wide full access apron. Surf & Sand Hotel has an ingress-only access and a southbound directional right out access, to accommodate constrained circulation within the site.

On S. Fletcher Avenue southbound, the full frontage of the undeveloped corner lot and adjacent Driftwood Surf Shop is paved. Northbound, Terraces at Beachside has a full access drive.

Table 2 – Median/Driveway Summary

Direction Location	Access Type	Upstream (LF) ¹	Downstream (LF) ¹	Connection Width (LF) ¹
EASTBOUND				
Unused Curb Cut	Full	24	39	13
Unused Curb Cut	Full	39	44	14
Unused Curb Cut	Full	44	21	31
Unused Curb Cut	Full	21	181	22
Unused Curb Cut	Full	181	38	22
WESTBOUND				
Fernandina Cay Condominiums/Circle K	Full	104	48	69
Surf & Sand Hotel	Directional/ Ingress Only	32	52	15
Surf & Sand Hotel	Directional/ Right Out	52	81	14
NORTHBOUND				
Terraces at Beachside	Full	93	112	19
SOUTHBOUND				
Unused Curb Cut	Full	41	23	46
Driftwood Surf Shop	Full	23	17	129

¹ Distances are approximate

2.7 EXISTING TRAFFIC VOLUMES

The 2024 Annual Average Daily Traffic (AADT), from FDOT’s Florida Traffic Online Web Application, is 8,900 vehicles per day (VPD) on Atlantic Avenue and 5,800 VPD on Fletcher Avenue. Table 3 provides a planning level analysis of the daily and peak hour traffic volumes, using the generalized service volume tables in the FDOT 2023 Multimodal Quality/Level of Service Handbook. At current estimated peak hour traffic volumes, Atlantic Avenue operates at 51% of the maximum service volume (MSV) for level of service (LOS) D. S. Fletcher Avenue operates at 26% of MSV. Appendix A provides the count data and Generalized Service Volume Tables.

Table 3 –Traffic Volumes and Segment LOS

Road Segment	Context Class	LOS Std	MSV ^{1,2}		AADT	Daily LOS	Peak Volume ³	Peak LOS
			Daily	Peak Hour				
Atlantic Avenue, 0.2 miles west of Jean LaFitte Boulevard (#74-0128)	C4	D	17,600	1,580	8,900	D	801	D
S. Fletcher Avenue, 200 feet south of Atlantic Avenue (#74-5005)	C3R	D	22,400	2,020	5,800	C	522	C

¹ FDOT 2023 Multimodal Quality/Level of Service Handbook, Generalized Service Volume Tables

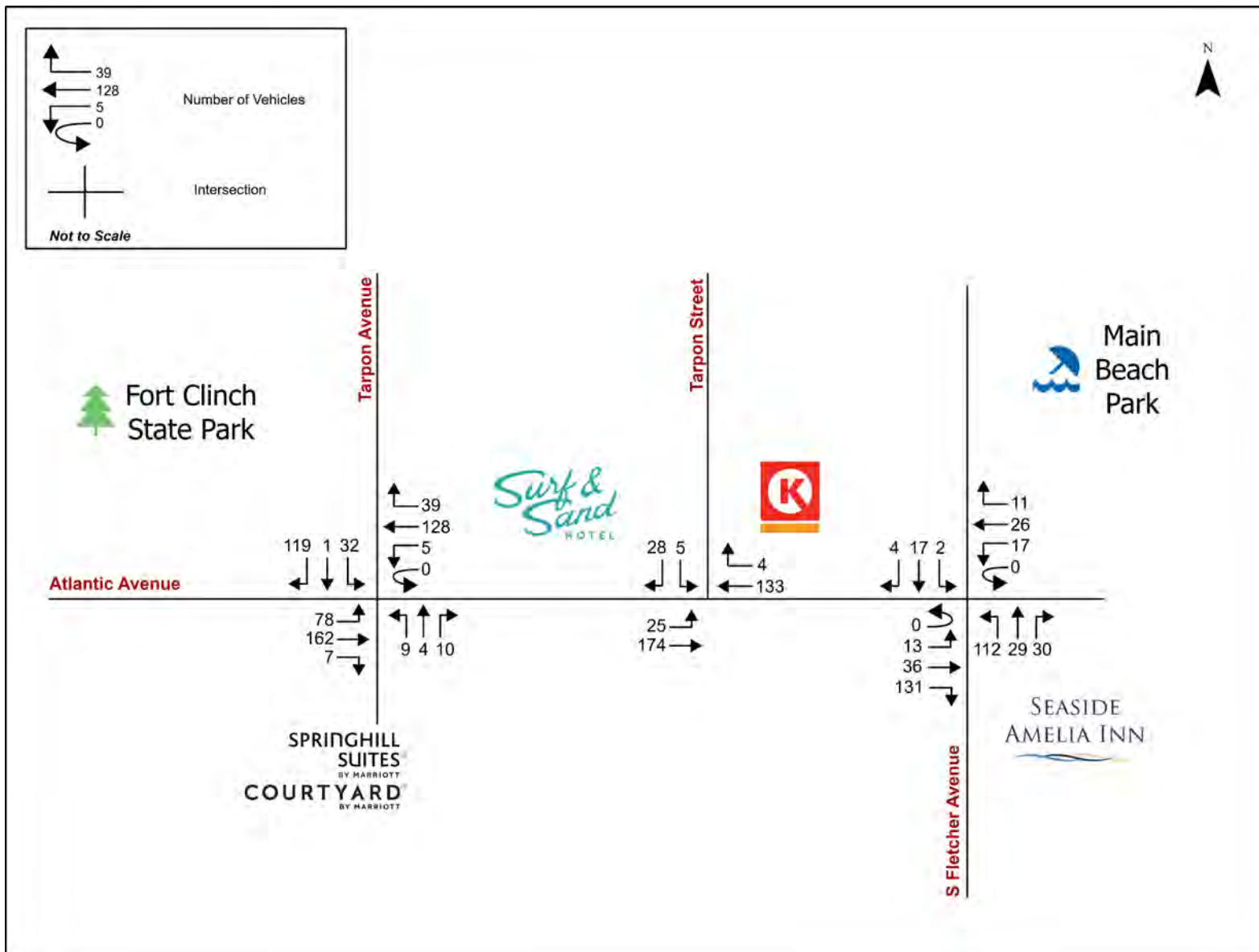
² Maximum Service Volume

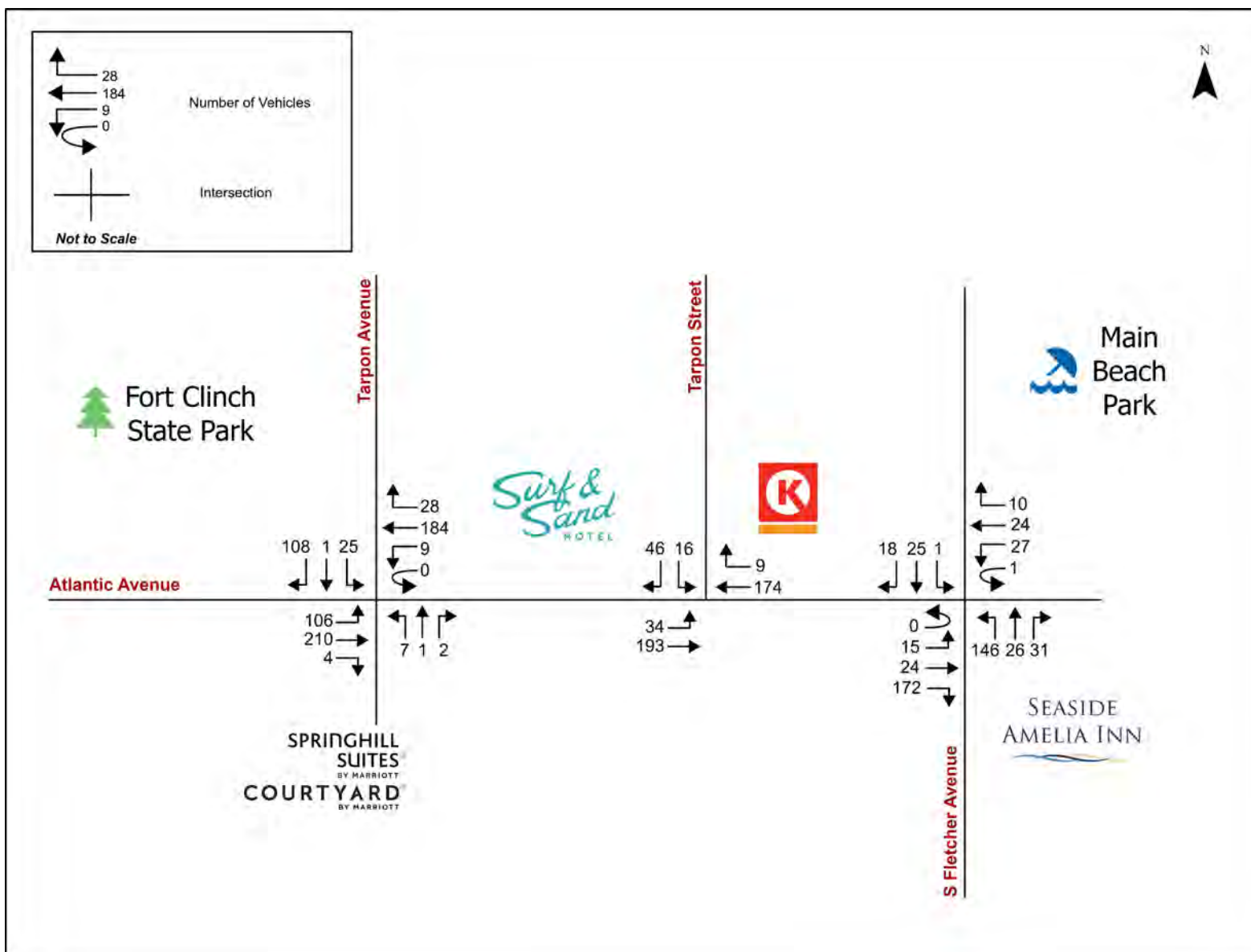
³ Planning analysis factor (K) = 0.09

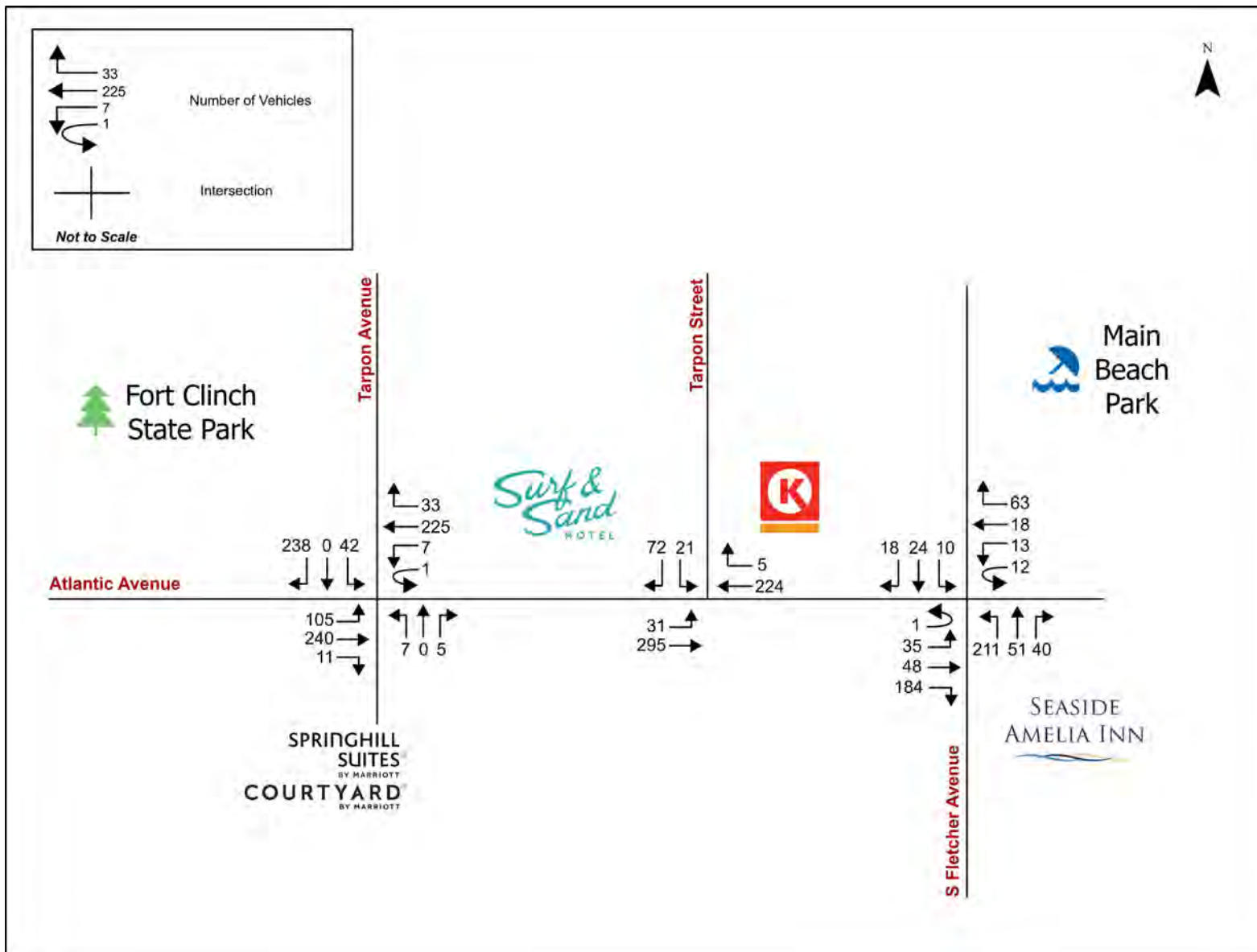
On September 18th and 20th 2025, Benesch conducted 12-hour turning movement counts on Atlantic Avenue at the three study intersections. The data includes a typical weekday (Thursday) and weekend (Saturday). The FDOT peak seasonal factor report and counts sheets are also included in Appendix A with seasonally adjusted peak hour count volumes depicted in Figure 6 and Figure 7.

Reflective of a beach resort area, the weekday peak hours are 10:30 a.m. to 11:30 a.m. and 3:15 p.m. to 4:15 p.m. across the study intersections, later than standard commuter rush hours. During the weekend, all study intersections exhibit a midday peak, which is generally around 11:45 a.m. to 1 p.m. The Atlantic Avenue at Tarpon Street intersection experiences a later peak, from 2:15 p.m. to 3:15 p.m.

Overall, weekday p.m. peak traffic volumes are 20% to 30% higher than the a.m. peak, which is consistent with field observations. On weekends, peak traffic volumes are 20% to 30% higher than the weekday p.m. peak volumes. S. Fletcher Avenue experiences increases in northbound left, through and right turn movements towards Main Beach Park. In addition, traffic counts indicate a pattern of U-turns at the Main Beach Park access, which likely reflects motorists searching for available parking spaces.







North Florida TPO | Atlantic Avenue at Fletcher Avenue (S.R. A1A) Intersection Study **Figure 8 – 2025 Weekend Midday Peak Hour Traffic Volumes**

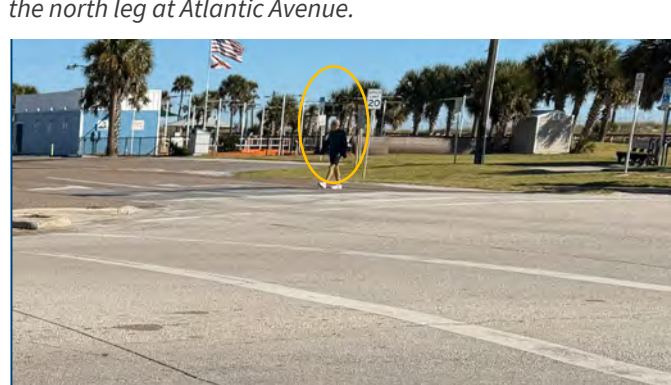
2.8 PEDESTRIAN AND BICYCLE VOLUMES

Beach accesses, restaurants, hotels and residences make Atlantic and Fletcher Avenues busy corridors for pedestrians and bicyclists. As provided in Table 4, over 300 bicyclists and pedestrians were counted along Atlantic Avenue over a 12-hour period Thursday, September 18, 2025 and nearly 600 Saturday, September 20, 2025. At the intersection at Fletcher Avenue, 72 bicyclists and pedestrians crossed Atlantic Avenue Thursday and 245 Saturday.

Figure 9 and Figure 10 depict pedestrian and bicyclist volumes recorded during the weekday and weekend peak hours. A larger number of pedestrians and bicyclists were recorded on the weekend, with the intersection of Atlantic Avenue and Fletcher Avenue experiencing the most activity.



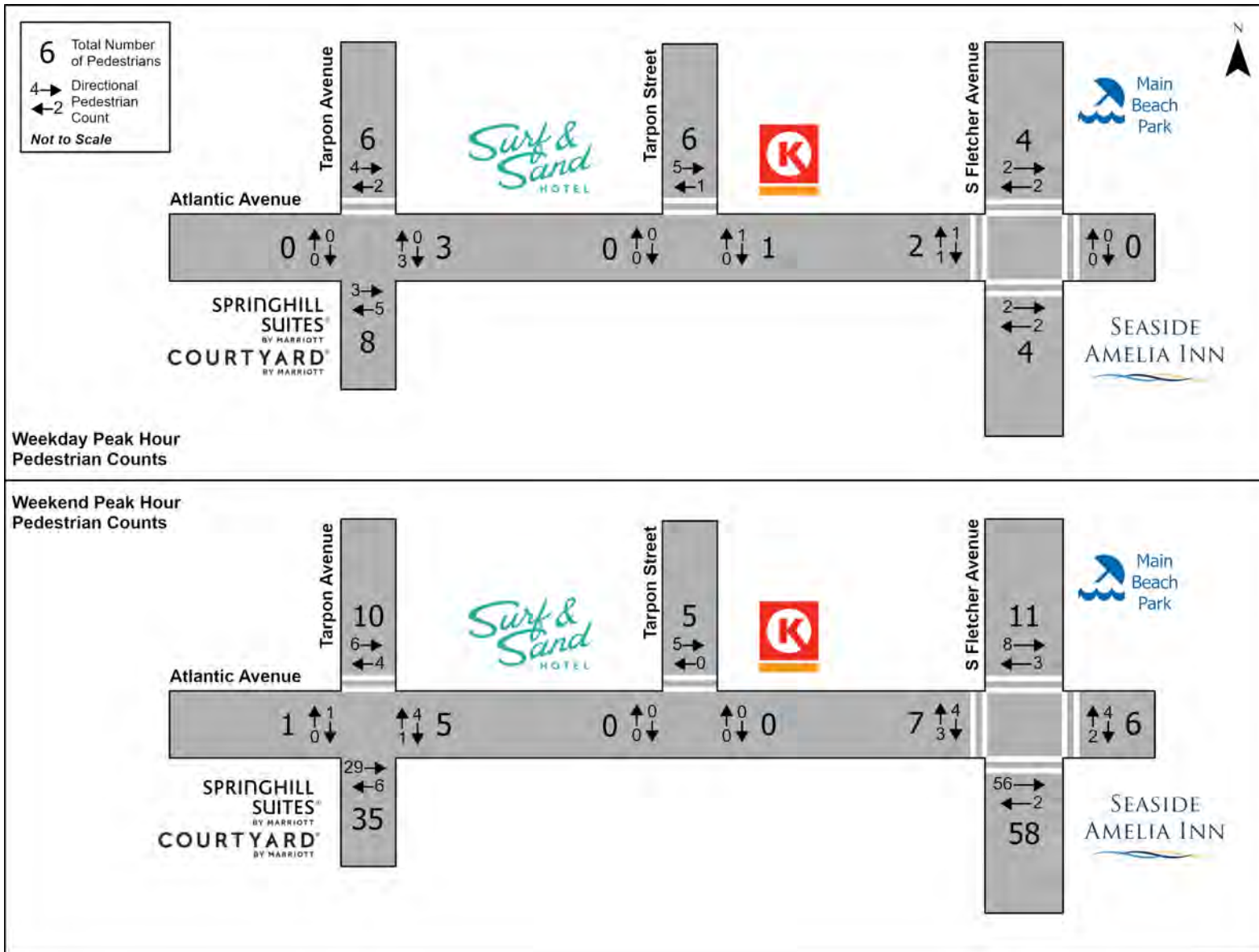
A group of pedestrians waiting to cross N. Fletcher Avenue on the north leg at Atlantic Avenue.

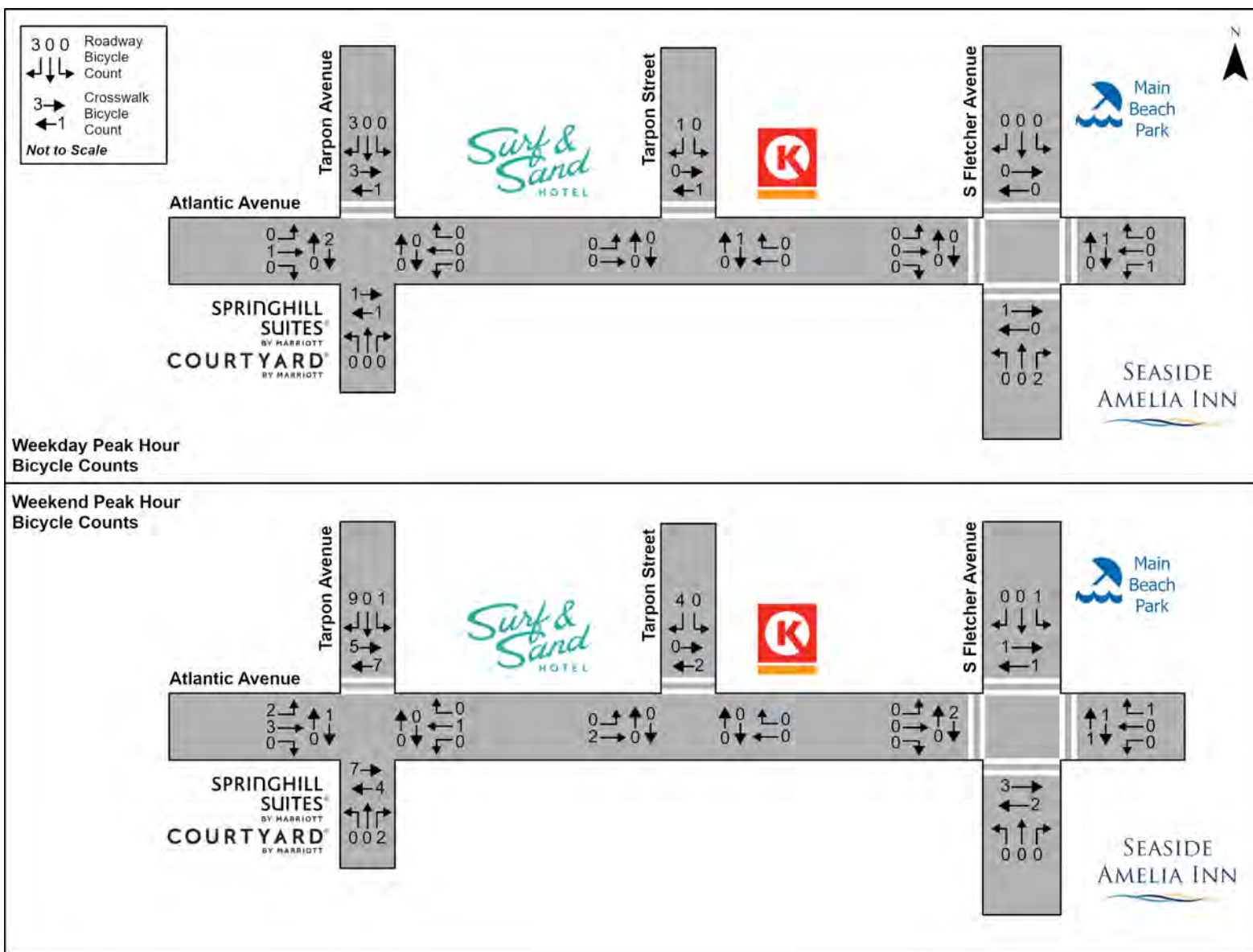


Pedestrian crossing on the north leg at the intersection of Atlantic Avenue and Fletcher Avenue.

Table 4 – Pedestrian and Bicyclist Activity (12-Hour)

Intersection Atlantic Avenue at	Crossing Atlantic Avenue			Crossing Minor Street		
	East Leg	West Leg	Total	North Leg	South Leg	Total
WEEKDAY						
Pedestrians						
Fletcher Avenue	19	35	54	124	77	201
Tarpon Avenue	12	46	58	186	92	278
Bicyclists						
Fletcher Avenue	5	13	18	4	3	7
Tarpon Avenue	4	1	5	35	25	60
Total						
Fletcher Avenue	24	48	72	128	80	208
Tarpon Avenue	16	47	63	221	117	338
WEEKEND						
Pedestrians						
Fletcher Avenue	69	148	217	333	215	548
Tarpon Avenue	18	39	57	310	120	430
Bicyclists						
Fletcher Avenue	6	22	28	21	19	40
Tarpon Avenue	1	3	4	48	62	110
Total						
Fletcher Avenue	75	170	245	354	234	588
Tarpon Avenue	19	42	61	358	182	540





2.9 FIELD REVIEW

Benesch conducted field review and observation Thursday, October 30th, 2025, during the a.m. and p.m. peak hours. The weather was clear and dry. The review team did not observe any ongoing construction in the study area during this time. Observations are listed below with additional photos provided in Appendix B.

General Observations

- A traffic signal controls the intersection movements and allows each approach to proceed through when it had the right of way. Observations during the evaluation confirmed that the signal operated without any issues.
- Pedestrians and bicyclists actively use the intersection to access nearby sidewalk, convenience stores and Main Beach Park while engaging in casual walks, biking or walking their dogs. Several bicycle riding groups utilized travel lanes because of low traffic volumes and slow speeds in the area.
- ADA ramps are non-compliant, using scored or raised concrete detectable warning surfaces rather than truncated domes.
- The crosswalk on the north leg of Fletcher Avenue lacks a curb ramp on the northeast corner. Pedestrians must maneuver the Main beach driveway to reach the sidewalk. The pedestrian buttons are located on a power pole within the grass utility strip and are oriented to the street and away from the sidewalk. Users must cross the grass to reach the push buttons. A bicyclist was observed falling while attempting to use the buttons.
- Corrosion and saltwater exposure from the nearby ocean cause visible deterioration on the pedestrian signal heads. Although they have a protective coating, traffic signal mast arms also show some surface corrosion.



Northbound vehicles on Atlantic Avenue queue at the intersection during the a.m. peak hour. Several bicyclists are riding along the shoulder.



Northeast crosswalk curb ramp is misaligned from the crosswalk location

- The eastbound shared right-through lane on Atlantic Avenue measured 16.5 LF, about 4.5 LF wider than a standard lane width, indicating possible accommodation for a bike lane on the approach in the future. The northbound left turn lane on S. Fletcher Avenue measures 9 LF, which is less than the minimum auxiliary lane width for C3 context classification, as per FDOT Design Manual (FDM) Table 210.2.1.
- Electric service is provided via overhead utility lines along study roads.
- Along Atlantic Avenue, power poles and drainage structures are located at the back of the utility strip and close to the sidewalks. Some drainage manholes encroach into the sidewalk.

A.M. Observations

- During the a.m. peak period, the team observed up to seven passenger vehicles queuing on the northbound approach of Fletcher Avenue at Atlantic Avenue. Vehicles cleared the intersection promptly when the signal turned green. Between 10:35 a.m. to 11:15 a.m., vehicles arrived at a high rate on S. Fletcher Avenue, but the intersection handled them efficiently without any sustained queues forming.
- One WB-62 truck made a northbound to westbound left turn from Fletcher Avenue to Atlantic Avenue, encroaching into the opposing lane to complete the turning maneuver.

P.M. Observations

- Vehicles on the eastbound approach of Atlantic Avenue arrived at a higher rate between 3:15 p.m. to 3:50 p.m., forming queues of up to five vehicles at the Fletcher Avenue intersection. Vehicles cleared the intersection immediately when the signal turned green and no sustained queues developed.
- There was some lane usage confusion on eastbound Atlantic Avenue at the Fletcher Avenue intersection. Some left turning vehicles made last-minute lane changes from the shared through/right lane to the left lane, while others executed left turns directly from the shared through/right lane. The team did not observe any near misses resulting from this lane changing pattern.



Looking eastbound on Atlantic Avenue: Bicyclists were observed using both the travel lanes and sidewalks.

2.10 OPERATIONAL ANALYSIS

Benesch conducted capacity analysis for the existing intersection using Synchro 11 traffic software. Field review observations and turning movement counts were used to refine the analysis models for the peak hours. Table 5 includes a summary of the results while the output worksheets are provided in Appendix C.

Level of Service (LOS) and control delay are outputs provided by Synchro that reflect capacity of an intersection. LOS has a direct relationship to control delay as outlined in the Highway Capacity Manual by the Transportation Research Board and acts as a letter grade for capacity (A-F). At each intersection, LOS and control delay are calculated for the overall intersection, each approach and each lane group. LOS A (up to 10 seconds/vehicle of delay) represents a low level and favorable conditions while LOS F represents significant delays and long queues, which may spill upstream. An intersection overall may still operate acceptably even if individual approaches or lane groups have an unacceptable LOS.

Synchro analysis indicates that the signalized intersection at Atlantic Avenue and Fletcher Avenue operates at an acceptable LOS B during the a.m., midday and p.m. peak periods on the weekday and weekend. Weekday intersection delays remain consistent during both a.m. and p.m. peak. However, the delay during the weekend increases by 2.4 seconds, approximately 18% higher than the delay experienced during weekday peak hours. The westbound approach from Main Beach Park experiences the highest delay, with 21.8 seconds during the a.m. peak and 23.1 seconds during the p.m. peak, corresponding to LOS C. This approach improves to LOS B during the weekend midday peak, with delay reduced to 18.7 seconds.

The unsignalized intersections along Atlantic Avenue at Tarpon Street and Tarpon Avenue operate at an acceptable LOS A during both the a.m. and p.m. peak hours. Tarpon Street, a T-intersection, experiences consistently low delays during both weekday and weekend peak periods, averaging approximately 2 seconds. The lowest delay occurs during the weekday a.m. peak hour at 1.4 seconds, while the highest delay of 2.0 seconds occurs during the p.m. peak hour.

The intersection at Tarpon Avenue experiences its highest delay of 6 seconds during the weekend midday peak hour. Northbound and southbound movements exhibit increasing delays during the p.m. peak hour, and the weekend midday peak hour, operating at LOS C, with northbound delay reaching up to 19.9 seconds. These delays are consistent with observed traffic patterns, which indicate higher traffic volumes on the primary eastbound and westbound movements along Atlantic Avenue impeding flow from minor stop-controlled streets.

Table 5 – Existing Operational Analysis (2025)

Intersection Atlantic Avenue at	Control Type	Approach / Movement	Weekday				Weekend	
			A.M. Peak Hour		P.M. Peak Hour		Peak Hour	
			LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)
Fletcher Avenue	Signalized	Eastbound	B	11.8	B	10.8	B	12.6
		Westbound	C	21.8	C	23.1	B	18.7
		Northbound	B	11.2	B	11.7	B	16.7
		Southbound	B	19.5	B	16.6	B	18.3
		Intersection	B	13.2	B	13.1	B	15.6
Tarpon Street	Unsignalized	Eastbound	A	1.0	A	1.2	A	0.7
		Westbound	A	0.0	A	0.0	A	0.0
		Southbound	A	9.5	B	10.6	B	11.1
		Intersection	A	1.4	A	2.0	A	1.9
Tarpon Avenue	Unsignalized	Eastbound	A	2.4	A	2.7	A	2.4
		Westbound	A	0.2	A	0.1	A	0.0
		Northbound	B	13.0	C	18.6	C	19.9
		Southbound	B	11.5	B	13.0	C	15.6
		Intersection	A	4.5	A	4.1	A	6.0

2.11 UTILITIES

At the study intersection, utilities from multiple companies are located under and above the road. Based on information provided through Sunshine One Call (Sunshine 811), Utility Agent/Owners are listed in Table 6. These include cable, fiberoptic and telephone lines, gas, water and overhead electric. Above ground pedestals, poles, junction boxes and other utility markers adjacent to existing right-of-way are also present at the study intersections.

Table 6 – Utilities

Service Area Name ¹	Utility Type
AT&T/Distribution	Telephone/Cable/Telecommunications
Comcast Cable Communications	Telephone/Cable/Telecommunications
City of Fernandina Beach	Water/Wastewater
Crown Castle	Electric
Crown Castle NG	Fiber
Florida Public Utilities Company	Gas
Florida Public Utilities Company	Electric/Propane Gas
IQ Fiber	Telephone/Cable/Telecommunications

¹Source: Sunshine OneCall (Sunshine 811)

3 SAFETY ASSESSMENT

Benesch obtained approximately 11 years of crash records (01/01/2015 to 12/31/2025) from the University of Florida's Signal Four Analytics for the study intersection. As part of the analysis, we thoroughly reviewed all crashes to confirm crash type, location, road surface and lighting conditions. We also reviewed the description of the crash events to determine if a crash pattern could be identified at the study intersection. Figure 11 depicts a map of the location and frequency of crashes at the intersection.

Per Table 7 and Figure 12, a total of 11 crashes were identified at the intersection during the study period. Rear-end (4, 36.4%) and sideswipe (2, 18.2%) represented the most frequent crash types. However, the overall crash frequency is low, and most crash types were limited to a single occurrence.

The following crash trends are identified:

- No reported pedestrian or bicycle crashes
- No reported fatalities or incapacitating injury crashes
- Nine crashes (81.8%) of the total crashes resulted in no reported injuries
- One crash per year on average at the intersection
- Three crashes (27.3%) occurred at night/dusk/dawn
- Eight crashes (80%) of all crashes occurred under dry pavement conditions

The crashes can also be categorized into several Florida Strategic Highway Safety Plan (SHSP) emphasis areas:

- Roadways – Intersection Related (4, 29%), Lane Departure (2, 14%)
- Road Users – Aging Road User (5, 36%)
- User Behavior – Distracted (2, 14%), Occupant Protection (no restraint) (1, 7%)



Figure 11 – Crash Location and Frequency

Table 7 – Crash Summary by Year

Atlantic Avenue Fletcher Avenue		Years											11 - Year Total	Severe Crashes	Yearly Mean Crashes	%
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025				
Crash Type	Backing	1	0	0	0	0	0	0	0	0	0	0	1	0	0.1	9.1%
	Left Turn	0	0	0	0	1	0	0	0	0	0	0	1	0	0.1	9.1%
	Off Road	0	0	0	0	0	1	0	0	0	0	0	1	0	0.1	9.1%
	Other	1	0	0	0	0	0	0	0	0	0	0	1	0	0.1	9.1%
	Rear End	0	0	0	0	0	1	0	0	0	0	3	4	0	0.4	36.4%
	Right Turn	0	0	0	0	0	0	0	0	1	0	0	1	0	0.1	9.1%
	Sideswipe	0	0	0	1	0	0	0	0	0	0	1	2	0	0.2	18.2%
	Total	2	0	0	1	1	2	0	0	1	0	4	11	0	1.0	100%
Injury Severity	Non-Incapacitating Injury	0	0	0	0	0	1	0	0	0	0	0	1	-	0.1	9.1%
	Possible Injury	0	0	0	0	0	0	0	0	1	0	0	1	-	0.1	9.1%
	No Injury	2	0	0	1	1	1	0	0	0	0	4	9	-	0.8	81.8%
	Total	2	0	0	1	1	2	0	0	1	0	4	11	-	1.0	100%
Lighting Condition	Daylight	1	0	0	0	1	1	0	0	1	0	4	8	0	0.7	72.7%
	Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1	0	0.1	9.1%
	Dark - Not Lighted	0	0	0	1	0	1	0	0	0	0	0	2	0	0.2	18.2%

Atlantic Avenue Fletcher Avenue		Years											11 - Year Total	Severe Crashes	Yearly Mean Crashes	%
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025				
	Total	2	0	0	1	1	2	0	0	1	0	4	11	0	1.0	100%
Surface Condition	Dry	1	0	0	0	0	2	0	0	1	0	4	8	0	0.7	72.7%
	Sand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Unknown	1	0	0	1	1	0	0	0	0	0	0	3	0	0.3	27.3%
	Total	2	0	0	1	1	2	0	0	1	0	4	11	0	1.0	100%



As depicted in Figure 13, crashes are broadly spread throughout the day from 8 a.m. to 9 p.m., with notable peaks in crash frequency observed at 9 a.m. and 2 p.m.

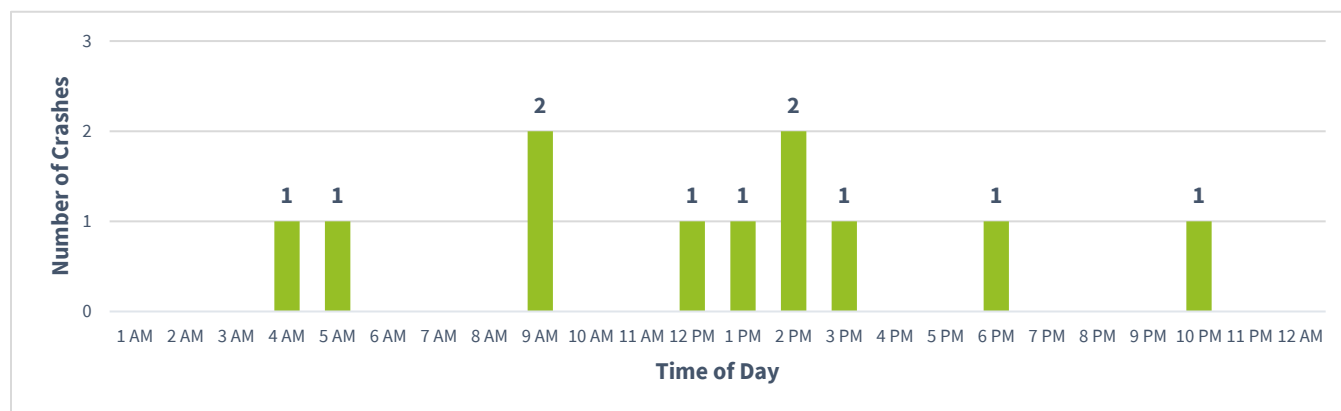


Figure 13 – Crashes by Time of Day

3.1 FATAL AND INCAPACITATING INJURY CRASHES

Figure 14 depicts crash severity. For the time period examined, no fatal or incapacitating injury crashes were identified on the study corridor.



Figure 14 – Crash Severity Map

3.2 PEDESTRIAN AND BICYCLE CRASHES

No pedestrian or bicycle crashes were identified on the study corridor during the past eleven years.

4 FUTURE CONDITIONS

4.1 TRAFFIC VOLUME PROJECTIONS

To determine an annual growth rate, Benesch reviewed historic traffic count data, Northeast Florida Regional Planning Model (NERPM) volumes and the FDOT District 2 LOS Report for S.R. A1A. Table 8 summarizes the various rates, with the calculations provided in Appendix D. Growth rates developed using historic traffic volumes and FDOT Trends software were discarded because of low R^2 values. NERPM data has a Base Year (2020) and Future Year (2050) and returns a compound annual growth rate (CAGR) ranging from 2.2% to 2.6%. The LOS Report CAGR ranges from 1.3% to 2.1%. The study recommended rate is 1.5% per year which is a blend of the calculated rates and engineering judgment. The data and analysis are provided in Appendix D.

A Design year of 2050 reflects a 25-year horizon. Future traffic volumes are calculated using the following equation:

$F = E(1+gr)^n$ which is defined as F (future traffic volume), E (existing volume), gr (growth rate), and n (number of years)

Table 8 – Recommended Growth Rate

Method	Growth Rate				Recommended Rate
	S.R. A1A 200' South of S.R. 200 (Sta. 74-5005)		S.R. A1A 2 Mi. West of Jean LaFitte Boulevard (Sta. 74-0128)		
	Rate	R ²	Rate	R ²	
NERPM	2.191%		2.608%		1.5%
FDOT Trends ¹					
Linear	4.69%	72.83%	2.24%	49.63%	
Exponential	3.94%	73.18%	2.50%	47.27%	
Decaying Exponential	0.58%	59.59%	0.33%	26.08%	
LOS Report (CAGR) ¹	2.1%		1.3%		

¹ All methods return an unacceptable R^2 value

² Compound annual growth rate

On Atlantic Avenue, an increase of approximately 4,100 VPD is projected in the next 25 years. As provided in Table 9, the 2050 daily volume is estimated at 13,000 VPD, which is equivalent to LOS D. Peak hour traffic volumes will also operate at LOS D and 75% of MSV. On S. Fletcher Avenue, an increase of 2,700 VPD is projected in the next 25 years. The 2050 daily volume is estimated at 8,500 VPD, which is equivalent to LOS C.

Peak hour traffic volumes will also operate at LOS C and 38% of MSV. The LOS is consistent with that projected in the District 2 LOS Reports. No need for capacity improvements is anticipated.

Table 9 – 2050 Traffic Volumes

Station Location	Year	LOS Std	MSV ^{1, 2}		AADT	Daily LOS	Peak Volume ³	Peak LOS
			Daily	Peak Hour				
Atlantic Avenue, 0.2 miles west of Jean LaFitte Boulevard (#74-0128)	2050	D	17,600	1,580	13,000	D	1,180	D
S. Fletcher Avenue, 200 feet south of Atlantic Avenue (#74-5005)	2050	D	22,400	2,020	8,500	C	769	C

¹ *FDOT 2023 Multimodal Quality/Level of Service Handbook, Generalized Service Volume Tables*

² Maximum Service Volume

³ Planning analysis factor (K) = 0.095

Figure 15 to Figure 17 illustrate the Future Year (2050) traffic volumes for weekday and weekend peak hours.

4.2 NO BUILD TRAFFIC OPERATIONS (2050)

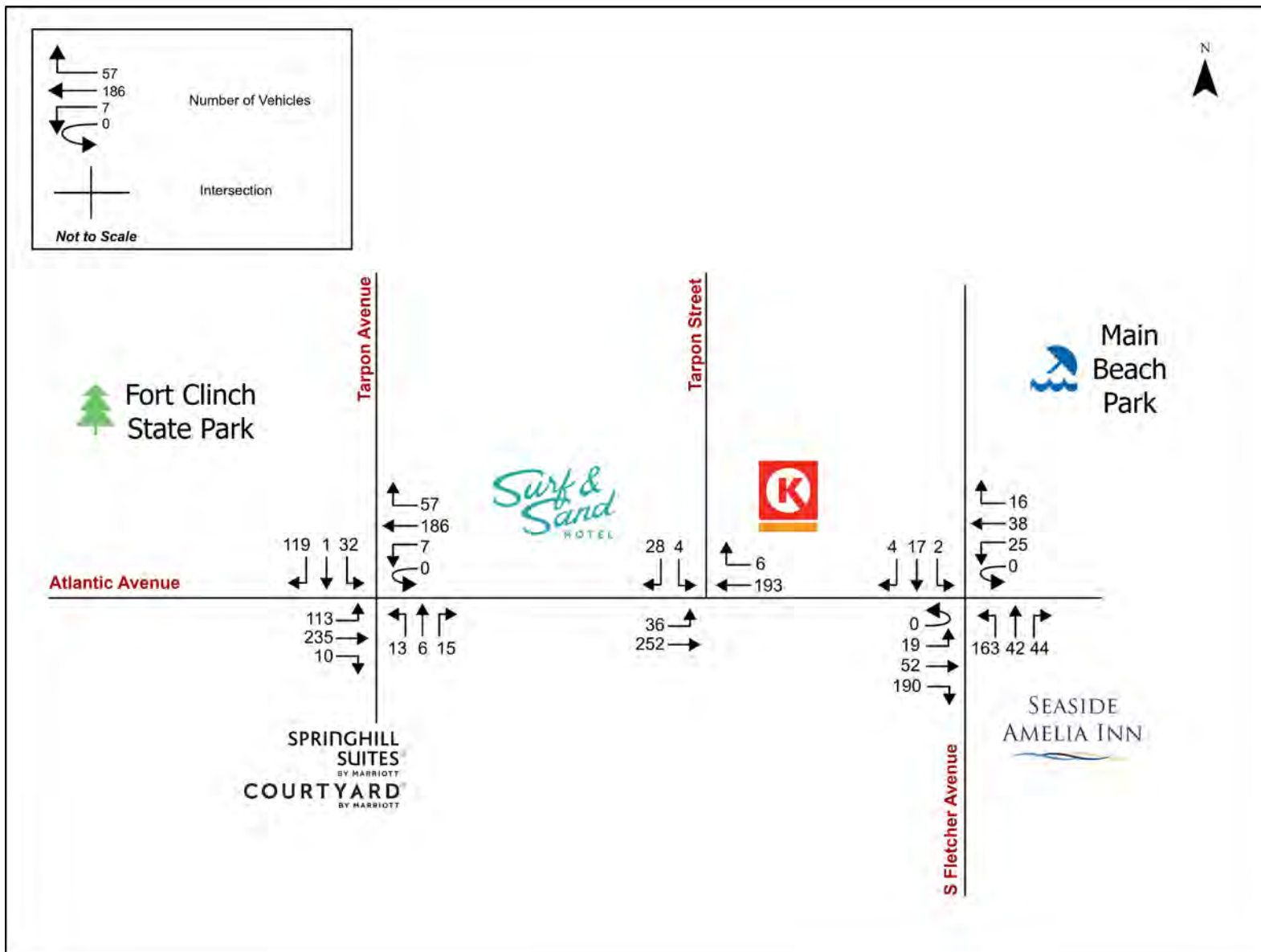
The "no-build" condition, or "no-action" alternative, serves as the baseline scenario. It provides a benchmark to compare the impacts and benefits of the "build" alternative. Parameters associated with the No Build scenario include:

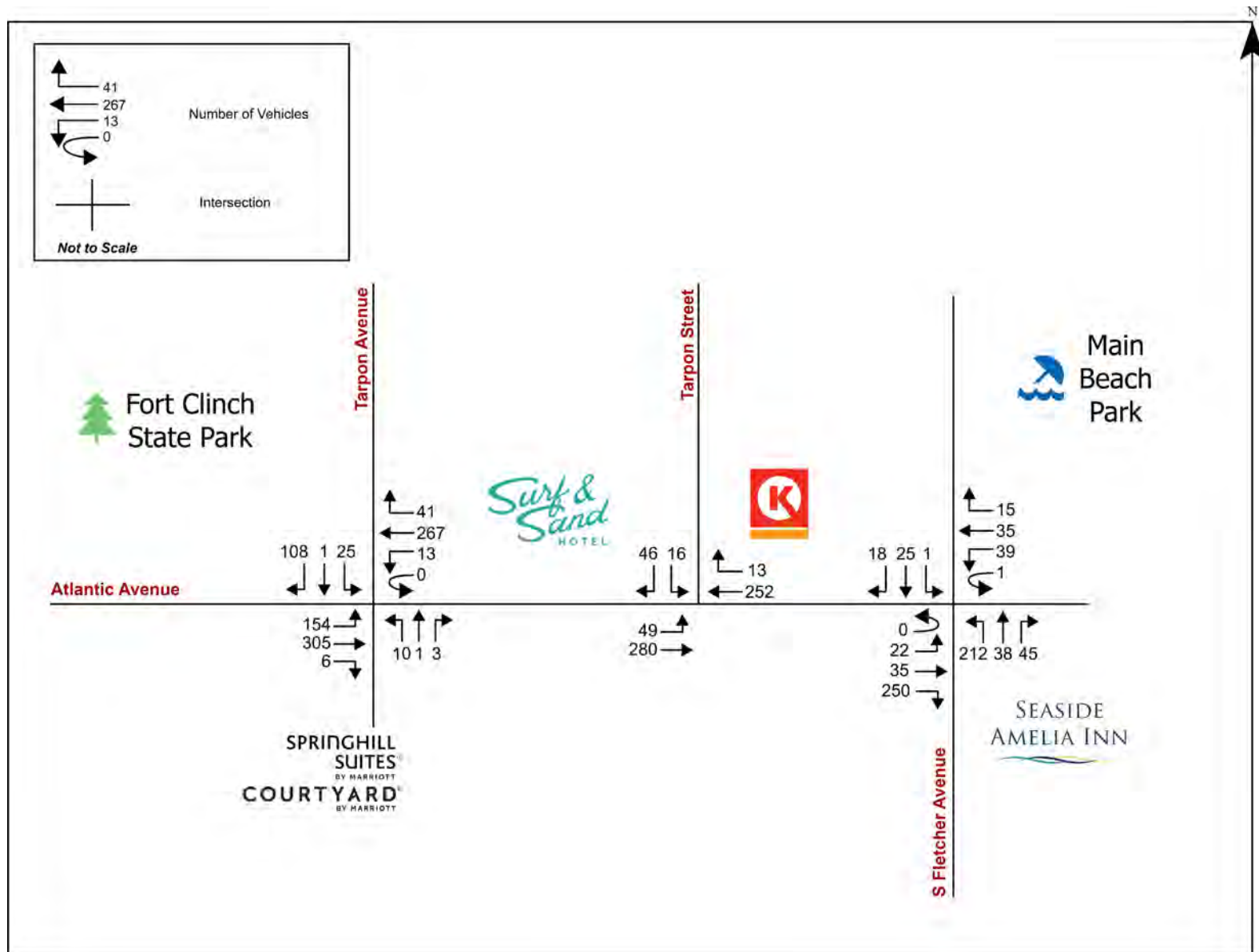
- Design year 2050
- Existing corridor typical section
- Traffic signal control at the Atlantic Avenue/Fletcher Avenue intersection
- 1.5% annual growth in background traffic volumes

Table 10 summarizes the projected corridor intersection operations for No Build (signal control) conditions. The Synchro output worksheets are provided in Appendix E.

The signalized intersection of Atlantic Avenue at Fletcher Avenue is anticipated to operate at LOS B, with overall delay remaining under 20 seconds during weekday peak periods. During the weekend, midday peak delay is anticipated to increase by about six seconds and decrease from LOS B to LOS C. All approaches of this intersection are anticipated to operate at LOS C or better.

The Tarpon Street and Tarpon Avenue intersections are expected to continue operating at LOS A during both weekday and weekend peak hours. At Tarpon Avenue, the northbound and southbound approaches are projected to experience increased delays. During the weekend midday peak, the northbound approach is expected to operate at LOS E with an approximate delay of 35 seconds, while the southbound approach is projected to operate at LOS D with an average delay of about 25 seconds.





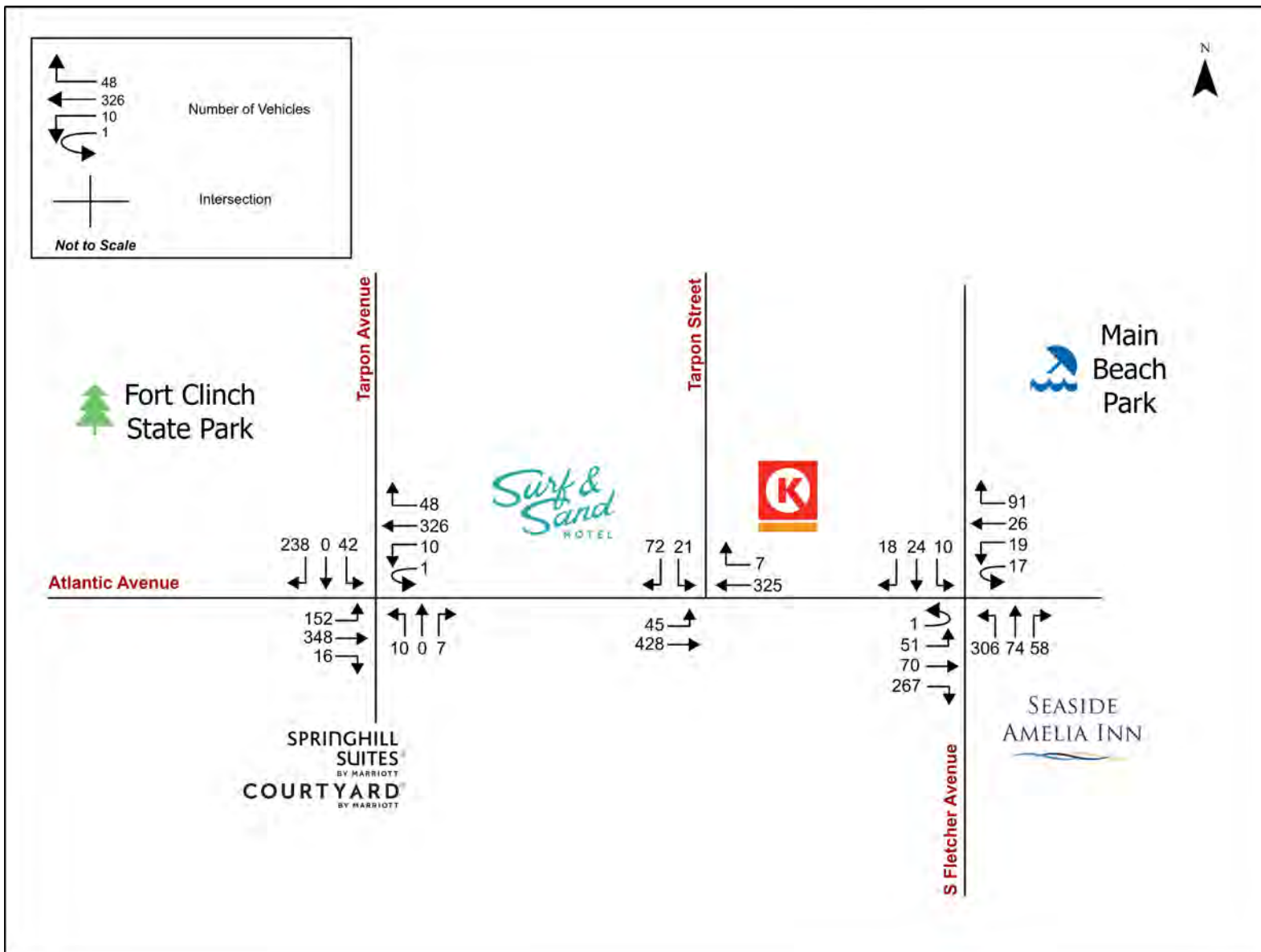


Table 10 – No Build Operational Analysis (2050)

Intersection Atlantic Avenue at	Control Type	Approach / Movement	Weekday				Weekend	
			A.M. Peak Hour		P.M. Peak Hour		Peak Hour	
			LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)
Fletcher Avenue	Signalized	Eastbound	B	15.6	B	11.2	C	20.1
		Westbound	C	24.3	C	24.8	B	19.7
		Northbound	B	14.0	B	15.0	C	24.4
		Southbound	C	21.4	B	17.7	C	19.4
		Intersection	B	16.3	B	14.7	C	21.8
Tarpon Street	Unsignalized	Eastbound	A	1.0	A	1.2	A	0.8
		Westbound	A	0.0	A	0.0	A	0.0
		Southbound	B	10.0	B	12.1	B	13.0
		Intersection	A	1.2	A	1.7	A	1.8
Tarpon Avenue	Unsignalized	Eastbound	A	2.5	A	2.8	A	2.5
		Westbound	A	0.2	A	0.3	A	0.0
		Northbound	C	16.8	D	31.8	E	35.2
		Southbound	B	13.8	C	18.4	D	25.3
		Intersection	A	4.6	A	4.6	A	7.5

5 PLANNING CONCEPT DEVELOPMENT

5.1 MODERN ROUNDABOUT GUIDANCE

Modern roundabout guidance has evolved significantly since publication of the FHWA *Roundabouts: An Informational Guide* in 2000, incorporating new research, safety and best practices. There is a greater emphasis on bicycle and pedestrian access, crossing safely and accommodating trucks and large vehicles. New strategies to retrofit existing intersections to roundabouts include non-circular shapes to address site-specific issues like awkward land boundaries, skewed intersections or highway interchanges. Among the most common alternative shapes used in modern road design are “dog bone” (double teardrop), “peanut,” “turbo” and “elliptical” (oval) designs.

FDOT provides geometric design guidance in FDM Chapter 213, Modern Roundabouts. Roadway geometry should encourage drivers to gradually slow down as they approach the roundabout, using features such as prominent landscaping in the central island to increase visibility of the central island and provide a visual cue to approaching drivers that they are entering a low-speed environment.¹

Roundabouts benefits include reduced number of intersection conflict points, speeds and severity of crashes; lower maintenance costs over time as no electricity or signal equipment is needed; improved traffic flow and delays; and lower fuel consumption due to less idling. Roundabouts also serve as gateway features and provide a sense of place by beautifying streets and creating a stronger visual identity. Specific to the project location adjacent to the Atlantic Ocean, a roundabout is superior to a traffic signal as visible light from the signal indications is disruptive to sea turtle hatchlings.

5.2 ROUNDABOUT CONCEPT DESIGN

FDOT District 2 provided an initial planning concept for the intersection of Atlantic Avenue at Fletcher Avenue, featuring a circular roundabout. This concept is depicted in Appendix F. Benesch progressed the concept to focus on constructability and address constraints relating to the existing intersection geometry, right-of-way, design vehicle and driveway access.

As depicted in Figure 18, the result is an elongated (oval) roundabout with a mountable curb and red brick paver truck apron. Splitter islands on each approach separate entering and exiting traffic, slow vehicles down and provide refuge for pedestrians to make a two-stage crossing, one direction at a time. Design of the west leg splitter island maintains full access on Atlantic Avenue for the Circle K and Fernandina Cay Condominiums driveways. A 10-LF sidewalk along the south and east legs of the intersection enhances pedestrian mobility through the intersection.

Landscaping adds to the prominence of the center island and provides aesthetics. The planting scheme mirrors beach harmonization design at the S. Fletcher Avenue and Sadler Road roundabout.

¹ FDOT Design Manual, Chapter 213, January 1, 2026



Figure 18 – Atlantic Avenue and Fletcher Avenue Roundabout Concept

Two accessible spaces in the Main Beach parking lot are lost in the reconfiguration of the intersection, as well as two parking spaces on the west side of N. Fletcher Avenue. Replacing the accessible spaces requires converting three to four standard parking spaces.

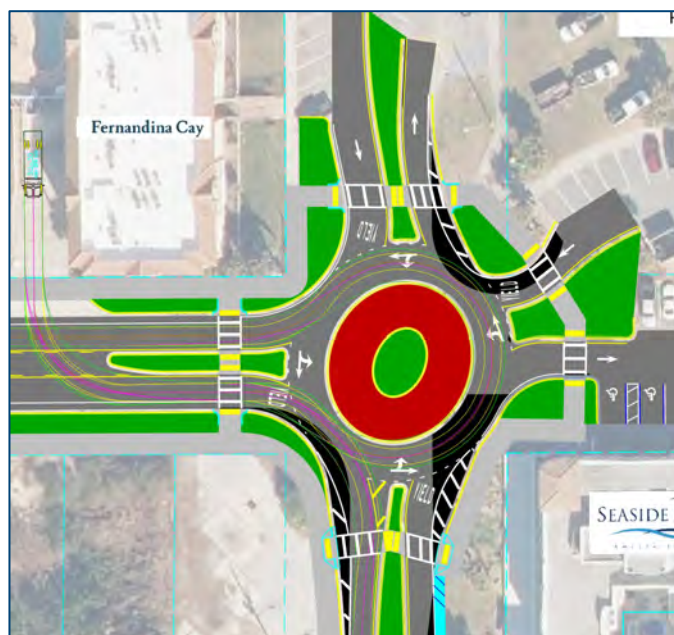
5.2.1 Design Vehicle and Circulation

Design vehicles are an important factor determining the general layout and dimensions of a roundabout. The type of design vehicle is influenced by the functional and context classification of the roadway, role of the roadway in the network, and land use. Both Atlantic Avenue and S. Fletcher Avenue function as principal arterials. The proposed roundabout is designed to accommodate large design vehicles, commercial truck trailers, emergency equipment and commercial vehicles travelling the area, such as delivery trucks, moving vans, construction trucks and trailers.

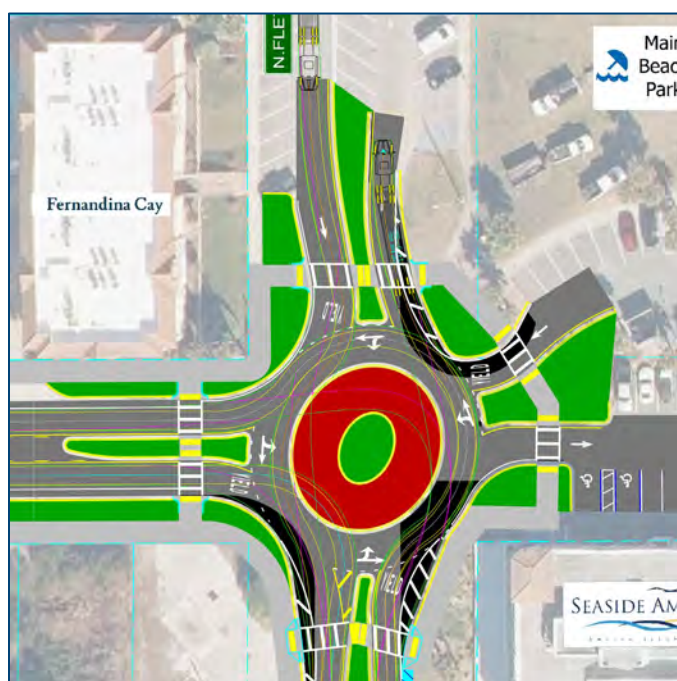
Benesch performed a vehicle path simulation for the proposed roundabout using AutoTURN 11 software. The design vehicle is WB 62 FL, a Florida Interstate Semitrailer with a 53-foot length tractor trailer. SU-30 commercial truck, a smaller design vehicle with a 30-foot length was used to assess movements from the driveway access to Fernandina Cay Condominiums.

Designing the roundabout to accommodate the WB-62 FL truck ensures that all vehicles up to its size can navigate the travel lanes smoothly, avoiding contact with the curbs and maintaining safe maneuvers. The truck apron provides an area for overtracking by larger vehicles, such as fire trucks or tractor trailers.

AutoTURN simulations for various movements through the intersection are provided Appendix G.



Vehicle movements through the roundabout are simulated using AutoTURN: Above: SU-30 Below: WB-62 FL



5.2.1 Build Traffic Operations (2050)

Under a Build scenario, the roundabout improves operations across all approaches to LOS A as summarized in Table 11. By allowing vehicles to yield rather than come to a complete stop, the roundabout reduces control delays and maintains continuous traffic flow.

The adjacent unsignalized intersections at Tarpon Street and Tarpon Avenue do not include any geometric or operational improvements and are expected to continue operating similarly to the “no build” scenario. Both intersections are expected to operate at LOS A, with all approaches operating at an acceptable LOS except for the northbound approach at Tarpon Avenue, which is expected to experience increased delays of up to 36 seconds and operate at LOS E.



Landscaping adds to the prominence to the center island roundabout while a red brick truck apron accommodates oversize vehicles.

Table 11 – Build Operational Analysis (2050)

Intersection Atlantic Avenue at	Control Type	Approach / Movement	Weekday				Weekend	
			A.M. Peak Hour		P.M. Peak Hour		Peak Hour	
			LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)
Fletcher Avenue	Roundabout	Eastbound	A	4.9	A	5.7	A	6.1
		Westbound	A	4.3	A	4.8	A	6.5
		Northbound	A	5.0	A	5.5	A	7.5
		Southbound	A	3.7	A	4.3	A	4.6
		Intersection	A	4.8	A	5.4	A	6.7
Tarpon Street	Unsignalized	Eastbound	A	1.0	A	1.2	A	0.8
		Westbound	A	0.0	A	0.0	A	0.0
		Southbound	B	10.1	B	12.1	B	13.1
		Intersection	A	1.2	A	1.7	A	1.8
Tarpon Avenue	Unsignalized	Eastbound	A	2.5	A	2.8	A	2.5
		Westbound	A	0.2	A	0.3	A	0.0
		Northbound	C	17.0	D	32.8	E	36.3
		Southbound	B	13.9	C	18.8	D	26.1
		Intersection	A	4.6	A	4.7	A	7.7

5.3 MULTIMODAL CORRIDOR IMPROVEMENTS

The Atlantic Avenue study corridor spans two blocks between Fort Clinch and Main Beach. It's characterized by a defined pattern of pedestrian generators and attractors, including Courtyard by Marriot and Springhill Suites, Surf and Sand Hotel, Circle K, Seaside Amelia Inn, Salt Life Food Shack, beach access points and recreational opportunities. The corridor is popular with pedestrians and bicyclists, as evidenced by field review and the counts summarized in Table 4.

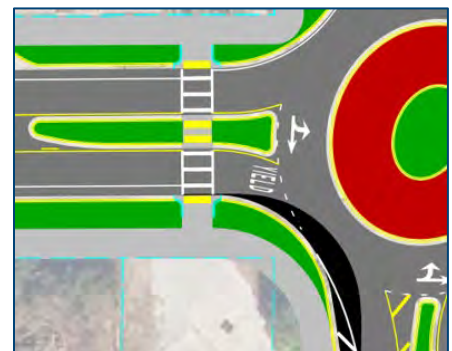
A midblock crossing with RRFBs is recommended between Tarpon Avenue and Tarpon Street. The corridor meets the requirements outlined in FDOT Traffic Engineering Manual (TEM) Chapter 5.2, which include:

- Proximity to significant pedestrian generators and attractors and flow (across a roadway).
- C4 context classification, so no minimum level of pedestrian demand.
- Vehicular volume of 2,000 ADT or greater along the roadway segment; the 2024 average daily traffic on Atlantic Avenue is 8,900 VPD.
- The nearest marked crosswalk (at Atlantic Avenue and Fletcher Avenue) is 300 feet from this location.
- The stopping sight distance at the proposed location is adequate for both directions of travel.

Figure 19 illustrates recommended improvements on Atlantic Avenue, from Tarpon Avenue to Fletcher Avenue. Additional recommendations include:

- Relocate overhead utility infrastructure to underground conduit systems.
- Widen the sidewalk to a 10 LF multiuse path on both sides of Atlantic Avenue and the perimeter of the roundabout to accommodate pedestrians and bicyclists.
- Eliminate five vestigial driveways between the Marriott access and Fletcher Avenue.
- Install standard crosswalks
 - o Tarpon Avenue
 - o Marriott Access
 - o Tarpon Street

The multiuse path construction on the south side of Atlantic Avenue requires a corner clip in the southwest quadrant of the roundabout, requiring approximately 50 square feet from the adjacent undeveloped parcel.



Providing a multiuse path requires a corner clip in the southwest quadrant.

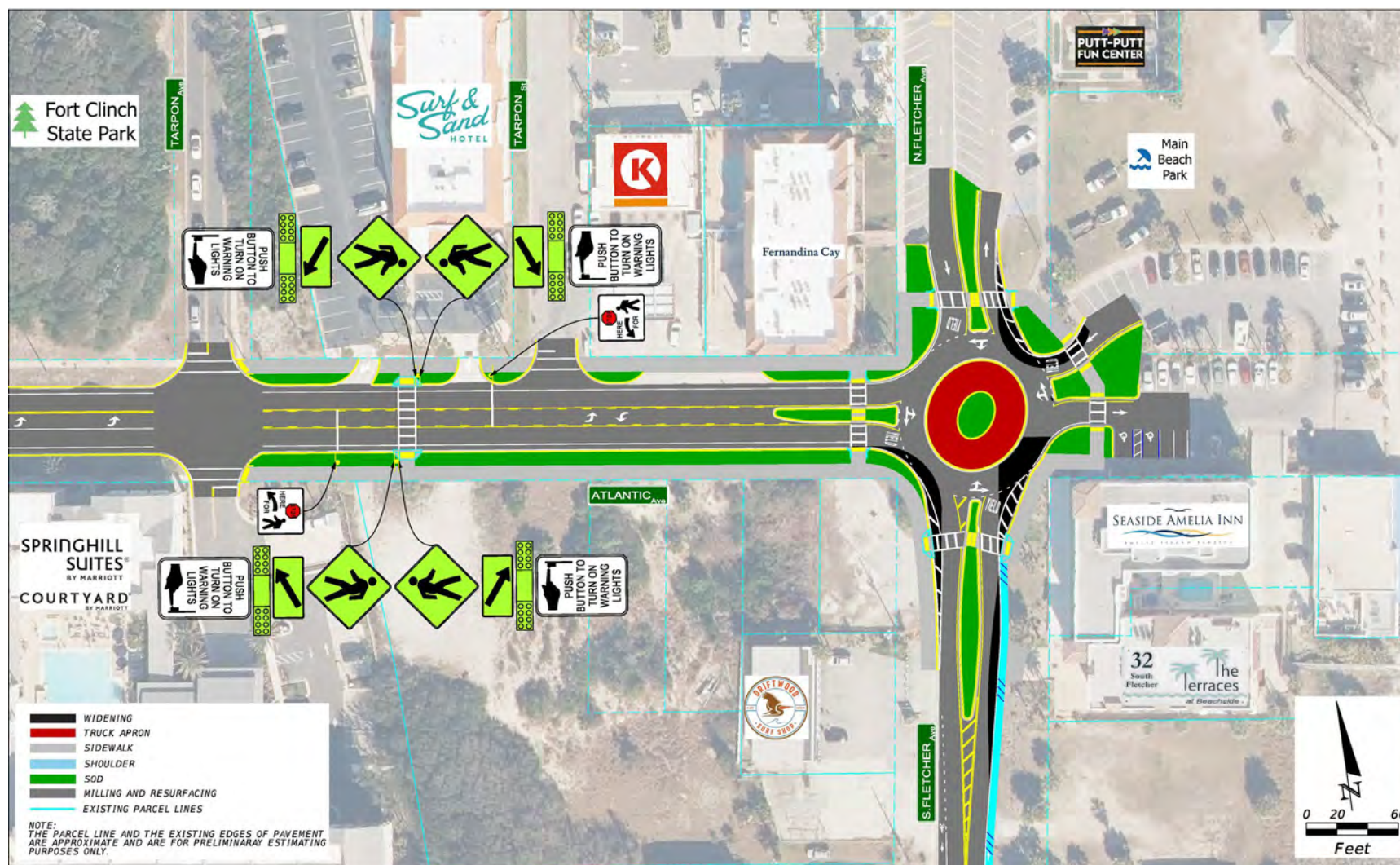


Figure 19 – Study Corridor Improvement Concept



Upper and lower image: A midblock crossing is proposed on Atlantic Avenue, between Tarpon Avenue and Tarpon Street.



5.4 IMPROVEMENT COSTS

Table 12 summarizes the preliminary construction cost estimate for the concept plan. Benesch developed these costs using the FDOT Bid Price Search Dashboard and Engineer's Estimate interactive system. The estimate serves planning purposes only and will be refined during the PD&E and design phases, which include more detailed analyses of engineering feasibility, design parameters, ROW acquisition, utility relocation and environmental review and permitting.

The project's construction cost is estimated at approximately \$3.1M, including an estimated \$1.85M for the roundabout. Appendix H contains the Engineer's Estimate report.

Table 12 – Improvement Cost Estimate

Description	Percentage	Cost ¹
Roadway		\$991,062
Signing and Pavement Marking		\$33,928
Signalization and Lighting		\$263,630
Underground Utilities		\$250,000
Subtotal		\$1,538,620
MOT	10%	\$153,862
Construction Subtotal		\$1,692,482
Mobilization	10%	\$169,248
Construction Subtotal		\$1,861,730
Project Unknowns	15%	\$279,260
Construction Subtotal		\$2,140,990
Contingency		\$150,000
Construction Total		2,290,990
CEI (15% Construction Subtotal)	15%	\$343,648
PE (15% Construction Subtotal)	15%	\$343,648
Land Acquisition Reserve		\$100,000
Subtotal		\$787,297
PROJECT TOTAL		\$3,078,287

¹ Slight variations in totals due to rounding

6 PUBLIC ENGAGEMENT

6.1 INTERAGENCY COORDINATION

In conjunction with the North Florida TPO, Benesch coordinated throughout the study with the City of Fernandina Beach City Manager, Planning and Public Works Departments and FDOT District 2. The TPO and Benesch team held a study kick-off meeting October 2, 2025 at Fernandina Beach City Hall.

6.2 CITY OF FERNANDINA BEACH COMMISSION MEETING

Benesch will present study findings to a Commission Meeting at a date to be determined.

6.3 NORTH FLORIDA TPO

Benesch will present the study to the TPO committees and Board at a date to be determined.

- Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC)– TBD
- Board – TBD



Looking west from Main Beach Park; the proposed roundabout serves as a gateway feature to the Main Beach area.

7 NEXT STEPS

The North Florida TPO and its consultant, Benesch, conducted this feasibility study at the request of the City of Fernandina Beach. Features of the proposed roundabout include an oval design, mountable truck apron and landscaped raised center island. Landscaping mirrors the beach harmonization plan and adds to the prominence of the center island. The roundabout will improve traffic flow, reduce driver speeds and improve pedestrian and vehicle safety by reducing the number of conflict points. Other corridor improvements include relocating overhead utility infrastructure to underground, multiuse path and midblock crossing along Atlantic Avenue and eliminating five vestigial driveways.

The estimated improvement cost is \$3.1 million. Primary concerns to be addressed when advancing the project include:

- Accessible parking requirements at Main Beach lot, to account for spaces lost in reconfiguring the intersection.
- Minor ROW impacts.
- Temporary Traffic Control Plan (TTCP) and impacts to neighborhoods and streets during construction.
- Utility coordination with Florida Public Utilities Company.
- Ongoing public outreach, regarding the project schedule, TTCP and impacts. Implement an educational campaign for roundabout safety and operations.

APPENDICES

APPENDIX A

Traffic Count Data



(303) 216-2439
www.alltrafficdata.net

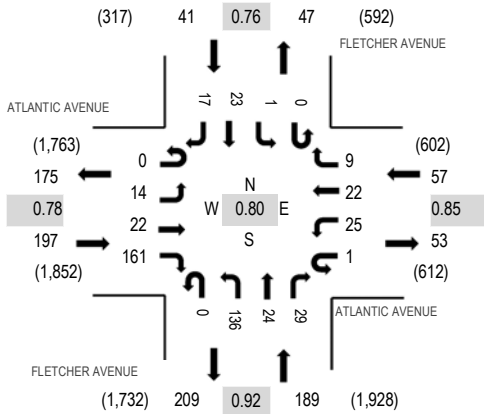
Location: 1 FLETCHER AVENUE & ATLANTIC AVENUE AM

Date: Thursday, September 18, 2025

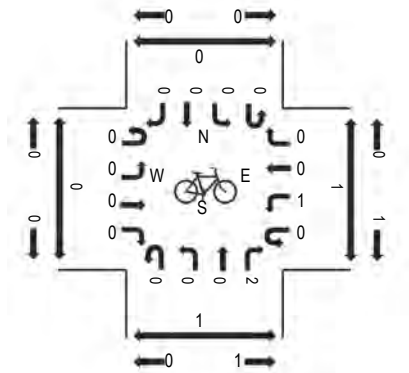
Peak Hour: 03:15 PM - 04:15 PM

Peak 15-Minutes: 03:45 PM - 04:00 PM

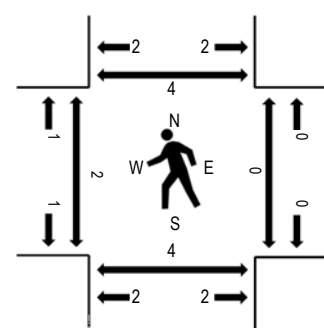
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ATLANTIC AVENUE Eastbound				ATLANTIC AVENUE Westbound				FLETCHER AVENUE Northbound				FLETCHER AVENUE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	3	9	0	0	3	1	0	18	0	1	0	0	0	0	38	241	0	1	13	3
7:15 AM	0	1	2	17	0	3	5	0	0	21	1	1	0	0	2	1	54	268	0	1	9	1
7:30 AM	0	1	4	25	0	2	4	0	0	27	2	2	0	0	0	2	69	284	2	0	8	10
7:45 AM	0	2	8	24	0	3	3	3	0	25	2	6	0	0	0	4	80	300	0	0	0	0
8:00 AM	0	2	7	25	1	2	5	1	0	18	1	2	0	0	1	0	65	306	0	0	3	2
8:15 AM	0	0	8	20	0	1	7	1	0	29	1	2	0	0	1	0	70	326	0	0	3	1
8:30 AM	0	0	6	27	0	5	3	1	0	32	4	5	0	0	1	1	85	329	0	0	3	1
8:45 AM	0	3	7	37	0	1	5	4	0	23	1	3	0	1	1	0	86	315	1	0	5	2
9:00 AM	0	1	8	28	0	6	6	2	1	23	4	3	0	0	1	2	85	317	0	1	6	4
9:15 AM	0	3	4	26	0	1	6	0	0	25	2	4	0	0	1	1	73	321	1	0	0	2
9:30 AM	0	3	8	19	0	8	6	1	0	20	5	1	0	0	0	0	71	336	0	1	1	1
9:45 AM	0	3	4	29	0	0	4	1	0	36	2	6	0	0	2	1	88	389	0	0	4	2
10:00 AM	0	4	7	30	0	1	2	1	0	32	7	3	0	0	0	2	89	390	1	0	4	3
10:15 AM	0	5	8	23	0	8	6	2	0	19	6	6	0	0	2	3	88	391	1	0	4	0
10:30 AM	0	5	9	37	0	8	11	3	0	28	7	12	0	2	2	0	124	400	0	0	3	1
10:45 AM	0	2	10	31	0	2	4	5	0	20	4	6	0	0	3	2	89	374	0	0	2	3
11:00 AM	0	4	5	34	0	3	6	2	0	18	8	5	0	0	4	1	90	373	0	1	2	2
11:15 AM	0	1	10	20	0	3	3	0	0	39	8	5	0	0	7	1	97	376	0	0	0	0
11:30 AM	0	4	6	27	0	3	4	5	0	27	2	11	0	1	5	3	98	368	0	0	0	0
11:45 AM	0	4	5	21	0	5	4	5	0	32	7	4	0	0	0	1	88	390	1	0	0	0
12:00 PM	0	1	7	25	2	1	6	4	0	27	9	6	0	0	2	3	93	411	0	0	2	3
12:15 PM	0	3	8	28	1	1	2	8	0	23	6	3	0	1	2	3	89	395	0	3	2	0
12:30 PM	0	8	7	31	1	1	9	5	0	29	11	6	0	1	7	4	120	406	0	0	1	1
12:45 PM	0	2	8	30	0	3	10	4	0	35	4	5	0	1	6	1	109	392	0	0	0	1
1:00 PM	0	4	6	22	0	2	6	1	0	19	7	4	0	0	5	1	77	406	0	1	9	2
1:15 PM	0	8	5	29	0	3	6	4	0	27	6	6	0	2	4	0	100	447	1	9	1	8
1:30 PM	0	3	9	32	0	3	2	10	0	33	0	5	0	0	5	4	106	449	0	2	1	0
1:45 PM	0	5	10	32	0	2	5	4	0	37	9	5	0	1	7	6	123	458	0	2	1	4
2:00 PM	0	3	5	35	0	6	3	3	0	38	7	6	0	1	9	2	118	443	0	0	1	0
2:15 PM	0	4	7	33	0	6	5	7	0	19	3	9	0	0	6	3	102	440	0	0	2	1
2:30 PM	0	3	6	28	0	8	7	5	0	32	4	9	0	0	12	1	115	451	1	0	4	0
2:45 PM	0	6	7	27	0	7	5	6	0	23	1	10	0	3	6	7	108	438	0	0	0	0
3:00 PM	0	4	3	36	0	3	5	4	0	39	7	8	0	0	3	3	115	481	0	6	3	0
3:15 PM	0	4	8	39	0	5	3	4	0	29	2	2	0	1	10	6	113	484	0	0	0	2

3:30 PM	0	4	1	32	0	6	1	2	0	29	9	10	0	0	2	6	102	473	0	0	1	2
3:45 PM	0	5	7	51	0	10	7	0	0	47	8	8	0	0	6	2	151	480	0	0	0	0
4:00 PM	0	1	6	39	1	4	11	3	0	31	5	9	0	0	5	3	118	435	2	0	3	0
4:15 PM	0	4	6	25	0	5	5	2	0	30	11	7	0	0	6	1	102	458	0	2	2	8
4:30 PM	0	4	11	27	0	5	9	3	0	30	7	7	0	0	3	3	109	466	0	0	1	1
4:45 PM	0	2	8	30	0	3	3	2	0	39	8	6	0	0	2	3	106	456	0	0	0	1
5:00 PM	0	7	8	37	0	7	13	7	0	41	3	12	0	0	3	3	141	459	1	1	9	0
5:15 PM	0	4	3	37	0	3	5	4	0	34	8	3	0	1	4	4	110	445	0	1	2	0
5:30 PM	0	4	3	19	0	8	4	3	0	36	7	9	0	0	2	4	99	424	0	0	0	2
5:45 PM	0	4	5	31	0	4	4	1	0	35	12	6	0	0	4	3	109	442	2	0	0	0
6:00 PM	0	5	10	27	1	0	1	15	0	35	5	8	0	2	9	9	127	437	5	1	4	1
6:15 PM	0	2	5	23	1	1	3	7	0	25	10	6	0	1	3	2	89		0	0	1	0
6:30 PM	0	7	3	29	0	5	7	4	0	36	10	4	0	1	5	6	117		0	0	2	1
6:45 PM	0	7	7	32	0	4	5	4	0	23	6	8	0	1	4	3	104		0	2	2	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Lights	0	14	22	156	1	25	22	9	0	135	24	28	0	1	23	17	477
Mediums	0	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0	6
Total	0	14	22	161	1	25	22	9	0	136	24	29	0	1	23	17	484

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	2.5%				0.0%				1.1%				0.0%				1.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	1.4%
Peak Hour Factor	0.78				0.85				0.92				0.76				0.80
Peak Hour Factor	0.00	0.69	0.85	0.79	0.50	0.84	0.73	0.50	0.25	0.91	0.77	0.90	0.00	0.63	0.71	0.79	0.80



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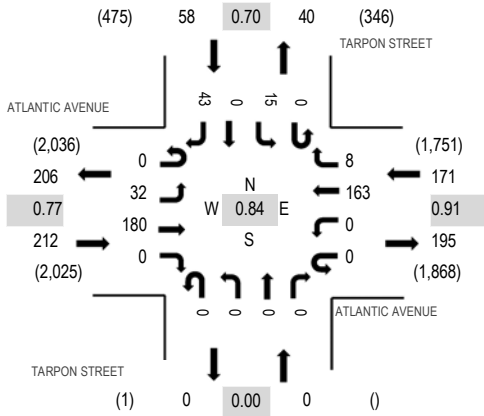
Location: 2 TARPON STREET & ATLANTIC AVENUE AM

Date: Thursday, September 18, 2025

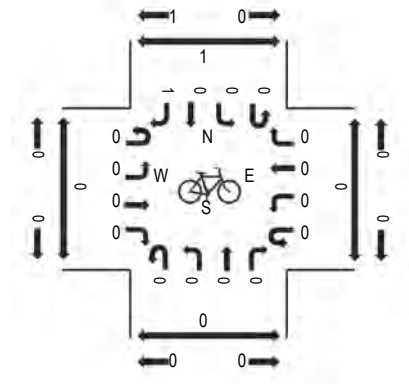
Peak Hour: 03:15 PM - 04:15 PM

Peak 15-Minutes: 03:45 PM - 04:00 PM

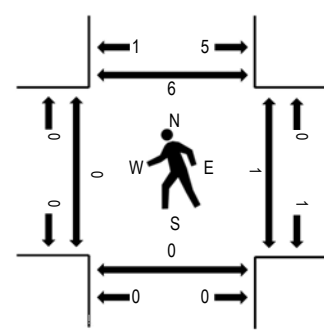
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ATLANTIC AVENUE				ATLANTIC AVENUE				TARPON STREET				TARPON STREET				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
7:00 AM	0	5	13	0	0	0	18	0	0	0	0	0	0	1	0	2	39	250	0	0	1	3
7:15 AM	0	5	18	0	0	0	29	0	0	0	0	0	0	2	0	7	61	283	0	0	0	0
7:30 AM	0	3	27	0	0	0	32	0	0	0	0	0	0	3	0	7	72	295	0	0	0	1
7:45 AM	0	5	35	0	0	0	33	0	0	0	0	0	0	2	0	3	78	315	0	0	0	1
8:00 AM	0	6	33	0	0	0	24	0	0	0	0	0	0	2	0	7	72	329	0	0	0	6
8:15 AM	0	6	26	0	0	0	32	2	0	0	0	0	0	2	0	5	73	335	0	0	0	1
8:30 AM	0	4	37	0	0	0	40	2	0	0	0	0	0	1	0	8	92	338	0	0	0	0
8:45 AM	0	6	38	0	0	0	30	1	0	0	0	0	0	7	0	10	92	302	1	0	0	3
9:00 AM	0	4	36	0	0	0	29	1	0	0	0	0	0	3	0	5	78	299	1	0	0	3
9:15 AM	0	1	33	0	0	0	33	0	0	0	0	0	0	2	0	7	76	302	0	0	0	2
9:30 AM	0	2	30	0	0	0	16	5	0	0	0	0	0	1	0	2	56	306	0	0	0	1
9:45 AM	0	3	37	0	0	0	43	2	0	0	0	0	0	1	0	3	89	344	1	1	0	0
10:00 AM	0	4	36	0	0	0	36	0	0	0	0	0	0	4	0	1	81	337	2	0	0	7
10:15 AM	0	8	34	0	0	0	30	1	0	0	0	0	0	3	0	4	80	344	0	0	0	0
10:30 AM	0	2	50	0	0	0	33	2	0	0	0	0	0	1	0	6	94	344	0	0	0	0
10:45 AM	0	8	37	0	0	0	30	0	0	0	0	0	0	2	0	5	82	333	0	0	0	0
11:00 AM	0	4	49	0	0	0	26	0	0	0	0	0	0	0	0	9	88	334	0	0	0	4
11:15 AM	0	9	27	0	0	0	35	2	0	0	0	0	0	1	0	6	80	327	0	0	0	8
11:30 AM	0	9	32	0	0	0	32	0	0	0	0	0	0	5	0	5	83	327	0	0	0	0
11:45 AM	0	5	30	0	0	0	36	1	0	0	0	0	0	2	0	9	83	347	0	0	0	2
12:00 PM	0	12	32	0	0	0	28	0	0	0	0	0	0	1	0	8	81	365	1	0	0	6
12:15 PM	0	4	34	0	0	0	32	0	0	0	0	0	0	3	0	7	80	362	0	0	0	1
12:30 PM	0	8	41	0	0	0	43	1	0	0	0	0	0	3	0	7	103	371	0	0	0	1
12:45 PM	0	8	39	0	0	0	39	3	0	0	0	0	0	4	0	8	101	363	1	0	0	2
1:00 PM	0	4	35	0	0	0	30	1	0	0	0	0	0	1	0	7	78	379	0	0	0	0
1:15 PM	0	5	40	0	0	0	33	1	0	0	0	0	0	3	0	7	89	400	0	0	0	1
1:30 PM	0	5	38	0	0	0	35	5	0	0	0	0	0	5	0	7	95	398	0	0	0	0
1:45 PM	0	10	46	0	0	0	46	0	0	0	0	0	0	4	1	10	117	388	0	0	0	1
2:00 PM	0	5	37	0	0	0	35	1	0	0	0	0	0	6	0	15	99	362	0	0	0	0
2:15 PM	0	6	44	0	0	0	28	1	0	0	0	0	0	3	0	5	87	369	0	0	0	0
2:30 PM	0	4	31	0	0	0	34	1	0	0	0	0	0	5	0	10	85	384	0	0	0	1
2:45 PM	0	5	41	0	0	0	40	0	0	0	0	0	0	1	0	4	91	391	0	0	0	0
3:00 PM	0	9	45	0	0	0	45	0	0	0	0	0	0	1	0	6	106	432	0	0	0	0
3:15 PM	0	7	41	0	0	0	35	1	0	0	0	0	0	7	0	11	102	441	0	0	0	0

3:30 PM	0	7	33	0	0	0	31	2	0	0	0	0	0	4	0	15	92	422	0	0	0	0
3:45 PM	0	9	60	0	0	0	53	2	0	0	0	0	0	1	0	7	132	427	0	0	0	0
4:00 PM	0	9	46	0	0	0	44	3	0	0	0	0	0	3	0	10	115	389	0	1	0	6
4:15 PM	0	8	31	0	0	0	32	0	0	0	0	0	0	4	0	8	83	391	0	0	0	2
4:30 PM	0	12	37	0	0	0	34	5	0	0	0	0	0	2	0	7	97	418	0	0	0	1
4:45 PM	0	6	34	0	0	0	46	0	0	0	0	0	0	4	0	4	94	404	0	0	0	2
5:00 PM	0	7	48	0	0	0	52	1	0	0	0	0	0	2	0	7	117	413	0	0	0	1
5:15 PM	0	6	41	0	0	0	45	5	0	0	0	0	0	3	0	10	110	389	0	0	0	1
5:30 PM	0	7	25	0	0	0	43	1	0	0	0	0	0	0	0	7	83	354	0	0	0	0
5:45 PM	0	5	38	0	0	0	39	5	0	0	0	0	0	3	0	13	103	372	1	0	0	1
6:00 PM	0	3	38	0	0	0	45	0	0	0	0	0	0	0	0	7	93	362	1	0	0	1
6:15 PM	0	2	32	0	0	0	33	1	0	0	0	0	0	1	0	6	75		0	0	0	2
6:30 PM	0	6	35	0	0	0	43	2	0	0	0	0	0	4	0	11	101		0	0	0	0
6:45 PM	0	7	40	0	0	0	30	0	0	0	0	0	0	5	0	11	93		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	32	176	0	0	0	162	8	0	0	0	0	0	15	0	43	436
Mediums	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
Total	0	32	180	0	0	0	163	8	0	0	0	0	0	15	0	43	441

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	1.9%				0.6%				0.0%				0.0%				1.1%
Heavy Vehicle %	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
Peak Hour Factor	0.77				0.91				0.00				0.70				0.84
Peak Hour Factor	0.00	0.79	0.75	0.00	0.00	0.00	0.89	0.60	0.00	0.00	0.00	0.00	0.00	0.75	0.25	0.72	0.84



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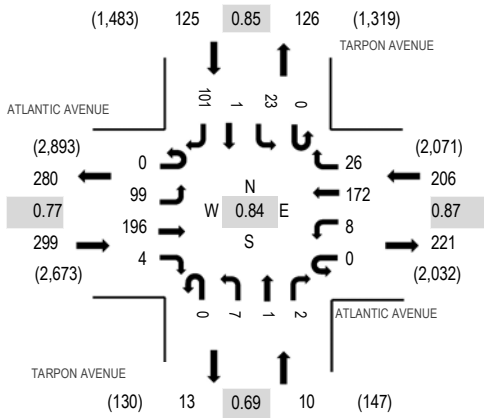
Location: 3 TARPON AVENUE & ATLANTIC AVENUE AM

Date: Thursday, September 18, 2025

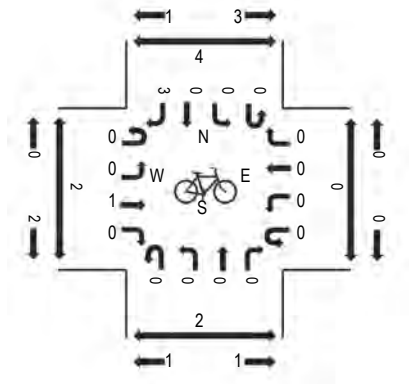
Peak Hour: 03:15 PM - 04:15 PM

Peak 15-Minutes: 03:45 PM - 04:00 PM

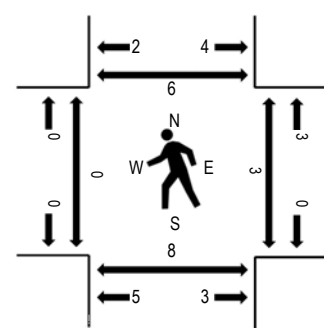
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ATLANTIC AVENUE Eastbound				ATLANTIC AVENUE Westbound				TARPON AVENUE Northbound				TARPON AVENUE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	8	19	1	0	0	22	1	0	0	0	0	0	1	0	17	69	381	0	0	8	6
7:15 AM	0	8	17	0	0	0	31	1	0	2	0	3	0	2	0	20	84	425	0	0	7	4
7:30 AM	0	17	16	1	0	1	35	2	0	0	0	3	0	13	0	18	106	468	0	1	14	8
7:45 AM	0	13	36	1	0	1	36	4	0	2	0	1	0	6	0	22	122	481	2	4	6	4
8:00 AM	0	14	30	1	0	0	24	6	0	5	1	3	0	7	0	22	113	492	1	2	3	2
8:15 AM	0	16	32	0	0	1	36	8	0	1	0	2	0	4	1	26	127	488	4	5	1	3
8:30 AM	0	12	28	1	0	1	34	7	0	3	1	1	0	11	0	20	119	468	0	4	6	2
8:45 AM	0	16	35	2	0	1	32	6	0	4	2	2	0	12	0	21	133	448	2	2	5	1
9:00 AM	0	10	28	1	0	0	30	8	0	1	1	2	0	7	1	20	109	451	1	0	3	0
9:15 AM	0	10	24	0	0	1	35	6	0	1	0	2	0	6	2	20	107	463	0	0	3	6
9:30 AM	0	24	25	0	0	0	16	5	0	1	0	2	0	5	0	21	99	474	0	0	4	0
9:45 AM	0	18	29	0	0	2	35	8	0	0	0	3	0	5	0	36	136	528	0	1	4	5
10:00 AM	1	15	34	1	0	1	23	8	0	2	0	4	0	5	0	27	121	526	0	0	4	7
10:15 AM	0	23	32	1	0	1	22	7	0	2	0	0	0	5	0	25	118	531	0	0	3	0
10:30 AM	0	18	40	4	0	1	35	6	0	2	2	3	0	9	0	33	153	555	1	3	2	0
10:45 AM	0	23	40	0	0	1	34	4	0	2	0	2	0	9	0	19	134	517	0	0	2	0
11:00 AM	0	14	36	1	0	3	22	9	0	2	0	2	0	10	0	27	126	528	0	0	5	2
11:15 AM	0	18	35	2	0	0	29	17	0	2	2	2	0	2	1	32	142	538	0	2	2	0
11:30 AM	0	15	31	0	0	1	31	7	0	1	0	1	0	7	0	21	115	515	0	3	2	0
11:45 AM	0	32	31	2	0	3	37	8	0	1	1	1	0	2	0	27	145	552	0	0	2	2
12:00 PM	0	23	36	2	0	2	29	8	0	2	0	0	0	6	0	28	136	553	0	0	3	2
12:15 PM	0	21	33	2	0	0	30	5	0	3	0	2	0	5	0	18	119	543	0	1	6	1
12:30 PM	0	22	40	0	0	3	39	10	0	0	0	0	0	11	0	27	152	562	0	0	3	3
12:45 PM	0	22	42	0	0	0	39	9	0	1	0	0	0	6	0	27	146	549	0	1	1	3
1:00 PM	0	28	29	2	0	0	26	8	0	1	0	1	0	6	0	25	126	562	0	2	9	0
1:15 PM	0	19	40	1	0	1	29	8	0	2	0	0	0	9	0	29	138	581	0	0	3	0
1:30 PM	0	21	37	1	0	1	38	8	0	1	0	0	0	5	0	27	139	586	0	0	3	0
1:45 PM	0	12	43	1	1	4	44	11	0	0	0	3	0	7	0	33	159	571	0	2	3	1
2:00 PM	0	28	35	2	0	1	34	13	0	1	0	0	0	10	0	21	145	539	0	0	1	0
2:15 PM	0	24	38	0	0	1	33	2	0	0	1	1	0	8	1	34	143	543	0	0	2	0
2:30 PM	0	20	26	3	0	1	36	7	0	0	1	1	0	5	1	23	124	538	0	0	5	0
2:45 PM	0	14	38	3	0	1	31	11	0	0	0	0	0	7	0	22	127	562	0	0	3	0
3:00 PM	0	23	41	1	0	1	36	10	0	1	0	0	0	11	1	24	149	625	0	0	3	0
3:15 PM	0	20	44	0	0	1	41	2	0	1	0	2	0	4	1	22	138	640	0	0	1	2

3:30 PM	0	21	37	2	0	1	42	6	0	2	1	0	0	6	0	30	148	628	0	0	2	0
3:45 PM	0	26	69	2	0	5	43	12	0	2	0	0	0	5	0	26	190	630	0	1	3	0
4:00 PM	0	32	46	0	0	1	46	6	0	2	0	0	0	8	0	23	164	572	0	2	2	4
4:15 PM	0	10	30	1	0	1	36	8	0	1	0	1	0	8	1	29	126	567	0	2	0	2
4:30 PM	0	28	38	5	0	2	38	5	0	3	0	2	0	8	0	21	150	593	0	3	5	0
4:45 PM	0	15	32	3	0	3	38	8	0	1	2	1	0	8	0	21	132	603	0	0	4	0
5:00 PM	0	22	45	0	0	0	53	12	0	1	0	1	0	8	0	17	159	607	0	1	3	0
5:15 PM	0	15	45	1	0	2	43	6	0	2	0	0	0	7	0	31	152	595	0	1	4	4
5:30 PM	0	41	28	3	0	2	46	7	0	2	0	1	1	3	0	26	160	556	0	1	7	1
5:45 PM	0	30	35	0	0	2	43	10	0	0	0	3	0	0	0	13	136	548	0	2	7	5
6:00 PM	0	25	35	2	0	1	38	13	0	1	0	1	0	5	0	26	147	538	0	0	5	5
6:15 PM	0	24	22	0	0	0	26	7	0	1	0	2	0	6	0	25	113		0	0	3	0
6:30 PM	0	27	35	2	0	2	50	7	0	3	0	0	0	4	0	22	152		0	0	7	5
6:45 PM	0	17	42	1	0	3	34	2	0	0	0	3	0	4	0	20	126		1	0	2	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	98	193	4	0	8	171	26	0	7	1	2	0	22	1	100	633
Mediums	0	1	3	0	0	0	1	0	0	0	0	0	0	1	0	1	7
Total	0	99	196	4	0	8	172	26	0	7	1	2	0	23	1	101	640

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	1.3%				0.5%				0.0%				1.6%				1.1%
Heavy Vehicle %	0.0%	1.0%	1.5%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	0.0%	1.0%	1.1%
Peak Hour Factor	0.77				0.87				0.69				0.85				0.84
Peak Hour Factor	0.25	0.73	0.71	0.45	0.25	0.45	0.87	0.60	0.00	0.65	0.50	0.69	0.25	0.75	0.38	0.84	0.84



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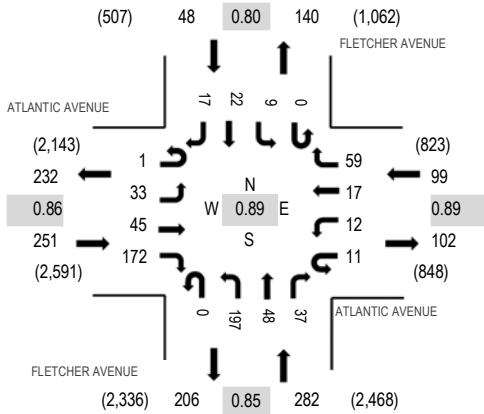
Location: 1 FLETCHER AVENUE & ATLANTIC AVENUE AM

Date: Saturday, September 20, 2025

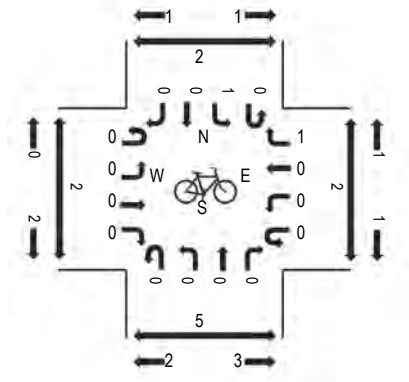
Peak Hour: 11:45 AM - 12:45 PM

Peak 15-Minutes: 12:00 PM - 12:15 PM

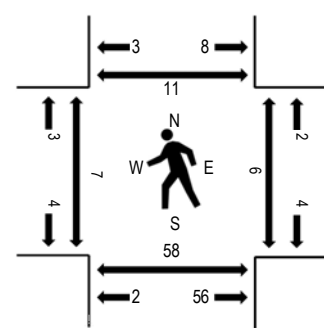
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ATLANTIC AVENUE Eastbound				ATLANTIC AVENUE Westbound				FLETCHER AVENUE Northbound				FLETCHER AVENUE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	9	8	0	0	3	2	0	5	3	2	0	0	1	1	34	191	0	2	8	6
7:15 AM	0	1	2	15	0	4	4	0	0	7	3	2	0	0	0	0	38	211	1	1	4	1
7:30 AM	0	4	6	16	0	5	6	0	0	14	2	1	0	0	1	2	57	234	0	4	10	17
7:45 AM	0	2	5	18	0	0	5	1	0	20	1	6	0	2	1	1	62	261	1	4	5	3
8:00 AM	0	1	5	20	0	4	3	0	0	17	2	2	0	0	0	0	54	300	3	0	9	5
8:15 AM	0	1	4	17	0	5	4	1	0	16	3	7	0	0	2	1	61	358	2	1	4	1
8:30 AM	0	4	8	25	0	4	2	4	0	25	6	5	0	0	1	0	84	376	1	1	8	5
8:45 AM	0	3	10	21	0	4	12	1	0	27	12	7	0	0	2	2	101	373	0	0	6	2
9:00 AM	0	6	4	30	0	5	12	4	0	41	4	3	0	0	1	2	112	367	2	2	6	5
9:15 AM	0	6	2	25	0	5	2	3	0	27	2	3	0	2	0	2	79	361	0	0	1	7
9:30 AM	0	7	3	19	0	3	2	0	0	40	2	3	0	0	2	0	81	412	0	4	1	5
9:45 AM	0	9	10	20	0	3	6	0	0	31	5	9	0	1	1	0	95	476	2	1	10	8
10:00 AM	0	6	5	35	0	4	5	1	0	28	13	7	0	0	1	1	106	510	0	6	8	9
10:15 AM	0	6	11	36	0	6	4	4	0	41	8	7	0	1	4	2	130	578	2	0	3	7
10:30 AM	0	10	7	37	0	7	5	5	0	52	6	6	0	2	4	4	145	604	1	0	6	7
10:45 AM	0	9	9	35	0	1	1	6	0	48	8	4	0	0	5	3	129	608	0	2	6	2
11:00 AM	0	6	8	75	1	2	3	9	0	45	9	5	0	1	7	3	174	661	4	0	13	3
11:15 AM	0	11	11	54	0	5	4	6	0	41	6	6	0	1	9	2	156	678	0	3	4	9
11:30 AM	0	2	13	54	2	3	2	15	0	30	6	8	0	4	5	5	149	677	1	0	6	7
11:45 AM	0	11	14	47	5	1	3	20	0	51	10	9	0	3	4	4	182	680	0	1	0	5
12:00 PM	1	5	11	49	3	6	5	15	0	61	11	11	0	5	6	2	191	652	7	2	8	3
12:15 PM	0	6	11	39	1	5	5	12	0	46	13	7	0	1	5	4	155	642	0	3	6	0
12:30 PM	0	11	9	37	2	0	4	12	0	39	14	10	0	0	7	7	152	627	0	0	44	3
12:45 PM	0	8	10	51	1	2	3	11	0	36	12	6	0	1	4	9	154	645	10	3	10	3
1:00 PM	0	13	11	56	2	4	11	14	0	35	9	15	0	1	8	2	181	661	0	5	12	6
1:15 PM	0	5	8	47	2	2	4	9	0	39	8	7	0	0	4	5	140	641	0	2	0	5
1:30 PM	0	13	7	59	0	6	4	7	0	45	10	6	0	2	6	5	170	672	0	5	5	2
1:45 PM	0	5	9	57	2	1	3	13	0	43	13	8	0	2	11	3	170	678	3	1	5	1
2:00 PM	0	7	10	55	1	1	5	12	0	33	14	6	0	3	10	4	161	658	9	6	4	3
2:15 PM	0	9	14	68	1	6	2	12	0	34	7	4	0	2	6	6	171	677	1	3	5	4
2:30 PM	0	6	11	50	3	4	8	11	0	41	11	11	0	1	8	11	176	669	0	22	3	15
2:45 PM	0	4	8	51	0	3	6	8	0	42	10	8	0	1	6	3	150	652	0	1	0	3
3:00 PM	0	5	12	59	0	6	8	11	0	40	9	10	0	2	10	8	180	672	0	7	27	2
3:15 PM	0	8	11	58	0	4	8	12	0	34	6	11	0	1	6	4	163	658	0	0	21	2

3:30 PM	0	4	15	46	1	6	9	11	0	33	12	13	0	1	2	6	159	633	0	10	7	8
3:45 PM	0	11	12	40	0	5	5	11	0	32	20	10	0	2	17	5	170	600	0	14	11	2
4:00 PM	0	6	7	56	0	4	8	12	0	32	5	12	0	2	12	10	166	566	0	5	0	9
4:15 PM	0	8	4	38	0	4	4	7	0	38	10	11	0	0	10	4	138	565	0	4	0	5
4:30 PM	0	5	8	26	0	5	9	4	0	42	7	5	0	2	10	3	126	582	0	9	0	0
4:45 PM	0	6	13	26	0	4	8	5	0	47	7	9	0	0	5	6	136	589	0	1	2	2
5:00 PM	1	4	10	51	1	5	8	10	0	40	11	13	0	0	6	5	165	583	2	0	9	4
5:15 PM	0	5	7	42	2	4	6	7	0	43	19	8	0	1	8	3	155	579	5	2	10	7
5:30 PM	0	10	4	36	1	3	1	6	0	45	13	4	0	0	5	5	133	551	0	1	9	2
5:45 PM	0	6	5	24	2	5	8	5	0	37	14	11	0	2	3	8	130	561	1	0	3	0
6:00 PM	0	5	11	39	0	8	12	4	0	35	17	13	0	1	11	5	161	568	2	2	1	4
6:15 PM	0	2	7	38	0	2	6	11	0	32	5	10	0	0	9	5	127		0	3	2	1
6:30 PM	0	8	12	31	0	6	7	6	0	31	11	10	0	0	13	8	143		3	2	2	1
6:45 PM	0	9	6	45	0	2	6	5	0	33	9	5	0	0	12	5	137		6	3	9	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	33	43	171	11	11	17	59	0	196	48	37	0	9	22	17	675
Mediums	0	0	2	1	0	1	0	0	0	1	0	0	0	0	0	0	5
Total	1	33	45	172	11	12	17	59	0	197	48	37	0	9	22	17	680

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	1.2%				1.0%				0.4%				0.0%				0.7%
Heavy Vehicle %	0.0%	0.0%	4.4%	0.6%	0.0%	8.3%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%
Peak Hour Factor	0.86				0.89				0.85				0.80				0.89
Peak Hour Factor	0.25	0.75	0.83	0.88	0.55	0.66	0.69	0.78	0.00	0.81	0.83	0.88	0.00	0.65	0.72	0.64	0.89



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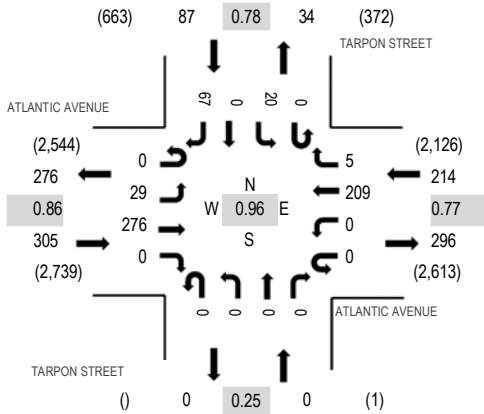
Location: 2 TARPON STREET & ATLANTIC AVENUE AM

Date: Saturday, September 20, 2025

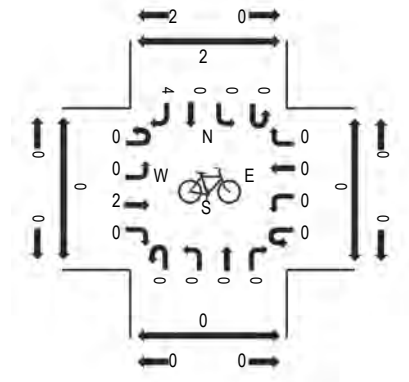
Peak Hour: 02:15 PM - 03:15 PM

Peak 15-Minutes: 02:15 PM - 02:30 PM

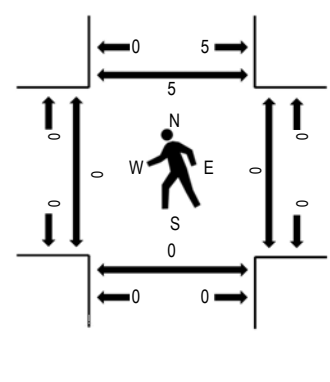
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ATLANTIC AVENUE				ATLANTIC AVENUE				TARPON STREET				TARPON STREET				Total	Rolling Hour	Pedestrian Crossings				
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right							
7:00 AM	0	3	16	0	0	0	9	0	0	0	0	0	3	0	1	32	179	2	0	0	7		
7:15 AM	0	3	19	0	0	0	8	0	0	0	0	0	1	0	3	34	204	1	0	0	5		
7:30 AM	0	2	26	0	0	0	21	1	0	0	0	0	3	0	2	55	222	0	1	1	10		
7:45 AM	0	5	25	0	0	0	23	1	0	0	0	0	0	0	4	58	236	0	0	0	12		
8:00 AM	0	2	27	0	0	0	19	0	0	0	0	0	2	0	7	57	274	3	0	0	7		
8:15 AM	0	4	20	0	0	0	22	2	0	0	0	0	1	0	3	52	321	0	0	0	4		
8:30 AM	0	6	36	0	0	0	24	0	0	0	0	0	2	0	1	69	348	1	0	0	5		
8:45 AM	0	9	36	0	0	0	36	2	0	0	0	0	1	0	12	96	363	1	0	0	3		
9:00 AM	0	6	33	0	0	0	53	1	0	0	0	0	6	0	5	104	344	2	0	0	0		
9:15 AM	0	6	35	0	0	0	31	0	0	0	0	0	2	0	5	79	324	0	0	0	7		
9:30 AM	0	5	29	0	0	0	40	0	0	0	0	0	1	0	9	84	366	0	0	0	5		
9:45 AM	0	1	38	0	0	0	34	0	0	0	0	0	0	0	4	77	412	0	0	0	18		
10:00 AM	0	3	41	0	0	0	27	4	0	0	0	0	3	0	6	84	459	1	0	1	0		
10:15 AM	0	7	46	0	0	0	48	3	0	0	0	0	6	0	11	121	526	1	0	0	2		
10:30 AM	0	7	49	0	0	0	58	1	0	0	0	0	3	0	12	130	542	1	0	0	0		
10:45 AM	0	7	54	0	0	0	52	3	0	0	0	0	2	0	6	124	539	0	0	0	1		
11:00 AM	0	7	78	0	0	0	51	1	0	0	0	0	5	0	9	151	562	0	0	0	0		
11:15 AM	0	7	72	0	0	0	45	1	0	0	0	0	2	0	10	137	567	0	0	0	0		
11:30 AM	0	8	67	0	0	0	34	2	0	0	0	0	7	0	9	127	555	1	0	0	2		
11:45 AM	0	4	70	0	0	0	56	2	0	0	0	0	3	0	12	147	542	0	0	0	0		
12:00 PM	0	11	61	0	0	0	70	3	0	0	0	0	3	0	8	156	531	1	0	0	1		
12:15 PM	0	6	55	0	0	0	52	1	0	0	0	0	3	0	8	125	528	0	0	0	0		
12:30 PM	0	3	54	0	0	0	41	1	0	0	0	0	5	0	10	114	523	0	0	0	0		
12:45 PM	0	8	64	0	0	0	53	1	0	0	0	0	3	0	7	136	552	0	0	0	0		
1:00 PM	0	3	79	0	0	0	48	3	0	0	0	0	6	0	14	153	553	0	0	0	3		
1:15 PM	0	3	59	0	0	0	45	1	0	0	0	0	6	0	6	120	532	0	0	0	0		
1:30 PM	0	5	71	0	0	0	49	3	0	0	0	0	4	0	11	143	570	0	0	0	5		
1:45 PM	0	10	63	0	0	0	46	2	0	0	0	0	5	0	11	137	584	0	0	0	2		
2:00 PM	0	2	73	0	0	0	39	2	0	0	0	0	4	0	12	132	581	0	0	0	1		
2:15 PM	0	7	85	0	0	0	42	0	0	0	0	0	6	0	18	158	606	0	0	0	0		
2:30 PM	0	8	65	0	0	0	61	3	0	0	0	0	3	0	17	157	598	0	0	0	3		
2:45 PM	0	9	60	0	0	0	50	1	0	0	0	0	3	0	11	134	574	0	0	0	2		
3:00 PM	0	5	66	0	0	0	56	1	0	0	0	0	8	0	21	157	576	0	0	0	0		
3:15 PM	0	6	71	0	0	0	38	5	0	0	0	0	10	0	20	150	553	0	0	0	1		

3:30 PM	0	10	63	0	0	0	48	0	0	0	0	0	0	3	0	9	133	517	3	0	0	0
3:45 PM	0	10	60	0	0	0	39	4	0	0	0	0	0	3	0	20	136	497	1	0	1	0
4:00 PM	0	5	62	0	0	0	46	4	0	0	0	0	0	3	0	14	134	487	0	0	0	11
4:15 PM	0	7	47	0	0	0	40	1	0	0	1	0	0	3	0	15	114	494	0	0	0	2
4:30 PM	0	5	38	0	0	0	54	4	0	0	0	0	0	2	0	10	113	514	0	0	0	1
4:45 PM	0	10	45	0	0	0	55	0	0	0	0	0	0	3	0	13	126	514	0	0	0	2
5:00 PM	0	8	58	0	0	0	51	3	0	0	0	0	0	9	0	12	141	498	0	0	0	5
5:15 PM	0	10	51	0	0	0	57	2	0	0	0	0	0	3	0	11	134	495	0	0	0	0
5:30 PM	0	6	47	0	0	0	48	0	0	0	0	0	0	1	0	11	113	470	0	0	0	2
5:45 PM	0	5	34	0	0	0	51	2	0	0	0	0	0	3	0	15	110	476	0	0	0	1
6:00 PM	0	10	53	0	0	0	49	2	0	0	0	0	0	4	0	20	138	485	0	0	0	5
6:15 PM	0	9	42	0	0	0	42	0	0	0	0	0	0	2	0	14	109		1	0	0	0
6:30 PM	0	8	44	0	0	0	46	2	0	0	0	0	0	4	0	15	119		0	0	0	0
6:45 PM	0	5	56	0	0	0	44	0	0	0	0	0	0	5	0	9	119		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	29	276	0	0	0	207	5	0	0	0	0	0	20	0	67	604
Mediums	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	29	276	0	0	0	209	5	0	0	0	0	0	20	0	67	606

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.9%				0.0%				0.0%				0.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%
Peak Hour Factor	0.86				0.77				0.25				0.78				0.96
Peak Hour Factor	0.00	0.85	0.86	0.00	0.00	0.00	0.78	0.65	0.00	0.00	0.25	0.00	0.00	0.60	0.00	0.83	0.96



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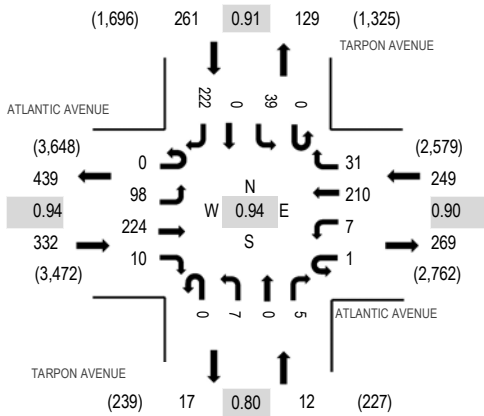
Location: 3 TARPON AVENUE & ATLANTIC AVENUE AM

Date: Saturday, September 20, 2025

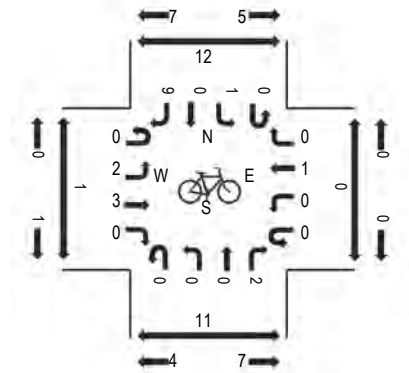
Peak Hour: 12:00 PM - 01:00 PM

Peak 15-Minutes: 12:45 PM - 01:00 PM

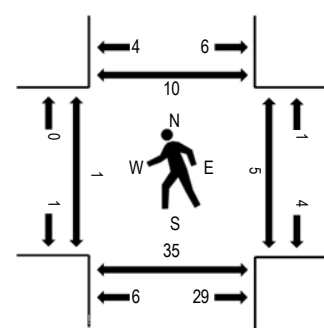
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ATLANTIC AVENUE Eastbound				ATLANTIC AVENUE Westbound				TARPON AVENUE Northbound				TARPON AVENUE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	19	0	0	0	9	2	0	1	0	3	0	1	0	6	44	265	0	0	9	5
7:15 AM	0	10	15	0	0	0	15	0	0	1	0	1	0	4	0	11	57	306	0	0	8	6
7:30 AM	1	8	22	0	0	0	21	3	0	0	0	1	0	3	0	12	71	340	4	2	9	9
7:45 AM	0	12	23	0	0	2	25	4	0	2	0	0	0	7	0	18	93	379	2	1	7	10
8:00 AM	0	10	18	3	0	0	26	3	0	1	0	1	0	7	0	16	85	420	1	1	14	6
8:15 AM	0	13	20	1	0	1	19	3	0	2	0	1	0	7	0	24	91	480	0	0	9	7
8:30 AM	0	10	30	0	0	2	24	2	0	1	0	1	0	9	0	31	110	504	1	2	13	6
8:45 AM	0	12	33	1	0	1	42	3	0	3	0	2	0	8	0	29	134	525	0	1	17	3
9:00 AM	0	23	35	1	0	1	48	9	0	3	1	0	0	6	0	18	145	537	0	1	8	5
9:15 AM	0	19	31	2	0	0	33	4	0	2	0	2	0	4	0	18	115	523	0	1	1	3
9:30 AM	0	22	25	2	0	0	48	4	0	1	0	2	0	6	0	21	131	562	0	0	1	3
9:45 AM	0	29	34	1	0	1	30	7	0	3	0	3	0	5	0	33	146	627	0	2	10	10
10:00 AM	0	18	33	2	0	0	33	2	0	2	1	2	0	9	1	28	131	671	0	0	3	3
10:15 AM	0	10	48	4	0	1	54	3	0	2	0	1	0	6	0	25	154	734	1	3	13	1
10:30 AM	0	18	47	4	0	1	66	8	0	8	0	6	0	6	0	32	196	759	0	1	9	0
10:45 AM	0	27	54	4	0	2	53	5	0	3	0	4	0	7	0	31	190	767	0	0	11	1
11:00 AM	0	24	69	4	0	1	52	7	0	0	0	8	0	7	0	22	194	769	0	0	6	2
11:15 AM	0	16	57	0	0	2	44	8	0	0	0	10	0	12	0	30	179	799	0	0	2	4
11:30 AM	0	38	61	3	0	0	43	6	0	6	0	7	0	11	0	29	204	826	3	1	7	5
11:45 AM	0	20	62	4	0	0	55	10	0	4	0	10	0	5	0	22	192	818	0	0	0	1
12:00 PM	0	31	62	5	0	1	62	10	0	1	0	2	0	10	0	40	224	854	1	0	4	4
12:15 PM	0	20	48	2	0	3	52	10	0	3	0	1	0	13	0	54	206	847	0	1	8	0
12:30 PM	0	17	49	2	0	1	47	5	0	2	0	1	0	8	0	64	196	810	0	3	14	2
12:45 PM	0	30	65	1	1	2	49	6	0	1	0	1	0	8	0	64	228	806	0	1	9	4
1:00 PM	0	24	75	3	0	3	49	11	0	3	0	2	0	7	0	40	217	778	0	2	7	0
1:15 PM	1	38	43	4	0	1	43	6	0	1	0	1	0	10	0	21	169	770	0	0	1	0
1:30 PM	0	22	71	3	0	2	57	7	0	1	0	1	0	7	0	21	192	817	0	2	4	2
1:45 PM	0	34	66	1	0	2	50	9	0	1	0	0	0	9	0	28	200	823	0	1	1	0
2:00 PM	0	33	64	7	1	5	41	6	0	1	0	4	0	10	0	37	209	811	0	1	0	0
2:15 PM	0	25	81	3	0	4	53	6	0	3	0	2	0	8	0	31	216	821	2	0	5	3
2:30 PM	0	22	64	2	0	2	61	8	0	1	0	1	0	9	0	28	198	809	0	0	10	1
2:45 PM	0	17	60	5	0	3	54	7	0	1	0	2	0	9	0	30	188	809	0	0	5	0
3:00 PM	0	26	59	8	0	3	62	11	0	4	0	2	0	13	0	31	219	829	0	0	3	1
3:15 PM	0	30	66	4	0	3	48	7	0	5	0	2	0	8	1	30	204	783	0	2	0	1

3:30 PM	0	27	66	3	0	2	51	6	0	3	0	2	0	8	0	30	198	742	0	0	2	2
3:45 PM	0	33	57	9	0	3	47	11	0	2	0	5	0	9	0	32	208	697	2	0	14	2
4:00 PM	0	20	59	3	0	4	50	6	0	0	1	1	0	7	1	21	173	670	0	3	0	0
4:15 PM	0	24	45	3	0	3	42	6	0	3	0	0	0	9	1	27	163	669	0	1	5	2
4:30 PM	1	22	37	3	0	2	52	4	0	2	1	0	0	5	0	24	153	695	0	1	6	0
4:45 PM	0	18	55	7	0	4	60	10	0	1	0	1	0	4	0	21	181	716	0	0	12	1
5:00 PM	0	19	55	5	0	2	51	7	0	4	0	2	0	7	0	20	172	694	0	0	4	0
5:15 PM	0	24	51	5	0	4	50	8	0	5	0	2	0	6	0	34	189	712	0	2	8	0
5:30 PM	0	25	40	2	0	4	52	6	0	1	0	3	0	8	0	33	174	675	0	0	0	2
5:45 PM	0	19	34	3	0	3	49	13	0	0	0	2	0	6	0	30	159	675	1	0	7	0
6:00 PM	1	19	61	4	0	2	67	4	0	2	0	0	0	4	0	26	190	676	0	3	6	0
6:15 PM	0	25	40	0	0	3	50	4	0	4	0	2	0	4	0	20	152		0	0	2	0
6:30 PM	0	23	50	2	0	2	48	7	0	3	0	2	0	4	0	33	174		0	0	9	1
6:45 PM	0	14	43	8	0	4	50	4	0	7	0	4	0	5	0	21	160		0	0	7	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	98	223	10	1	7	210	31	0	7	0	5	0	39	0	222	853
Mediums	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	98	224	10	1	7	210	31	0	7	0	5	0	39	0	222	854

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.3%				0.0%				0.0%				0.0%				0.1%
Heavy Vehicle %	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Peak Hour Factor	0.94				0.90				0.80				0.91				0.94
Peak Hour Factor	0.25	0.84	0.87	0.67	0.25	0.70	0.93	0.90	0.00	0.57	0.50	0.88	0.00	0.75	0.50	0.87	0.94

APPENDIX B

Field Review Photos



Northbound traffic on S Fletcher Avenue during the weekday a.m. peak hour, around 11:15 a.m.



Bicyclist traveling in the northbound travel lanes on Fletcher Avenue.



Around 3:48 p.m., vehicles on Atlantic Avenue eastbound waiting for green light during weekday peak hour.



Poor pavement conditions at the intersection of Atlantic Avenue and S Fletcher Avenue, looking northbound



Pedestrians and bicyclists utilize the intersection, looking eastbound.



Raised concrete collar protecting sewer manhole at the sidewalk curb ramp on the northwest corner.



Loose sand accumulated on sidewalk and ramp, creating slip hazard for pedestrians.



East leg crosswalk is faded, and the north leg crosswalk is lacking ADA curb ramp.



Faded crosswalk markings and lack of detectable warnings at curb ramps on Tarpon Avenue, looking south.



Existing pavement and markings conditions on S Fletcher Avenue, looking north.



Existing pavement conditions on Tarpon St near Circle K, looking north.



Existing travel lanes and bike lanes on S Fletcher Avenue, looking south.

APPENDIX C

Existing Operational Analysis

Synchro Output

Weekday A.M. Peak Hour

Lanes, Volumes, Timings
1: ATLANTIC AVE & N FLETCHER AVE

Existing Thursday AM

01/26/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	36	131	17	26	11	112	29	30	2	17	4
Future Volume (vph)	13	36	131	17	26	11	112	29	30	2	17	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	16	11	11	11	12	12	12	12	10	10
Storage Length (ft)	94		0	0		0	0		43	55		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	74			25			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr't		0.882			0.954			0.924			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1880	0	1745	1752	0	1805	1756	0	1805	1722	0
Flt Permitted	0.950			0.950			0.526			0.709		
Satd. Flow (perm)	1787	1880	0	1745	1752	0	999	1756	0	1347	1722	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		162			14			37			5	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		277			224			690			366	
Travel Time (s)		5.4			4.4			13.4			7.1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	16	44	162	21	32	14	138	36	37	2	21	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	206	0	21	46	0	138	73	0	2	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	0.85	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	

Lanes, Volumes, Timings
1: ATLANTIC AVE & N FLETCHER AVE

Existing Thursday AM
01/26/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	10.1	10.1		9.6	9.6		10.0	16.3		9.4	16.3	
Total Split (s)	25.0	25.0		25.0	25.0		15.0	25.0		15.0	25.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		16.7%	27.8%		16.7%	27.8%	
Maximum Green (s)	18.9	18.9		19.4	19.4		9.0	18.7		9.6	18.7	
Yellow Time (s)	4.1	4.1		3.4	3.4		4.0	4.0		3.4	4.0	
All-Red Time (s)	2.0	2.0		2.2	2.2		2.0	2.3		2.0	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		5.6	5.6		6.0	6.3		5.4	6.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	8.6	8.6		6.9	6.9		22.5	20.8		16.8	11.7	
Actuated g/C Ratio	0.17	0.17		0.14	0.14		0.44	0.41		0.33	0.23	
v/c Ratio	0.05	0.46		0.09	0.18		0.24	0.10		0.00	0.07	
Control Delay	21.8	11.0		24.8	20.5		11.9	9.9		11.5	20.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.8	11.0		24.8	20.5		11.9	9.9		11.5	20.1	
LOS	C	B		C	C		B	A		B	C	
Approach Delay		11.8			21.8			11.2			19.5	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 51

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 13.2

Intersection LOS: B

Intersection Capacity Utilization 36.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: ATLANTIC AVE & N FLETCHER AVE

 Ø1	 Ø2	 Ø4	 Ø8
15 s	25 s	25 s	25 s
 Ø5	 Ø6		
15 s	25 s		

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	174	133	4	4	28
Future Vol, veh/h	25	174	133	4	4	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	3	3	3
Mvmt Flow	27	191	146	4	4	31

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	150	0	0	393	148
Stage 1	-	-	-	148	-
Stage 2	-	-	-	245	-
Critical Hdwy	4.12	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	5.43	-
Follow-up Hdwy	2.218	-	-	3.527	3.327
Pot Cap-1 Maneuver	1431	-	-	610	896
Stage 1	-	-	-	877	-
Stage 2	-	-	-	793	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1431	-	-	598	896
Mov Cap-2 Maneuver	-	-	-	598	-
Stage 1	-	-	-	860	-
Stage 2	-	-	-	793	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1431	-	-	-	843
HCM Lane V/C Ratio	0.019	-	-	-	0.042
HCM Control Delay (s)	7.6	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	78	162	7	5	128	39	9	4	10	32	1	119
Future Vol, veh/h	78	162	7	5	128	39	9	4	10	32	1	119
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	4	4	5	5	5	1	1	1
Mvmt Flow	86	178	8	5	141	43	10	4	11	35	1	131

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	184	0	0	186	0	0	593	548	182	535	531	163
Stage 1	-	-	-	-	-	-	354	354	-	173	173	-
Stage 2	-	-	-	-	-	-	239	194	-	362	358	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.15	6.55	6.25	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.545	4.045	3.345	3.509	4.009	3.309
Pot Cap-1 Maneuver	1391	-	-	1377	-	-	413	440	853	458	455	884
Stage 1	-	-	-	-	-	-	657	625	-	831	758	-
Stage 2	-	-	-	-	-	-	758	734	-	659	630	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1391	-	-	1377	-	-	334	411	853	426	425	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	334	411	-	426	425	-
Stage 1	-	-	-	-	-	-	616	586	-	779	755	-
Stage 2	-	-	-	-	-	-	643	731	-	606	591	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			0.2			13			11.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	475	1391	-	-	1377	-	-	717
HCM Lane V/C Ratio	0.053	0.062	-	-	0.004	-	-	0.233
HCM Control Delay (s)	13	7.8	-	-	7.6	-	-	11.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.9

Weekday P.M. Peak Hour

Lanes, Volumes, Timings
1: ATLANTIC AVE & N FLETCHER AVE

Existing Thursday PM
01/26/2026

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	15	24	172	1	27	24	10	146	26	31	1	25
Future Volume (vph)	15	24	172	1	27	24	10	146	26	31	1	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	16	12	11	11	11	12	12	12	12	10
Storage Length (ft)	94		0		0		0	0		43	55	
Storage Lanes	1		0		1		0	1		1	1	
Taper Length (ft)	74				25			50			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.868				0.955			0.919			0.936
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	1832	0	0	1745	1754	0	1787	1729	0	1805	1660
Flt Permitted	0.950				0.950			0.516			0.710	
Satd. Flow (perm)	1770	1832	0	0	1745	1754	0	971	1729	0	1349	1660
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		215				13			39			23
Link Speed (mph)		35				35			35			35
Link Distance (ft)		277				224			690			366
Travel Time (s)		5.4				4.4			13.4			7.1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	1%	1%	1%	0%	0%
Adj. Flow (vph)	19	30	215	1	34	30	13	183	33	39	1	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	245	0	0	35	43	0	183	72	0	1	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	0.85	0.85	1.00	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.09
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2		1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100		20	100
Trailing Detector (ft)	0	0		0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Split	NA		Split	Split	NA		pm+pt	NA		pm+pt	NA

Lanes, Volumes, Timings
1: ATLANTIC AVE & N FLETCHER AVE

Existing Thursday PM
01/26/2026

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	18
Future Volume (vph)	18
Ideal Flow (vphpl)	1900
Lane Width (ft)	10
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Fr	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.80
Heavy Vehicles (%)	0%
Adj. Flow (vph)	23
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.09
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings
1: ATLANTIC AVE & N FLETCHER AVE

Existing Thursday PM
01/26/2026

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	4	4		8	8	8		5	2		1	6
Permitted Phases								2			6	
Detector Phase	4	4		8	8	8		5	2		1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0		4.0	10.0		4.0	10.0
Minimum Split (s)	10.1	10.1		9.6	9.6	9.6		10.0	16.3		9.4	16.3
Total Split (s)	25.0	25.0		25.0	25.0	25.0		15.0	25.0		15.0	25.0
Total Split (%)	27.8%	27.8%		27.8%	27.8%	27.8%		16.7%	27.8%		16.7%	27.8%
Maximum Green (s)	18.9	18.9		19.4	19.4	19.4		9.0	18.7		9.6	18.7
Yellow Time (s)	4.1	4.1		3.4	3.4	3.4		4.0	4.0		3.4	4.0
All-Red Time (s)	2.0	2.0		2.2	2.2	2.2		2.0	2.3		2.0	2.3
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.1	6.1			5.6	5.6		6.0	6.3		5.4	6.3
Lead/Lag								Lead	Lag		Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None	None		None	Min		None	Min
Act Effect Green (s)	8.5	8.5			6.8	6.8		25.2	23.4		16.9	10.3
Actuated g/C Ratio	0.16	0.16			0.13	0.13		0.47	0.44		0.32	0.19
v/c Ratio	0.07	0.52			0.16	0.18		0.31	0.09		0.00	0.16
Control Delay	21.9	9.9			25.8	20.9		12.4	9.7		12.0	16.7
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	21.9	9.9			25.8	20.9		12.4	9.7		12.0	16.7
LOS	C	A			C	C		B	A		B	B
Approach Delay		10.8				23.1			11.7			16.6
Approach LOS		B				C			B			B

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 53.4

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 13.1

Intersection LOS: B

Intersection Capacity Utilization 45.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: ATLANTIC AVE & N FLETCHER AVE

 Ø1	 Ø2	 Ø4	 Ø8
15 s	25 s	25 s	25 s
 Ø5	 Ø6		
15 s	25 s		



Lane Group	SBR
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	193	174	9	16	46
Future Vol, veh/h	34	193	174	9	16	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	1	1	0	0
Mvmt Flow	40	230	207	11	19	55
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	218	0	-	0	523	213
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	310	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1352	-	-	-	518	832
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1352	-	-	-	502	832
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	748	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		10.6		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1352	-	-	-	711	
HCM Lane V/C Ratio	0.03	-	-	-	0.104	
HCM Control Delay (s)	7.7	-	-	-	10.6	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	106	210	4	4	184	28	7	1	2	25	1	108
Future Vol, veh/h	106	210	4	4	184	28	7	1	2	25	1	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	2	2	2
Mvmt Flow	126	250	5	5	219	33	8	1	2	30	1	129

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	252	0	0	255	0	0	816	767	253	752	753	236
Stage 1	-	-	-	-	-	-	505	505	-	246	246	-
Stage 2	-	-	-	-	-	-	311	262	-	506	507	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1319	-	-	1322	-	-	298	335	791	327	339	803
Stage 1	-	-	-	-	-	-	553	544	-	758	703	-
Stage 2	-	-	-	-	-	-	704	695	-	549	539	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1319	-	-	1322	-	-	231	302	791	301	305	803
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	302	-	301	305	-
Stage 1	-	-	-	-	-	-	500	492	-	685	700	-
Stage 2	-	-	-	-	-	-	588	692	-	494	487	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.7			0.1			18.6			13		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	277	1319	-	-	1322	-	-	607
HCM Lane V/C Ratio	0.043	0.096	-	-	0.004	-	-	0.263
HCM Control Delay (s)	18.6	8	-	-	7.7	-	-	13
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	1.1

Weekend Peak Hour

Lanes, Volumes, Timings
1: ATLANTIC AVE & N FLETCHER AVE

Existing Saturday Peak
01/26/2026

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	35	48	184	12	13	18	63	211	51	40	10
Future Volume (vph)	1	35	48	184	12	13	18	63	211	51	40	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	12	11	11	11	12	12	12	12
Storage Length (ft)		94		0		0		0	0		43	55
Storage Lanes		1		0		1		0	1		1	1
Taper Length (ft)		74				25			50			50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr't			0.881				0.883			0.934		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	1878	0	0	1728	1606	0	1805	1775	0	1805
Flt Permitted		0.317				0.690			0.519			0.691
Satd. Flow (perm)	0	596	1878	0	0	1255	1606	0	986	1775	0	1313
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			194				71			40		
Link Speed (mph)			35				35			35		
Link Distance (ft)			277				224			690		
Travel Time (s)			5.4				4.4			13.4		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%
Adj. Flow (vph)	1	39	54	207	13	15	20	71	237	57	45	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	261	0	0	28	91	0	237	102	0	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			12				12			12		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.85	0.85	1.00	1.04	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2		1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru		Left
Leading Detector (ft)	20	20	100		20	20	100		20	100		20
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Perm	Split	NA		Perm	Split	NA		pm+pt	NA		pm+pt

Lanes, Volumes, Timings
1: ATLANTIC AVE & N FLETCHER AVE

Existing Saturday Peak
01/26/2026



Lane Group	SBT	SBR
Lane Configurations	PT	
Traffic Volume (vph)	24	18
Future Volume (vph)	24	18
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.936	
Flt Protected		
Satd. Flow (prot)	1660	0
Flt Permitted		
Satd. Flow (perm)	1660	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	20	
Link Speed (mph)	35	
Link Distance (ft)	366	
Travel Time (s)	7.1	
Peak Hour Factor	0.89	0.89
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	27	20
Shared Lane Traffic (%)		
Lane Group Flow (vph)	47	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	

Lanes, Volumes, Timings
1: ATLANTIC AVE & N FLETCHER AVE

Existing Saturday Peak
01/26/2026

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Protected Phases		4	4			8	8		5	2		1
Permitted Phases	4				8				2			6
Detector Phase	4	4	4		8	8	8		5	2		1
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	10.0		4.0
Minimum Split (s)	10.1	10.1	10.1		9.6	9.6	9.6		10.0	16.3		9.4
Total Split (s)	25.0	25.0	25.0		25.0	25.0	25.0		15.0	25.0		15.0
Total Split (%)	27.8%	27.8%	27.8%		27.8%	27.8%	27.8%		16.7%	27.8%		16.7%
Maximum Green (s)	18.9	18.9	18.9		19.4	19.4	19.4		9.0	18.7		9.6
Yellow Time (s)	4.1	4.1	4.1		3.4	3.4	3.4		4.0	4.0		3.4
All-Red Time (s)	2.0	2.0	2.0		2.2	2.2	2.2		2.0	2.3		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.1	6.1			5.6	5.6		6.0	6.3		5.4
Lead/Lag									Lead	Lag		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	None		None	None	None		None	Min		None
Act Effct Green (s)		12.6	12.6			7.4	7.4		25.3	23.4		17.2
Actuated g/C Ratio		0.21	0.21			0.12	0.12		0.42	0.38		0.28
v/c Ratio		0.33	0.48			0.19	0.36		0.45	0.14		0.03
Control Delay		29.2	10.1			30.0	15.2		18.1	13.4		14.6
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Delay		29.2	10.1			30.0	15.2		18.1	13.4		14.6
LOS		C	B			C	B		B	B		B
Approach Delay			12.6				18.7			16.7		
Approach LOS			B				B			B		

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 60.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 15.6

Intersection LOS: B

Intersection Capacity Utilization 49.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: ATLANTIC AVE & N FLETCHER AVE

 Ø1	 Ø2	 Ø4	 Ø8
15 s	25 s	25 s	25 s
 Ø5	 Ø6		
15 s	25 s		

Lanes, Volumes, Timings
1: ATLANTIC AVE & N FLETCHER AVE

Existing Saturday Peak
01/26/2026



Lane Group	SBT	SBR
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.3	
Total Split (s)	25.0	
Total Split (%)	27.8%	
Maximum Green (s)	18.7	
Yellow Time (s)	4.0	
All-Red Time (s)	2.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.3	
Lead/Lag	Lag	
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	Min	
Act Effct Green (s)	10.3	
Actuated g/C Ratio	0.17	
v/c Ratio	0.16	
Control Delay	19.2	
Queue Delay	0.0	
Total Delay	19.2	
LOS	B	
Approach Delay	18.3	
Approach LOS	B	
Intersection Summary		

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	295	224	5	21	72
Future Vol, veh/h	31	295	224	5	21	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	32	307	233	5	22	75

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	238	0	0	607	236
Stage 1	-	-	-	236	-
Stage 2	-	-	-	371	-
Critical Hdwy	4.1	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1341	-	-	463	808
Stage 1	-	-	-	808	-
Stage 2	-	-	-	702	-
Platoon blocked, %	-	-	-		
Mov Cap-1 Maneuver	1341	-	-	452	808
Mov Cap-2 Maneuver	-	-	-	452	-
Stage 1	-	-	-	789	-
Stage 2	-	-	-	702	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1341	-	-	-	686
HCM Lane V/C Ratio	0.024	-	-	-	0.141
HCM Control Delay (s)	7.8	-	-	-	11.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection													
Int Delay, s/veh	6												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	105	240	11	1	7	225	33	7	0	5	42	0	238
Future Vol, veh/h	105	240	11	1	7	225	33	7	0	5	42	0	238
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	112	255	12	1	7	239	35	7	0	5	45	0	253

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	274	0	0	-	267	0	0	882	775	261	759	764	257
Stage 1	-	-	-	-	-	-	-	485	485	-	271	273	-
Stage 2	-	-	-	-	-	-	-	397	290	-	488	491	-
Critical Hdwy	4.1	-	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1301	-	-	-	1308	-	-	269	331	783	326	336	787
Stage 1	-	-	-	-	-	-	-	567	555	-	739	688	-
Stage 2	-	-	-	-	-	-	-	633	676	-	565	552	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	1301	-	-	~ -8	~ -8	-	-	171	303	783	303	307	787
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	171	303	-	303	307	-
Stage 1	-	-	-	-	-	-	-	518	507	-	675	688	-
Stage 2	-	-	-	-	-	-	-	429	676	-	513	505	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4		19.9	15.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	254	1301	-	-	+	-	-	635
HCM Lane V/C Ratio	0.05	0.086	-	-	-	-	-	0.469
HCM Control Delay (s)	19.9	8	-	-	-	-	-	15.6
HCM Lane LOS	C	A	-	-	-	-	-	C
HCM 95th %tile Q(veh)	0.2	0.3	-	-	-	-	-	2.5

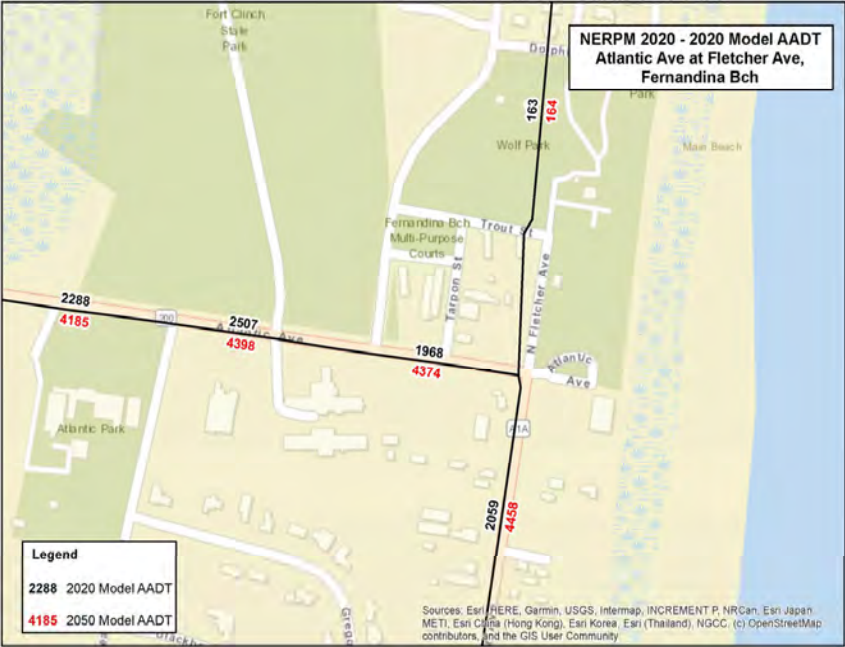
Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX D

Traffic Volume Projections

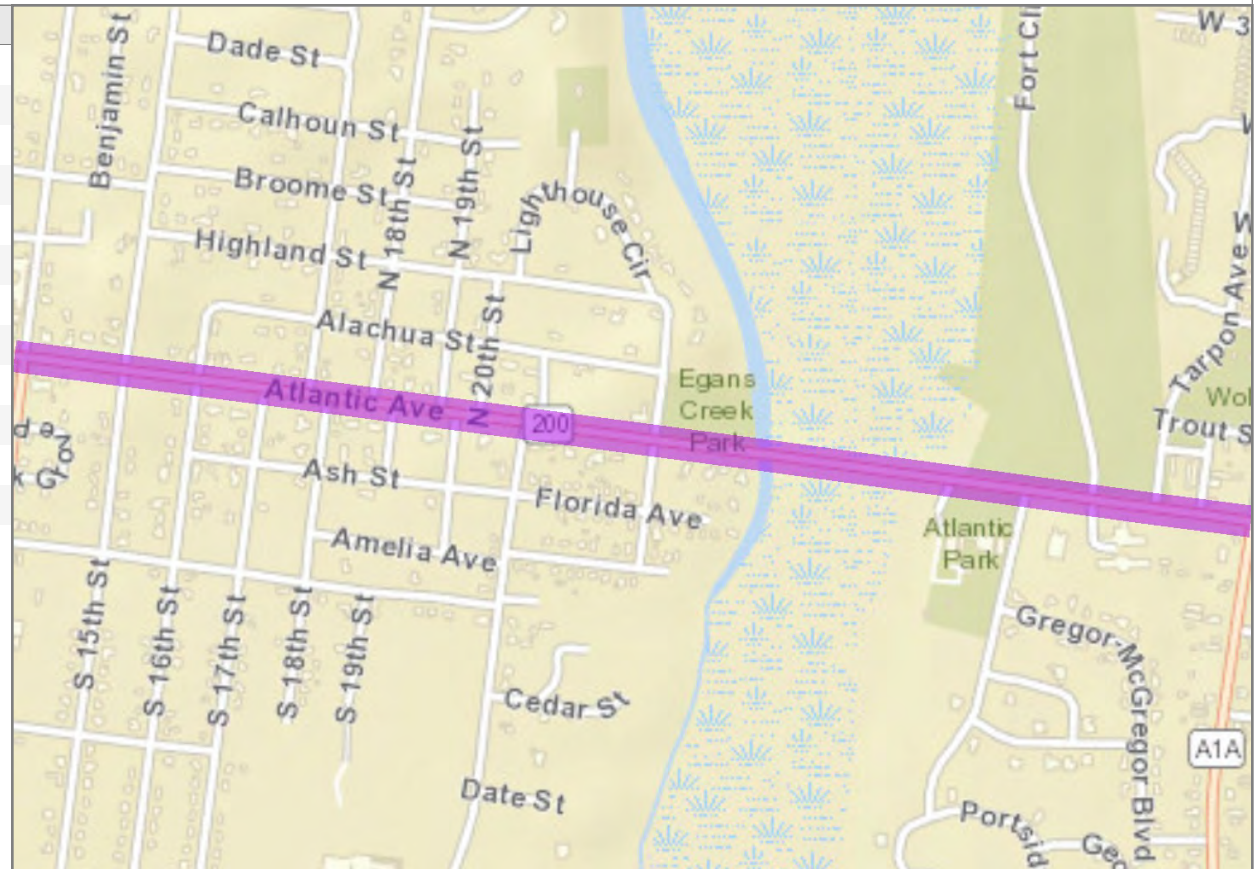
NERPM				
County	Location	2020	2050	Growth Rate
		Volumes	Volumes	
Nassau	SR 200/Atlantic Ave, east of Fletcher	2,254	4,319	2.191%
	SR 200/Fletcher, south of Atlantic	2,059	4,458	2.608%

LOS Report	MP 11.842-13.038
CAGR	1.28%
2045	11900
2023	9000
LOS Report	MP 4.848-5.693
CAGR	2.09%
2045	9300
2023	5900



SR-200/A1A / Atlantic Ave, RCI MP 11.842-13.038, Nassau County

Attribute	Value
Segment ID:	21332
Segment Length (miles):	1.195 mi
County:	Nassau
Roadway ID:	74060000
Begin MP:	11.842
End MP:	13.038
SHS System:	On-System
SIS Status:	Not SIS
SIS Type:	Not SIS
Standard K-Factor:	9.0
LOS Target:	D
Growth Rate:	1.5%



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

Google Street View:

<http://maps.google.com/maps?q=30.6687864857112,-81.4416256737062>

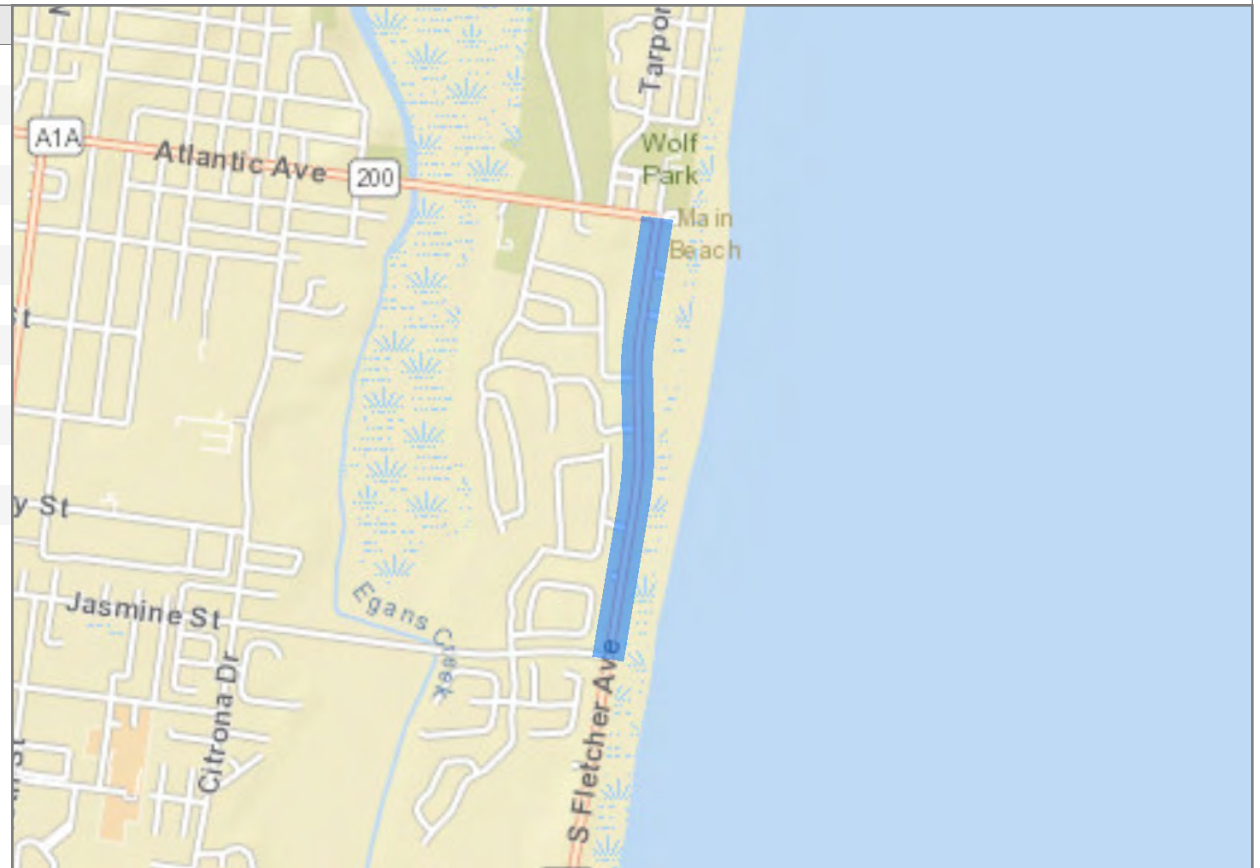
Projected Values	2023	2029	2035	2040	2045
Number of Lanes	2	2	2	2	2
Context Classification	C4	C4	C4	C4	C4
AADT	9,000	9,791	10,582	11,241	11,900
Peak Hour Traffic Volume	810	881	952	1,012	1,071
Peak Hour Maximum Service Volume	1,580	1,580	1,580	1,580	1,580
Peak Hour LOS	D	D	D	D	D

Notes:



SR-105/A1A / Fletcher Ave, RCI MP 4.848-5.693, Nassau County

Attribute	Value
Segment ID:	21339
Segment Length (miles):	0.844 mi
County:	Nassau
Roadway ID:	74110000
Begin MP:	4.848
End MP:	5.693
SHS System:	On-System
SIS Status:	Not SIS
SIS Type:	Not SIS
Standard K-Factor:	9.0
LOS Target:	D
Growth Rate:	2.6%



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

Google Street View:

<http://maps.google.com/maps?q=30.6615066000479,-81.4322858285373>

Projected Values	2023	2029	2035	2040	2045
Number of Lanes	2	2	2	2	2
Context Classification	C3R	C3R	C3R	C3R	C3R
AADT	5,900	6,827	7,755	8,527	9,300
Peak Hour Traffic Volume	531	614	698	767	837
Peak Hour Maximum Service Volume	2,020	2,020	2,020	2,020	2,020
Peak Hour LOS	C	C	C	C	C

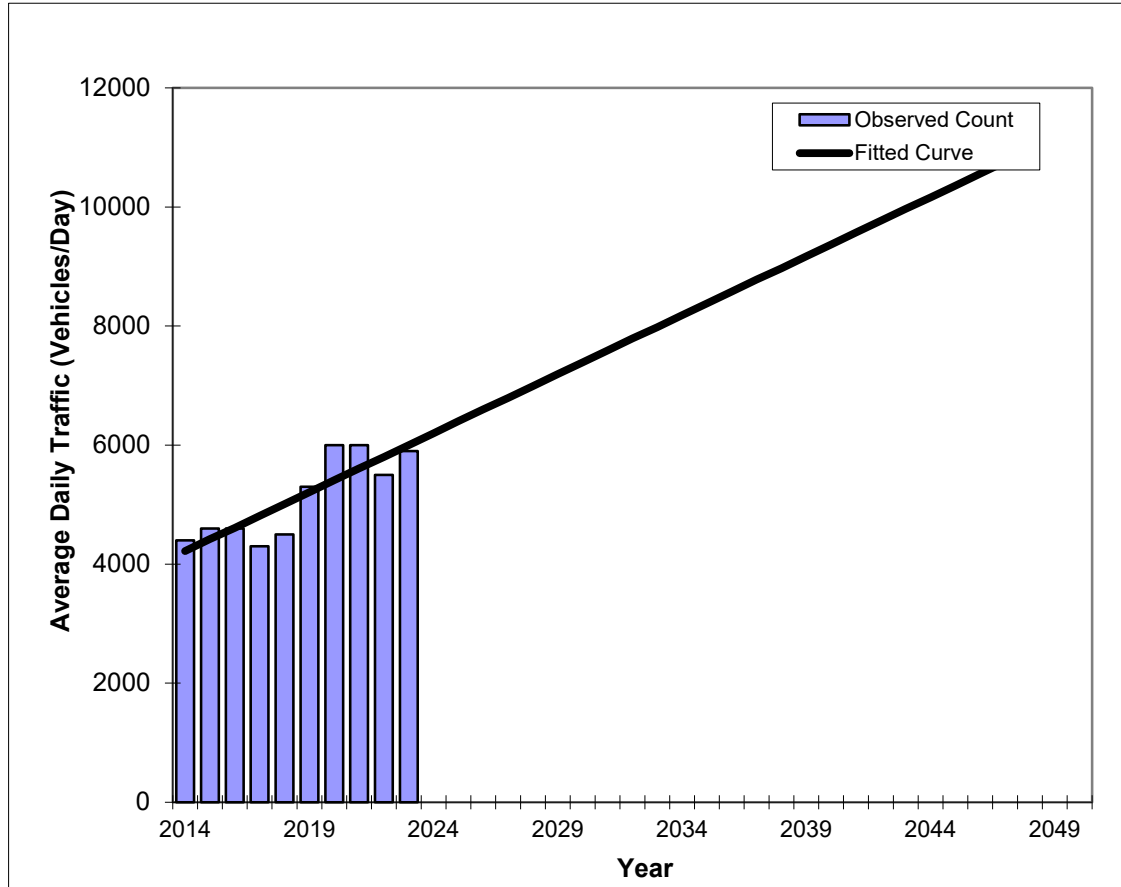
Notes:

Traffic Trends - V2023

-- SR A1A 200' S. OF SR 200

FM #	1234
Location	1

County:	Nassau (74)
Station #:	745005
Roadway:	



Annual Trend Increase:	198
Trend R-squared:	72.83%
Trend Annual Historic Growth Rate:	4.69%
Trend Growth Rate (2023 to Design Year)	3.30%
Printed:	10/9/2025
Linear Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	4,400	4,220
2015	4,600	4,420
2016	4,600	4,610
2017	4,300	4,810
2018	4,500	5,010
2019	5,300	5,210
2020	6,000	5,410
2021	6,000	5,610
2022	5,500	5,800
2023	5,900	6,000
2030 Opening Year Trend		
2030	N/A	7,390
2040 Interim Year Trend		
2040	N/A	9,370
2050 Design Year Trend		
2050	N/A	11,350
Travel Demand Forecasts/Trends		

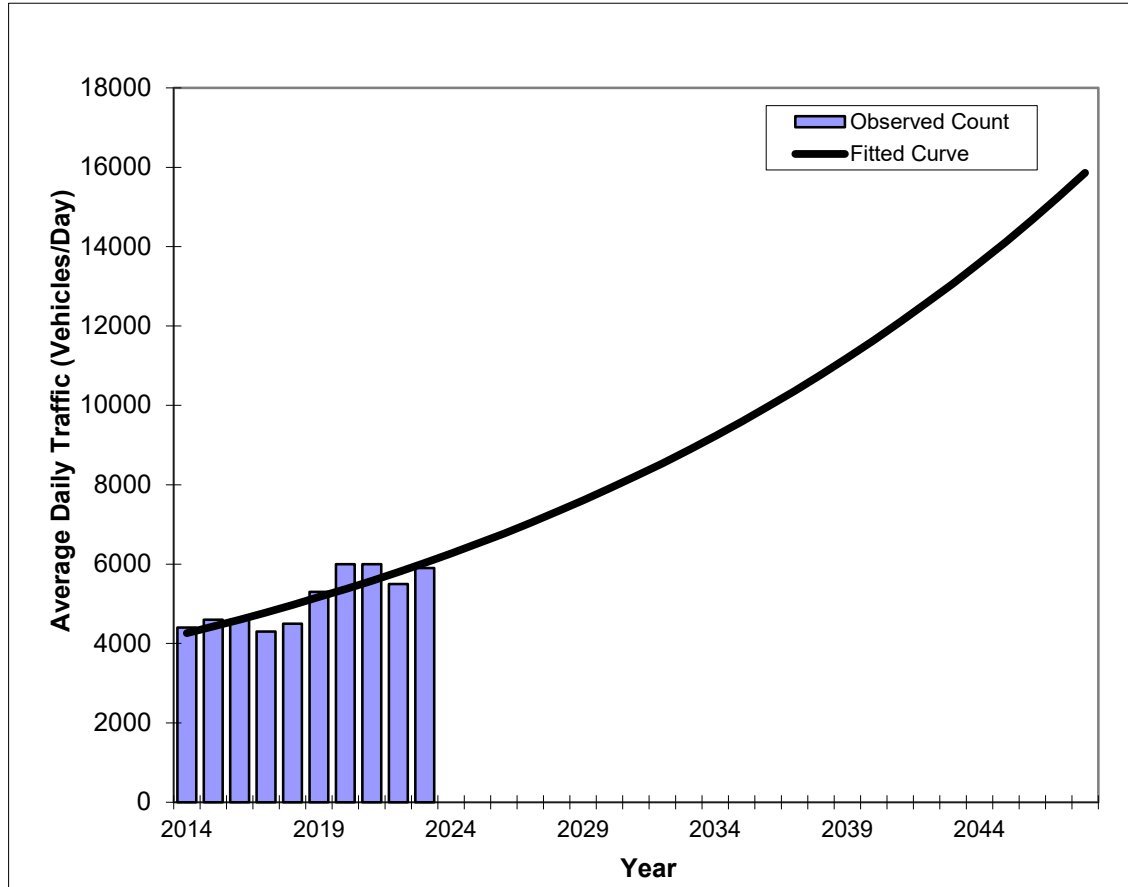
*Axle-Adjusted

Traffic Trends - V2023

-- SR A1A 200' S. OF SR 200

FM #	1234
Location	1

County:	Nassau (74)
Station #:	745005
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	4,400	4,260
2015	4,600	4,430
2016	4,600	4,600
2017	4,300	4,780
2018	4,500	4,970
2019	5,300	5,170
2020	6,000	5,370
2021	6,000	5,580
2022	5,500	5,800
2023	5,900	6,030
2030 Opening Year Trend		
2030	N/A	7,910
2040 Interim Year Trend		
2040	N/A	11,640
2050 Design Year Trend		
2050	N/A	17,140
Travel Demand Forecasts/Trends		

Trend R-squared: 73.18%
 Compounded Annual Historic Growth Rate: 3.94%
 Compounded Growth Rate (2023 to Design Year) 3.94%
 Printed: 10/9/2025

Exponential Growth Option

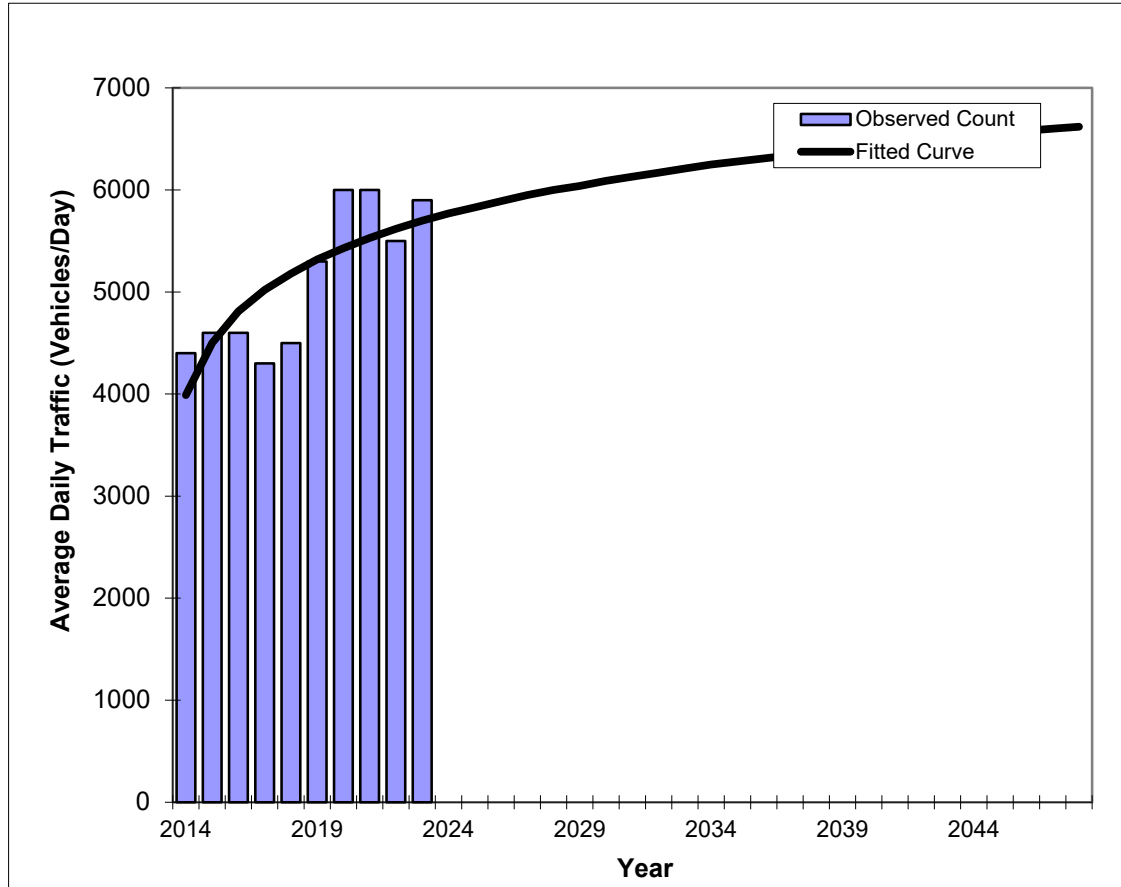
*Axle-Adjusted

Traffic Trends - V2023

-- SR A1A 200' S. OF SR 200

FM #	1234
Location	1

County:	Nassau (74)
Station #:	745005
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	4,400	3,990
2015	4,600	4,500
2016	4,600	4,810
2017	4,300	5,020
2018	4,500	5,180
2019	5,300	5,320
2020	6,000	5,430
2021	6,000	5,530
2022	5,500	5,620
2023	5,900	5,700
2030 Opening Year Trend		
2030	N/A	6,090
2040 Interim Year Trend		
2040	N/A	6,430
2050 Design Year Trend		
2050	N/A	6,670
Travel Demand Forecasts/Trends		

Trend R-squared:	59.59%
Compounded Annual Historic Growth Rate:	4.04%
Compounded Growth Rate (2023 to Design Year)	0.58%
Printed:	10/9/2025
Decaying Exponential Growth Option	

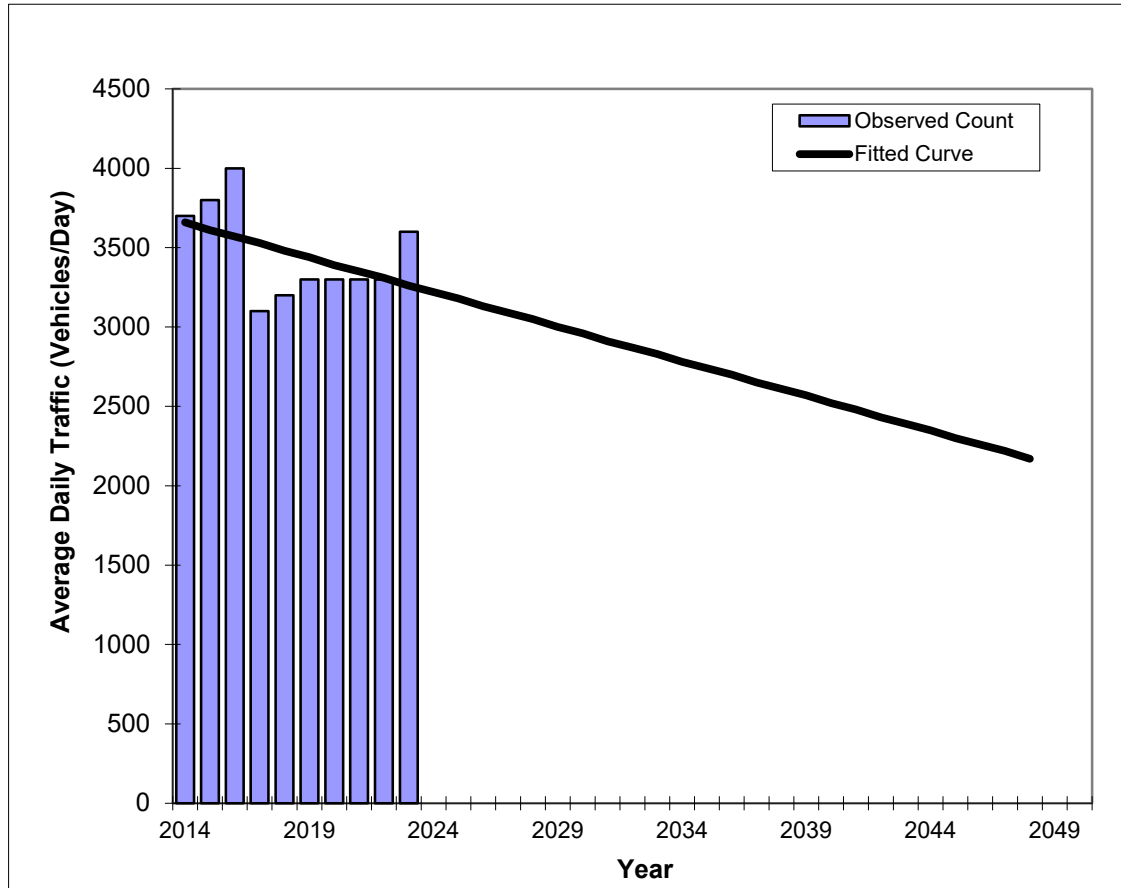
*Axle-Adjusted

Traffic Trends - V2023

-- TARPON AVE .1 MI. N. OF ATLANTIC AVE.

FM #	1234
Location	1

County:	Nassau (74)
Station #:	749126
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	3,700	3,660
2015	3,800	3,610
2016	4,000	3,570
2017	3,100	3,530
2018	3,200	3,480
2019	3,300	3,440
2020	3,300	3,390
2021	3,300	3,350
2022	3,300	3,310
2023	3,600	3,260
2030 Opening Year Trend		
2030	N/A	2,960
2040 Interim Year Trend		
2040	N/A	2,520
2050 Design Year Trend		
2050	N/A	2,090
Travel Demand Forecasts/Trends		

Annual Trend Decrease:	44
Trend R-squared:	20.04%
Trend Annual Historic Growth Rate:	-1.21%
Trend Growth Rate (2023 to Design Year)	-1.33%
Printed:	10/9/2025
Linear Growth Option	

*Axle-Adjusted

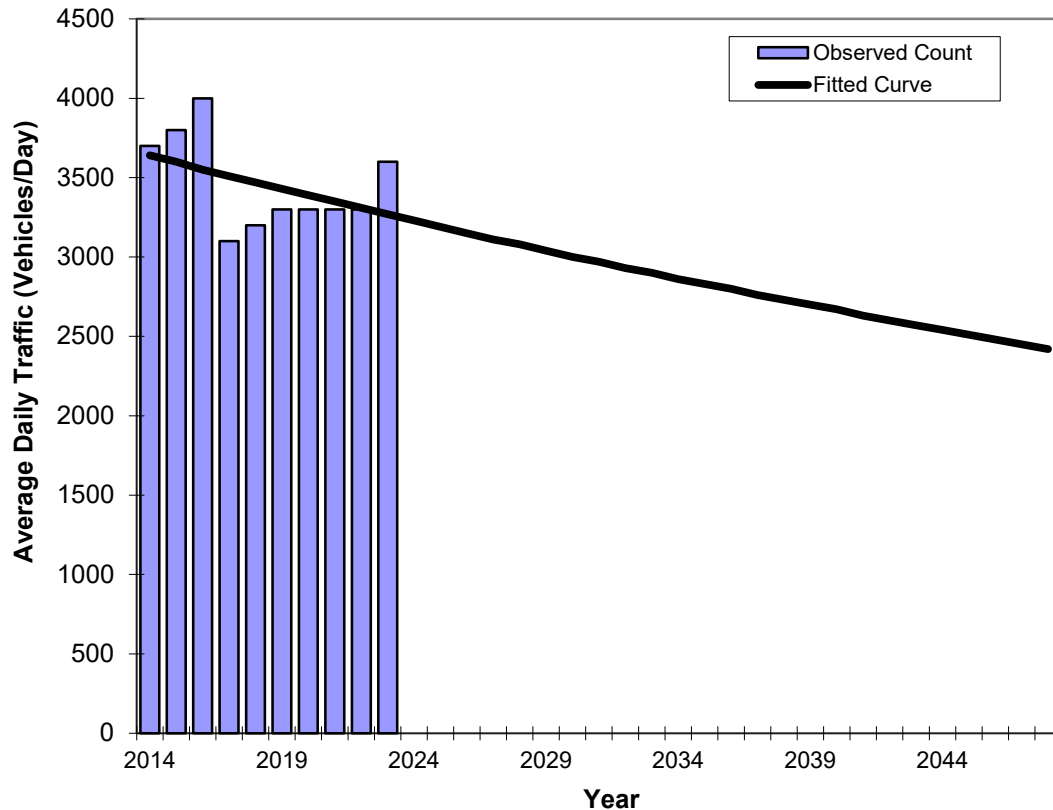
Traffic Trends - V2023

-- TARPON AVE .1 MI. N. OF ATLANTIC AVE.

FM #	1234
Location	1

County:
Station #:
Roadway:

Nassau (74)
749126



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	3,700	3,640
2015	3,800	3,600
2016	4,000	3,550
2017	3,100	3,510
2018	3,200	3,470
2019	3,300	3,430
2020	3,300	3,390
2021	3,300	3,350
2022	3,300	3,310
2023	3,600	3,270
2030 Opening Year Trend		
2030	N/A	3,000
2040 Interim Year Trend		
2040	N/A	2,670
2050 Design Year Trend		
2050	N/A	2,360
Travel Demand Forecasts/Trends		

Trend R-squared: 18.83%
Compounded Annual Historic Growth Rate: -1.18%
Compounded Growth Rate (2023 to Design Year): -1.20%
Printed: 10/9/2025

Exponential Growth Option

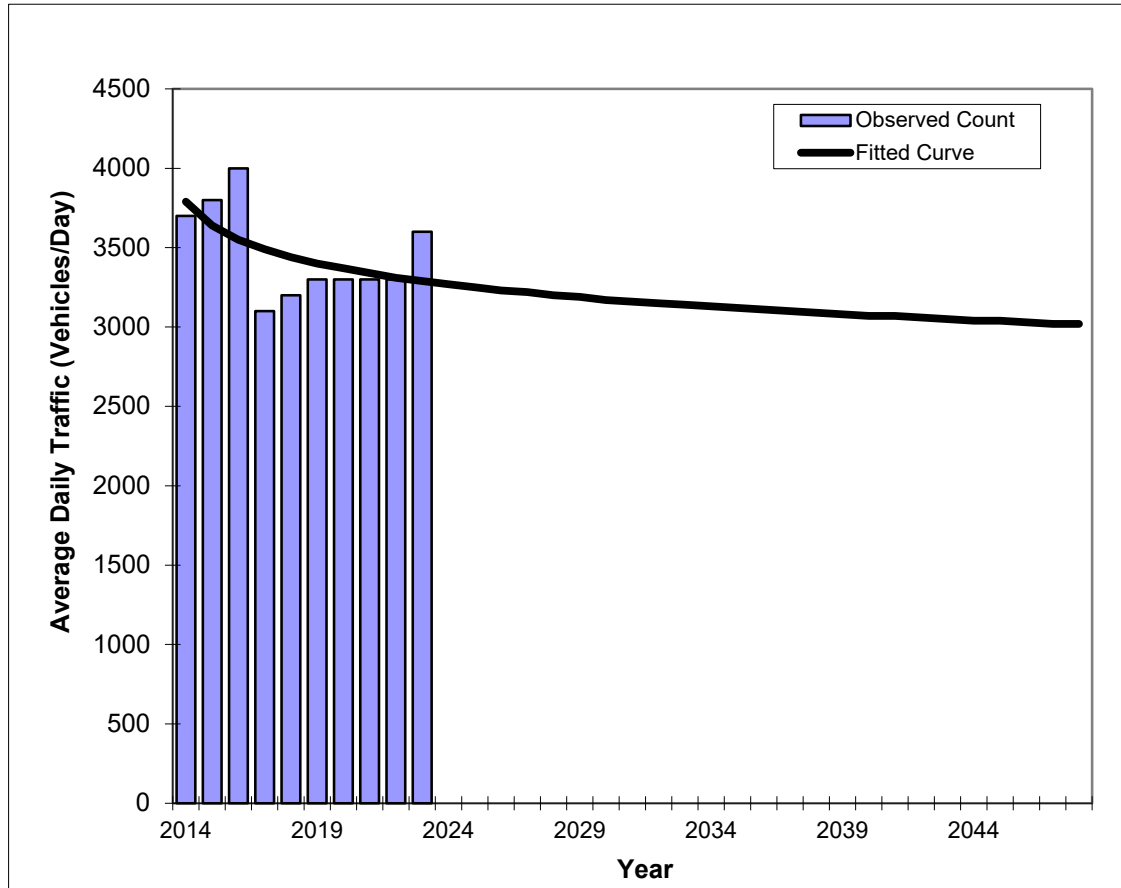
*Axle-Adjusted

Traffic Trends - V2023

-- TARPON AVE .1 MI. N. OF ATLANTIC AVE.

FM #	1234
Location	1

County:	Nassau (74)
Station #:	749126
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	3,700	3,790
2015	3,800	3,640
2016	4,000	3,550
2017	3,100	3,490
2018	3,200	3,440
2019	3,300	3,400
2020	3,300	3,370
2021	3,300	3,340
2022	3,300	3,310
2023	3,600	3,290
2030 Opening Year Trend		
2030	N/A	3,170
2040 Interim Year Trend		
2040	N/A	3,070
2050 Design Year Trend		
2050	N/A	3,000
Travel Demand Forecasts/Trends		

Trend R-squared:	29.00%
Compounded Annual Historic Growth Rate:	-1.56%
Compounded Growth Rate (2023 to Design Year)	-0.34%
Printed:	10/9/2025
Decaying Exponential Growth Option	

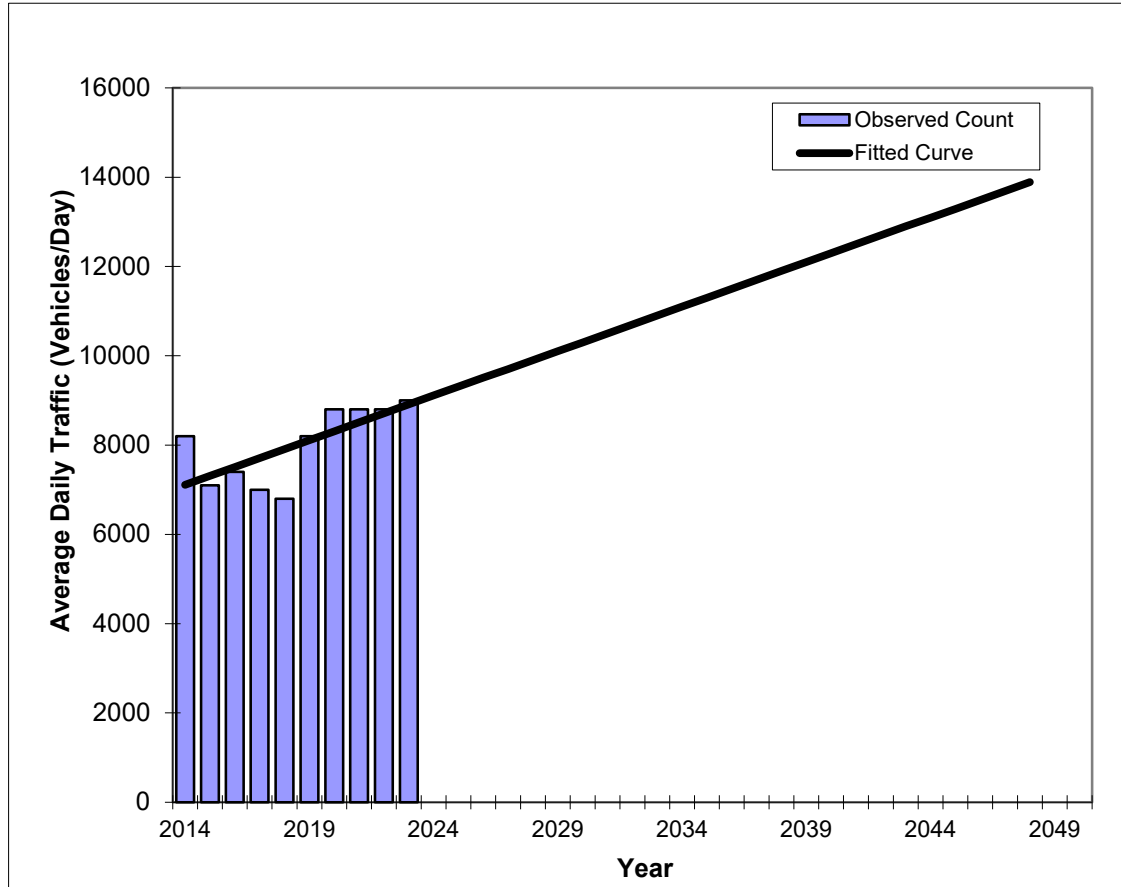
*Axle-Adjusted

Traffic Trends - V2023

-- SR A1A .2 MI. W. OF JEAN LAFITTE ST.

FM #	1234
Location	1

County:	Nassau (74)
Station #:	740128
Roadway:	



Annual Trend Increase:	199
Trend R-squared:	49.63%
Trend Annual Historic Growth Rate:	2.81%
Trend Growth Rate (2023 to Design Year)	2.24%
Printed:	10/9/2025
Linear Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	8,200	7,110
2015	7,100	7,310
2016	7,400	7,510
2017	7,000	7,710
2018	6,800	7,910
2019	8,200	8,110
2020	8,800	8,310
2021	8,800	8,510
2022	8,800	8,710
2023	9,000	8,910
2030 Opening Year Trend		
2030	N/A	10,300
2040 Interim Year Trend		
2040	N/A	12,300
2050 Design Year Trend		
2050	N/A	14,290
Travel Demand Forecasts/Trends		

*Axle-Adjusted

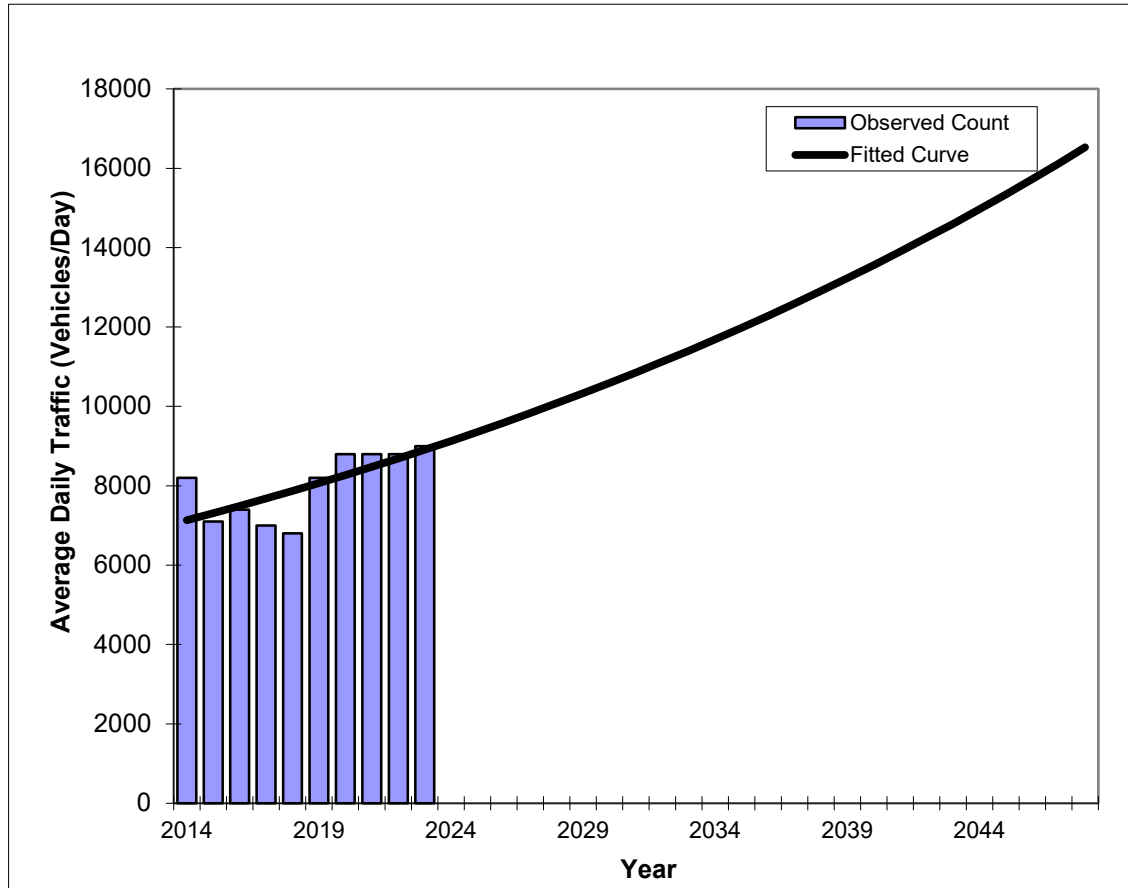
Traffic Trends - V2023

-- SR A1A .2 MI. W. OF JEAN LAFITTE ST.

FM #	1234
Location	1

County:
Station #:
Roadway:

Nassau (74)
740128



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	8,200	7,130
2015	7,100	7,310
2016	7,400	7,490
2017	7,000	7,680
2018	6,800	7,870
2019	8,200	8,070
2020	8,800	8,270
2021	8,800	8,480
2022	8,800	8,690
2023	9,000	8,910
2030 Opening Year Trend		
2030	N/A	10,590
2040 Interim Year Trend		
2040	N/A	13,560
2050 Design Year Trend		
2050	N/A	17,360
Travel Demand Forecasts/Trends		

Trend R-squared: 47.27%
Compounded Annual Historic Growth Rate: 2.51%
Compounded Growth Rate (2023 to Design Year) 2.50%
Printed: 10/9/2025

Exponential Growth Option

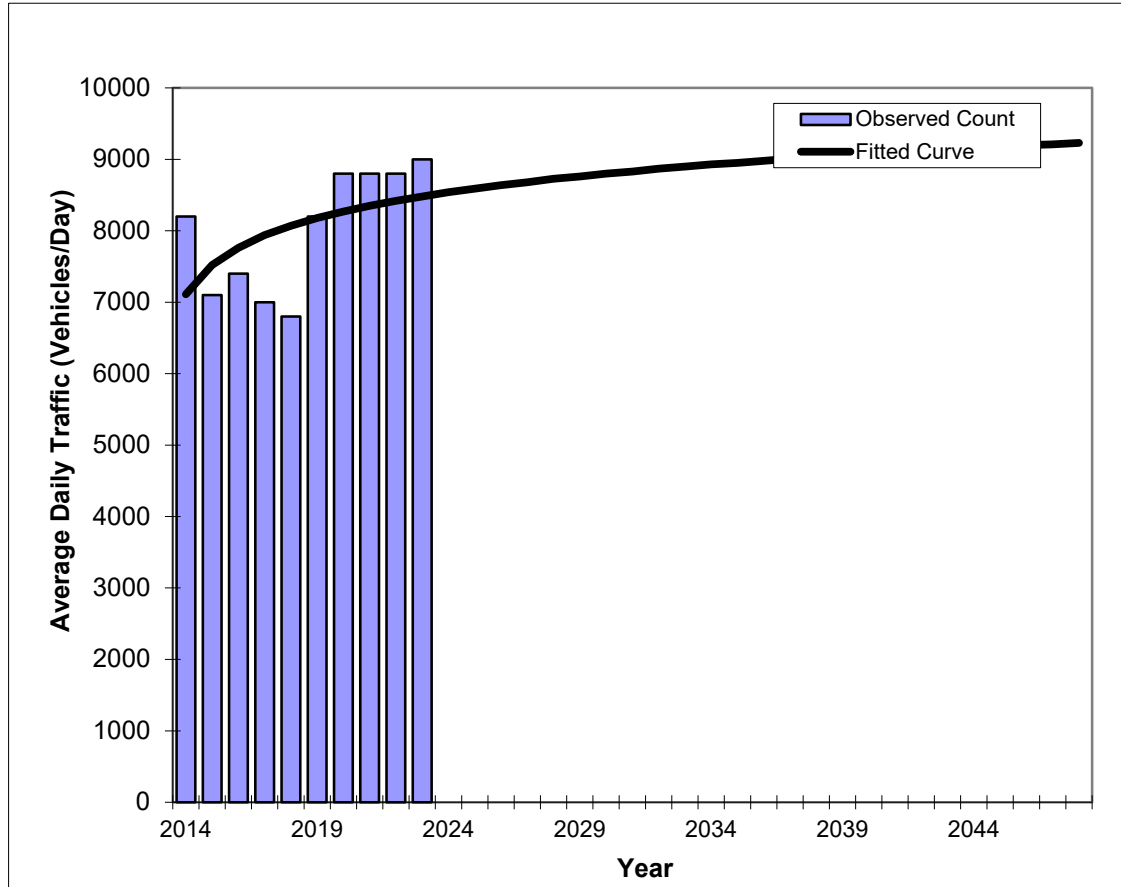
*Axle-Adjusted

Traffic Trends - V2023

-- SR A1A .2 MI. W. OF JEAN LAFITTE ST.

FM #	1234
Location	1

County:	Nassau (74)
Station #:	740128
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	8,200	7,110
2015	7,100	7,520
2016	7,400	7,760
2017	7,000	7,940
2018	6,800	8,070
2019	8,200	8,180
2020	8,800	8,270
2021	8,800	8,350
2022	8,800	8,420
2023	9,000	8,480
2030 Opening Year Trend		
2030	N/A	8,800
2040 Interim Year Trend		
2040	N/A	9,080
2050 Design Year Trend		
2050	N/A	9,260
Travel Demand Forecasts/Trends		

Trend R-squared:	26.08%
Compounded Annual Historic Growth Rate:	1.98%
Compounded Growth Rate (2023 to Design Year)	0.33%
Printed:	10/9/2025
Decaying Exponential Growth Option	

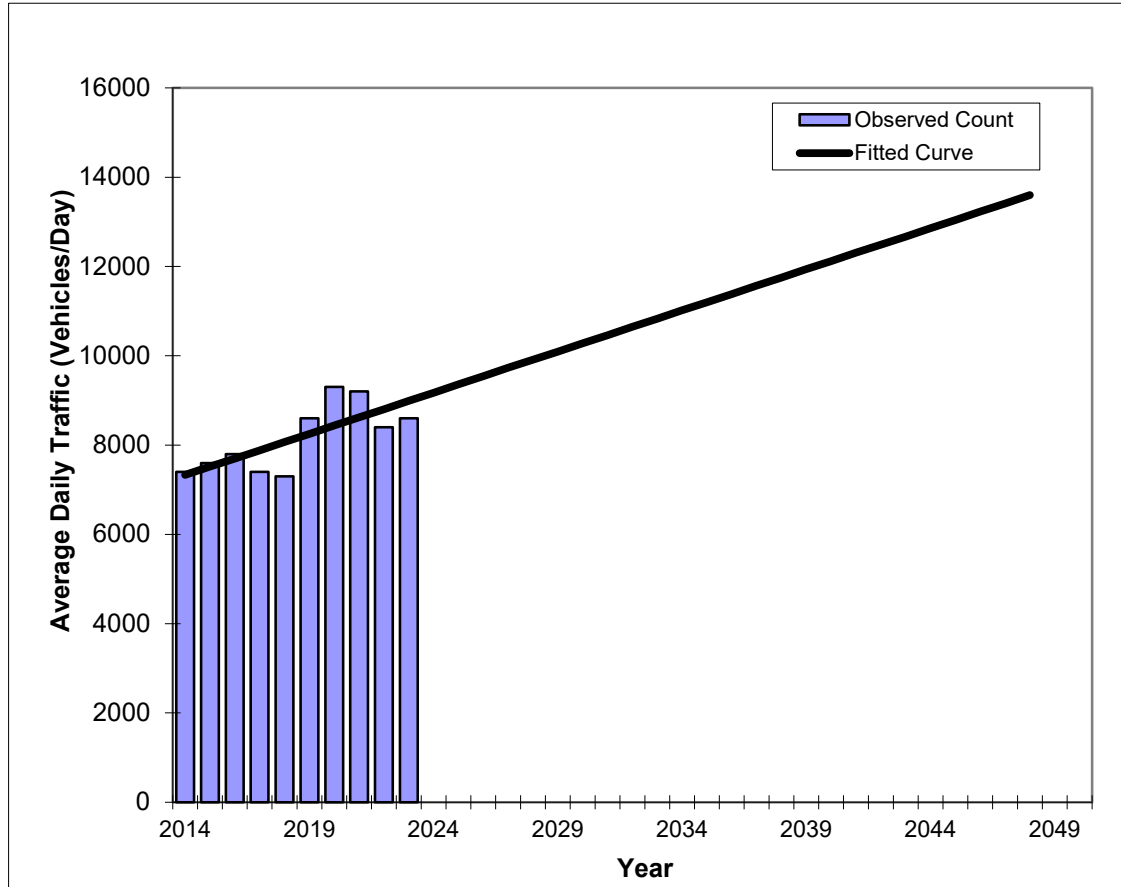
*Axle-Adjusted

Traffic Trends - V2023

-- SR 200 300' E. OF 14TH ST.

FM #	1234
Location	1

County:	Nassau (74)
Station #:	745012
Roadway:	



Annual Trend Increase:	184
Trend R-squared:	54.23%
Trend Annual Historic Growth Rate:	2.52%
Trend Growth Rate (2023 to Design Year)	2.05%
Printed:	10/9/2025
Linear Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	7,400	7,330
2015	7,600	7,520
2016	7,800	7,700
2017	7,400	7,880
2018	7,300	8,070
2019	8,600	8,250
2020	9,300	8,440
2021	9,200	8,620
2022	8,400	8,800
2023	8,600	8,990
2030 Opening Year Trend		
2030	N/A	10,280
2040 Interim Year Trend		
2040	N/A	12,120
2050 Design Year Trend		
2050	N/A	13,960
Travel Demand Forecasts/Trends		

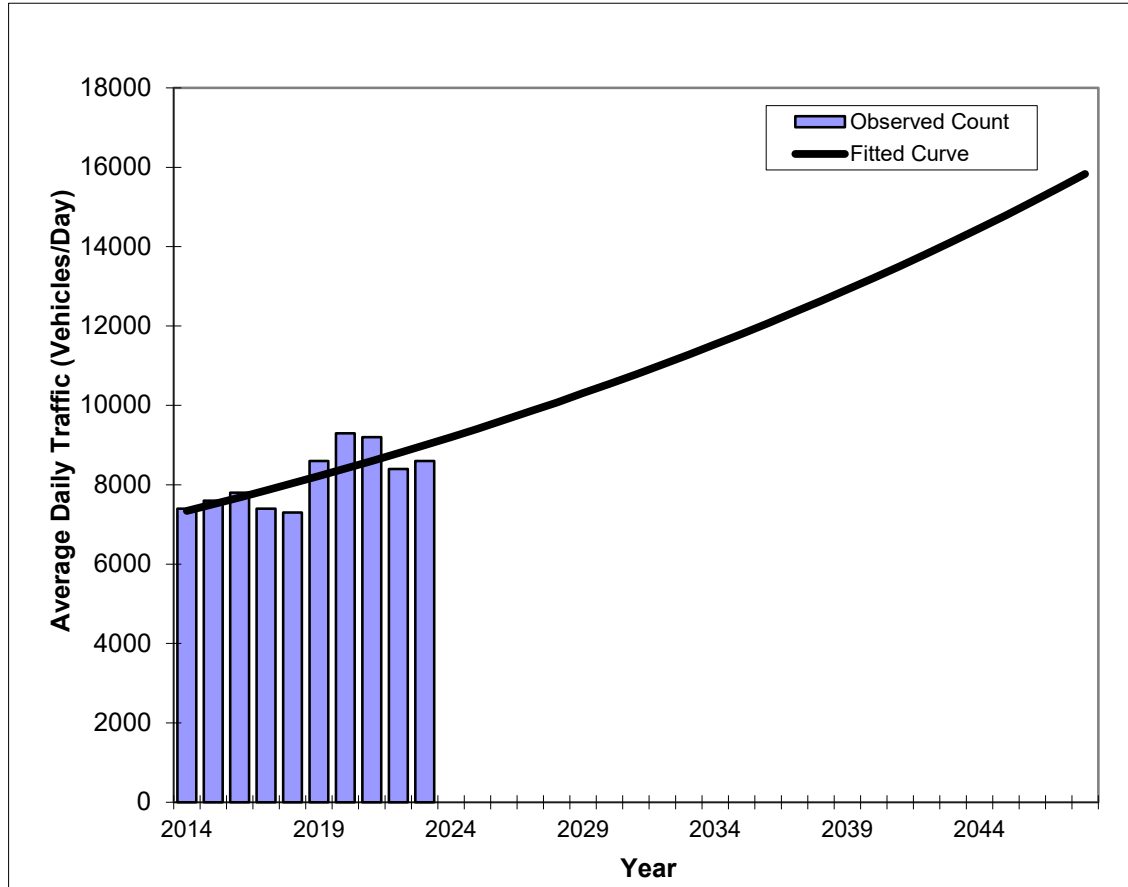
*Axle-Adjusted

Traffic Trends - V2023

-- SR 200 300' E. OF 14TH ST.

FM #	1234
Location	1

County:	Nassau (74)
Station #:	745012
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	7,400	7,340
2015	7,600	7,510
2016	7,800	7,680
2017	7,400	7,860
2018	7,300	8,040
2019	8,600	8,220
2020	9,300	8,410
2021	9,200	8,600
2022	8,400	8,800
2023	8,600	9,000
2030 Opening Year Trend		
2030	N/A	10,540
2040 Interim Year Trend		
2040	N/A	13,210
2050 Design Year Trend		
2050	N/A	16,560
Travel Demand Forecasts/Trends		

Trend R-squared: 55.19%
 Compounded Annual Historic Growth Rate: 2.29%
 Compounded Growth Rate (2023 to Design Year) 2.28%
 Printed: 10/9/2025

Exponential Growth Option

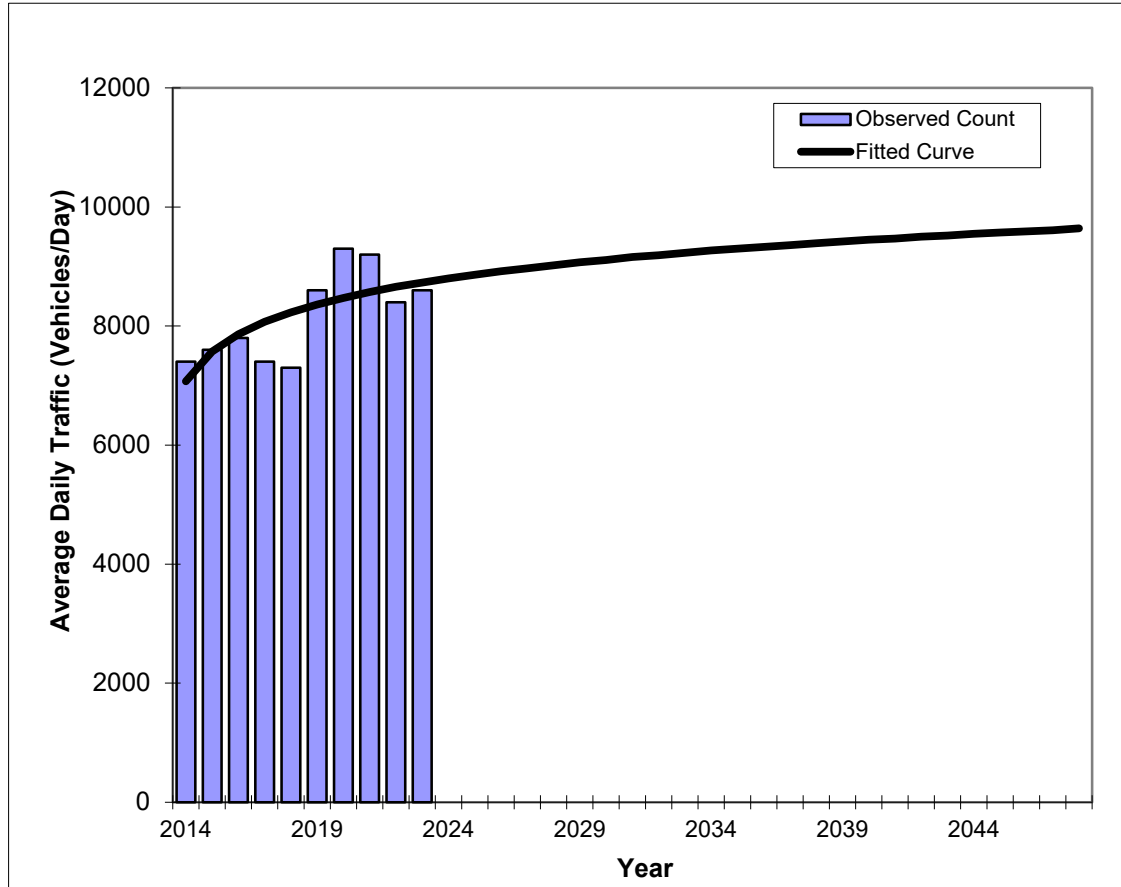
*Axle-Adjusted

Traffic Trends - V2023

-- SR 200 300' E. OF 14TH ST.

FM #	1234
Location	1

County:	Nassau (74)
Station #:	745012
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	7,400	7,070
2015	7,600	7,570
2016	7,800	7,860
2017	7,400	8,070
2018	7,300	8,230
2019	8,600	8,360
2020	9,300	8,470
2021	9,200	8,570
2022	8,400	8,660
2023	8,600	8,730
2030 Opening Year Trend		
2030	N/A	9,110
2040 Interim Year Trend		
2040	N/A	9,450
2050 Design Year Trend		
2050	N/A	9,680
Travel Demand Forecasts/Trends		

Trend R-squared:	48.73%
Compounded Annual Historic Growth Rate:	2.37%
Compounded Growth Rate (2023 to Design Year)	0.38%
Printed:	10/9/2025
Decaying Exponential Growth Option	

*Axle-Adjusted

APPENDIX E

Future Operational Analysis

Synchro Output

Existing Intersection Configuration

Weekday A.M. Peak Hour

Lanes, Volumes, Timings
1: S FLETCHER AVE & ATLANTIC AVE

No Build 2050 AM Peak

01/26/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	52	190	25	38	16	163	42	44	2	17	4
Future Volume (vph)	19	52	190	25	38	16	163	42	44	2	17	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	16	11	11	11	12	12	12	12	10	10
Storage Length (ft)	94		0	0		0	0		43	55		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	74			25			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.882			0.955			0.924			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1880	0	1745	1754	0	1805	1756	0	1805	1722	0
Flt Permitted	0.950			0.950			0.530			0.689		
Satd. Flow (perm)	1787	1880	0	1745	1754	0	1007	1756	0	1309	1722	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		186			20			52			5	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		277			224			690			366	
Travel Time (s)		5.4			4.4			13.4			7.1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	23	64	235	31	47	20	201	52	54	2	21	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	299	0	31	67	0	201	106	0	2	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	0.85	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	

Lanes, Volumes, Timings
1: S FLETCHER AVE & ATLANTIC AVE

No Build 2050 AM Peak

01/26/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	10.1	10.1		9.6	9.6		10.0	16.3		9.4	16.3	
Total Split (s)	25.0	25.0		25.0	25.0		15.0	25.0		15.0	25.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		16.7%	27.8%		16.7%	27.8%	
Maximum Green (s)	18.9	18.9		19.4	19.4		9.0	18.7		9.6	18.7	
Yellow Time (s)	4.1	4.1		3.4	3.4		4.0	4.0		3.4	4.0	
All-Red Time (s)	2.0	2.0		2.2	2.2		2.0	2.3		2.0	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		5.6	5.6		6.0	6.3		5.4	6.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	10.7	10.7		7.3	7.3		25.2	23.4		17.0	10.3	
Actuated g/C Ratio	0.18	0.18		0.12	0.12		0.43	0.40		0.29	0.18	
v/c Ratio	0.07	0.61		0.14	0.29		0.37	0.15		0.00	0.08	
Control Delay	21.3	15.1		27.1	23.1		15.5	11.2		13.5	22.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.3	15.1		27.1	23.1		15.5	11.2		13.5	22.0	
LOS	C	B		C	C		B	B		B	C	
Approach Delay		15.6			24.3			14.0			21.4	
Approach LOS		B			C			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 58.7

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 16.3

Intersection LOS: B

Intersection Capacity Utilization 46.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: S FLETCHER AVE & ATLANTIC AVE

15 s	25 s	25 s	25 s
15 s	25 s		

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	252	193	6	4	28
Future Vol, veh/h	36	252	193	6	4	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	3	3	3
Mvmt Flow	40	277	212	7	4	31

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	219	0	0 573 216
Stage 1	-	-	- 216 -
Stage 2	-	-	- 357 -
Critical Hdwy	4.12	-	- 6.43 6.23
Critical Hdwy Stg 1	-	-	- 5.43 -
Critical Hdwy Stg 2	-	-	- 5.43 -
Follow-up Hdwy	2.218	-	- 3.527 3.327
Pot Cap-1 Maneuver	1350	-	- 479 821
Stage 1	-	-	- 818 -
Stage 2	-	-	- 706 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1350	-	- 465 821
Mov Cap-2 Maneuver	-	-	- 465 -
Stage 1	-	-	- 793 -
Stage 2	-	-	- 706 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1350	-	-	-	749
HCM Lane V/C Ratio	0.029	-	-	-	0.047
HCM Control Delay (s)	7.7	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	113	235	10	7	186	57	13	6	15	32	1	119
Future Vol, veh/h	113	235	10	7	186	57	13	6	15	32	1	119
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	4	4	5	5	5	1	1	1
Mvmt Flow	124	258	11	8	204	63	14	7	16	35	1	131

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	269	0	0	830	795	264	775	769	236
Stage 1	-	-	-	-	-	-	512	512	-	252	252	-
Stage 2	-	-	-	-	-	-	318	283	-	523	517	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.15	6.55	6.25	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.545	4.045	3.345	3.509	4.009	3.309
Pot Cap-1 Maneuver	1297	-	-	1283	-	-	286	317	767	316	333	805
Stage 1	-	-	-	-	-	-	539	532	-	754	700	-
Stage 2	-	-	-	-	-	-	687	672	-	539	535	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1297	-	-	1283	-	-	221	285	767	280	299	805
Mov Cap-2 Maneuver	-	-	-	-	-	-	221	285	-	280	299	-
Stage 1	-	-	-	-	-	-	487	481	-	682	696	-
Stage 2	-	-	-	-	-	-	571	668	-	470	484	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.5			0.2			16.8			13.8		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	342	1297	-	-	1283	-	-	573
HCM Lane V/C Ratio	0.109	0.096	-	-	0.006	-	-	0.292
HCM Control Delay (s)	16.8	8.1	-	-	7.8	-	-	13.8
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0	-	-	1.2

Weekday P.M. Peak Hour

Lanes, Volumes, Timings
1: S FLETCHER AVE & ATLANTIC AVE

No Build 2050 PM Peak
01/26/2026

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	22	35	250	1	39	35	15	212	38	45	1	25
Future Volume (vph)	22	35	250	1	39	35	15	212	38	45	1	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	16	12	11	11	11	12	12	12	12	10
Storage Length (ft)	94		0		0		0	0		43	55	
Storage Lanes	1		0		1		0	1		1	1	
Taper Length (ft)	74				25			50			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.868				0.955			0.919			0.936
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	1832	0	0	1745	1754	0	1787	1729	0	1805	1660
Flt Permitted	0.950				0.950			0.515			0.690	
Satd. Flow (perm)	1770	1832	0	0	1745	1754	0	969	1729	0	1311	1660
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		313				19			56			23
Link Speed (mph)		35				35			35			35
Link Distance (ft)		277				224			690			366
Travel Time (s)		5.4				4.4			13.4			7.1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	1%	1%	1%	0%	0%
Adj. Flow (vph)	28	44	313	1	49	44	19	265	48	56	1	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	357	0	0	50	63	0	265	104	0	1	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	0.85	0.85	1.00	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.09
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2		1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100		20	100
Trailing Detector (ft)	0	0		0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Split	NA		Split	Split	NA		pm+pt	NA		pm+pt	NA

Lanes, Volumes, Timings
1: S FLETCHER AVE & ATLANTIC AVE

No Build 2050 PM Peak
01/26/2026

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	18
Future Volume (vph)	18
Ideal Flow (vphpl)	1900
Lane Width (ft)	10
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Fr	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.80
Heavy Vehicles (%)	0%
Adj. Flow (vph)	23
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.09
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings
1: S FLETCHER AVE & ATLANTIC AVE

No Build 2050 PM Peak
01/26/2026

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	4	4		8	8	8		5	2		1	6
Permitted Phases								2			6	
Detector Phase	4	4		8	8	8		5	2		1	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0		4.0	10.0		4.0	10.0
Minimum Split (s)	10.1	10.1		9.6	9.6	9.6		10.0	16.3		9.4	16.3
Total Split (s)	25.0	25.0		25.0	25.0	25.0		15.0	25.0		15.0	25.0
Total Split (%)	27.8%	27.8%		27.8%	27.8%	27.8%		16.7%	27.8%		16.7%	27.8%
Maximum Green (s)	18.9	18.9		19.4	19.4	19.4		9.0	18.7		9.6	18.7
Yellow Time (s)	4.1	4.1		3.4	3.4	3.4		4.0	4.0		3.4	4.0
All-Red Time (s)	2.0	2.0		2.2	2.2	2.2		2.0	2.3		2.0	2.3
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.1	6.1			5.6	5.6		6.0	6.3		5.4	6.3
Lead/Lag								Lead	Lag		Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None	None		None	Min		None	Min
Act Effct Green (s)	9.6	9.6			7.3	7.3		25.4	23.6		16.8	10.3
Actuated g/C Ratio	0.17	0.17			0.13	0.13		0.44	0.41		0.29	0.18
v/c Ratio	0.09	0.63			0.23	0.27		0.48	0.14		0.00	0.17
Control Delay	21.9	10.3			27.9	22.4		16.8	10.3		13.0	17.8
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	21.9	10.3			27.9	22.4		16.8	10.3		13.0	17.8
LOS	C	B			C	C		B	B		B	B
Approach Delay		11.2				24.8			15.0			17.7
Approach LOS		B				C			B			B

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 57.8

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 14.7

Intersection LOS: B

Intersection Capacity Utilization 54.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: S FLETCHER AVE & ATLANTIC AVE

 Ø1	 Ø2	 Ø4	 Ø8
15 s	25 s	25 s	25 s
 Ø5	 Ø6		
15 s	25 s		



Lane Group	SBR
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	280	252	13	16	46
Future Vol, veh/h	49	280	252	13	16	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	1	1	0	0
Mvmt Flow	58	333	300	15	19	55

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	315	0	0	757	308
Stage 1	-	-	-	308	-
Stage 2	-	-	-	449	-
Critical Hdwy	4.12	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	3.5	3.3
Pot Cap-1 Maneuver	1245	-	-	378	737
Stage 1	-	-	-	750	-
Stage 2	-	-	-	647	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1245	-	-	360	737
Mov Cap-2 Maneuver	-	-	-	360	-
Stage 1	-	-	-	715	-
Stage 2	-	-	-	647	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1245	-	-	-	580
HCM Lane V/C Ratio	0.047	-	-	-	0.127
HCM Control Delay (s)	8	-	-	-	12.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	154	305	6	13	267	41	10	1	3	25	1	108
Future Vol, veh/h	154	305	6	13	267	41	10	1	3	25	1	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	2	2	2
Mvmt Flow	183	363	7	15	318	49	12	1	4	30	1	129

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	367	0	0	370	0	0	1171	1130	367	1108	1109	343
Stage 1	-	-	-	-	-	-	733	733	-	373	373	-
Stage 2	-	-	-	-	-	-	438	397	-	735	736	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1197	-	-	1200	-	-	171	205	683	187	210	700
Stage 1	-	-	-	-	-	-	415	429	-	648	618	-
Stage 2	-	-	-	-	-	-	601	607	-	411	425	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1197	-	-	1200	-	-	121	172	683	162	176	700
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	172	-	162	176	-
Stage 1	-	-	-	-	-	-	352	363	-	549	611	-
Stage 2	-	-	-	-	-	-	484	600	-	345	360	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.8			0.3			31.8			18.4		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	151	1197	-	-	1200	-	-	426
HCM Lane V/C Ratio	0.11	0.153	-	-	0.013	-	-	0.374
HCM Control Delay (s)	31.8	8.6	-	-	8	-	-	18.4
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.5	-	-	0	-	-	1.7

Weekend Peak Hour

Lanes, Volumes, Timings
1: S FLETCHER AVE & ATLANTIC AVE

No Build 2050 Saturday Peak

01/26/2026

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	51	70	267	17	19	26	91	306	74	58	10
Future Volume (vph)	1	51	70	267	17	19	26	91	306	74	58	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	12	11	11	11	12	12	12	12
Storage Length (ft)		94		0		0		0	0		43	55
Storage Lanes		1		0		1		0	1		1	1
Taper Length (ft)		74				25			50			50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.881				0.883			0.934		
Fl _t Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	1878	0	0	1728	1606	0	1805	1775	0	1805
Fl _t Permitted		0.253				0.588			0.520			0.663
Satd. Flow (perm)	0	476	1878	0	0	1069	1606	0	988	1775	0	1260
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			192				102			40		
Link Speed (mph)			35				35			35		
Link Distance (ft)			277				224			690		
Travel Time (s)			5.4				4.4			13.4		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%
Adj. Flow (vph)	1	57	79	300	19	21	29	102	344	83	65	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	379	0	0	40	131	0	344	148	0	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			12				12			12		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.85	0.85	1.00	1.04	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2		1	1	2		1	2		1
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru		Left
Leading Detector (ft)	20	20	100		20	20	100		20	100		20
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0
Detector 1 Size(ft)	20	20	6		20	20	6		20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Perm	Split	NA		Perm	Split	NA		pm+pt	NA		pm+pt

Lanes, Volumes, Timings
1: S FLETCHER AVE & ATLANTIC AVE

No Build 2050 Saturday Peak
01/26/2026



Lane Group	SBT	SBR
Lane Configurations	PT	
Traffic Volume (vph)	24	18
Future Volume (vph)	24	18
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.936	
Flt Protected		
Satd. Flow (prot)	1660	0
Flt Permitted		
Satd. Flow (perm)	1660	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	20	
Link Speed (mph)	35	
Link Distance (ft)	366	
Travel Time (s)	7.1	
Peak Hour Factor	0.89	0.89
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	27	20
Shared Lane Traffic (%)		
Lane Group Flow (vph)	47	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	

Lanes, Volumes, Timings
1: S FLETCHER AVE & ATLANTIC AVE

No Build 2050 Saturday Peak
01/26/2026

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Protected Phases		4	4			8	8		5	2		1
Permitted Phases	4				8				2			6
Detector Phase	4	4	4		8	8	8		5	2		1
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	10.0		4.0
Minimum Split (s)	10.1	10.1	10.1		9.6	9.6	9.6		10.0	16.3		9.4
Total Split (s)	25.0	25.0	25.0		25.0	25.0	25.0		15.0	25.0		15.0
Total Split (%)	27.8%	27.8%	27.8%		27.8%	27.8%	27.8%		16.7%	27.8%		16.7%
Maximum Green (s)	18.9	18.9	18.9		19.4	19.4	19.4		9.0	18.7		9.6
Yellow Time (s)	4.1	4.1	4.1		3.4	3.4	3.4		4.0	4.0		3.4
All-Red Time (s)	2.0	2.0	2.0		2.2	2.2	2.2		2.0	2.3		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.1	6.1			5.6	5.6		6.0	6.3		5.4
Lead/Lag									Lead	Lag		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	None		None	None	None		None	Min		None
Act Effct Green (s)		15.8	15.8			8.4	8.4		25.7	23.9		17.4
Actuated g/C Ratio		0.24	0.24			0.13	0.13		0.39	0.36		0.27
v/c Ratio		0.51	0.63			0.29	0.45		0.68	0.22		0.03
Control Delay		40.8	16.9			33.9	15.4		27.8	16.4		15.9
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Delay		40.8	16.9			33.9	15.4		27.8	16.4		15.9
LOS		D	B			C	B		C	B		B
Approach Delay			20.1				19.7			24.4		
Approach LOS			C				B			C		

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 65.5

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 21.8

Intersection LOS: C

Intersection Capacity Utilization 62.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: S FLETCHER AVE & ATLANTIC AVE

 Ø1	 Ø2	 Ø4	 Ø8
15 s	25 s	25 s	25 s
 Ø5	 Ø6		
15 s	25 s		

Lanes, Volumes, Timings
1: S FLETCHER AVE & ATLANTIC AVE

No Build 2050 Saturday Peak
01/26/2026



Lane Group	SBT	SBR
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.3	
Total Split (s)	25.0	
Total Split (%)	27.8%	
Maximum Green (s)	18.7	
Yellow Time (s)	4.0	
All-Red Time (s)	2.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.3	
Lead/Lag	Lag	
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	Min	
Act Effct Green (s)	10.5	
Actuated g/C Ratio	0.16	
v/c Ratio	0.17	
Control Delay	20.2	
Queue Delay	0.0	
Total Delay	20.2	
LOS	C	
Approach Delay	19.4	
Approach LOS	B	
Intersection Summary		

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	428	325	7	21	72
Future Vol, veh/h	45	428	325	7	21	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	47	446	339	7	22	75

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	346	0	883
Stage 1	-	-	343
Stage 2	-	-	540
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1224	-	319
Stage 1	-	-	723
Stage 2	-	-	588
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1224	-	307
Mov Cap-2 Maneuver	-	-	307
Stage 1	-	-	696
Stage 2	-	-	588

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1224	-	-	-	545
HCM Lane V/C Ratio	0.038	-	-	-	0.178
HCM Control Delay (s)	8.1	-	-	-	13
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection													
Int Delay, s/veh	7.5												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	152	348	16	1	10	326	48	10	0	7	42	0	238
Future Vol, veh/h	152	348	16	1	10	326	48	10	0	7	42	0	238
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	162	370	17	1	11	347	51	11	0	7	45	0	253

Major/Minor	Major1		Major2				Minor1			Minor2			
Conflicting Flow All	398	0	0	-	387	0	0	1224	1125	379	1101	1108	373
Stage 1	-	-	-	-	-	-	-	703	703	-	395	397	-
Stage 2	-	-	-	-	-	-	-	521	422	-	706	711	-
Critical Hdwy	4.1	-	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1172	-	-	-	1183	-	-	157	207	672	191	212	678
Stage 1	-	-	-	-	-	-	-	431	443	-	634	607	-
Stage 2	-	-	-	-	-	-	-	542	592	-	430	439	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	1172	-	-	~-11	~-11	-	-	88	178	672	169	183	678
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	88	178	-	169	183	-
Stage 1	-	-	-	-	-	-	-	372	382	-	547	607	-
Stage 2	-	-	-	-	-	-	-	340	592	-	366	378	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.5		35.2	25.3
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	137	1172	-	-	+	-	-	467
HCM Lane V/C Ratio	0.132	0.138	-	-	-	-	-	0.638
HCM Control Delay (s)	35.2	8.6	-	-	-	-	-	25.3
HCM Lane LOS	E	A	-	-	-	-	-	D
HCM 95th %tile Q(veh)	0.4	0.5	-	-	-	-	-	4.4

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

Roundabout Configuration

A.M. Peak Hour

Intersection				
Intersection Delay, s/veh	4.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	322	98	307	28
Demand Flow Rate, veh/h	325	98	307	28
Vehicles Circulating, veh/h	54	276	90	279
Vehicles Exiting, veh/h	253	121	289	95
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	4.3	5.0	3.7
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	325	98	307	28
Cap Entry Lane, veh/h	1306	1041	1259	1038
Entry HV Adj Factor	0.992	1.000	1.000	1.000
Flow Entry, veh/h	322	98	307	28
Cap Entry, veh/h	1295	1041	1259	1038
V/C Ratio	0.249	0.094	0.244	0.027
Control Delay, s/veh	4.9	4.3	5.0	3.7
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	0

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	252	193	6	4	28
Future Vol, veh/h	36	252	193	6	4	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	3	3	3
Mvmt Flow	40	277	212	7	4	31
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	219	0	-	0	573	216
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	357	-
Critical Hdwy	4.12	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.218	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1350	-	-	-	479	821
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	706	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1350	-	-	-	462	821
Mov Cap-2 Maneuver	-	-	-	-	462	-
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	706	-
Approach	EB	WB		SB		
HCM Control Delay, s	1	0		10.1		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1350	-	-	-	-	748
HCM Lane V/C Ratio	0.029	-	-	-	-	0.047
HCM Control Delay (s)	7.7	0	-	-	-	10.1
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.1

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	113	235	10	7	186	57	13	6	15	32	1	119
Future Vol, veh/h	113	235	10	7	186	57	13	6	15	32	1	119
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	4	4	5	5	5	1	1	1
Mvmt Flow	124	258	11	8	204	63	14	7	16	35	1	131

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	269	0	0	830	795	264	775	769	236
Stage 1	-	-	-	-	-	-	512	512	-	252	252	-
Stage 2	-	-	-	-	-	-	318	283	-	523	517	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.15	6.55	6.25	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.545	4.045	3.345	3.509	4.009	3.309
Pot Cap-1 Maneuver	1297	-	-	1283	-	-	286	317	767	316	333	805
Stage 1	-	-	-	-	-	-	539	532	-	754	700	-
Stage 2	-	-	-	-	-	-	687	672	-	539	535	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1297	-	-	1283	-	-	217	279	767	276	293	805
Mov Cap-2 Maneuver	-	-	-	-	-	-	217	279	-	276	293	-
Stage 1	-	-	-	-	-	-	478	472	-	669	695	-
Stage 2	-	-	-	-	-	-	570	667	-	461	475	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.5			0.2			17			13.9		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	337	1297	-	-	1283	-	-	569
HCM Lane V/C Ratio	0.111	0.096	-	-	0.006	-	-	0.294
HCM Control Delay (s)	17	8.1	0	-	7.8	-	-	13.9
HCM Lane LOS	C	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0	-	-	1.2

P.M. Peak Hour

Intersection				
Intersection Delay, s/veh	5.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	384	113	369	54
Demand Flow Rate, veh/h	392	113	373	54
Vehicles Circulating, veh/h	82	345	76	362
Vehicles Exiting, veh/h	334	104	398	96
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.7	4.8	5.5	4.3
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	392	113	373	54
Cap Entry Lane, veh/h	1269	971	1277	954
Entry HV Adj Factor	0.980	1.000	0.988	1.000
Flow Entry, veh/h	384	113	369	54
Cap Entry, veh/h	1244	971	1262	954
V/C Ratio	0.309	0.116	0.292	0.057
Control Delay, s/veh	5.7	4.8	5.5	4.3
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	0

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	280	252	13	16	46
Future Vol, veh/h	49	280	252	13	16	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	1	1	0	0
Mvmt Flow	58	333	300	15	19	55
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	315	0	-	0	757	308
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	449	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1245	-	-	-	378	737
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	647	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1245	-	-	-	356	737
Mov Cap-2 Maneuver	-	-	-	-	356	-
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	647	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		12.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1245	-	-	-	578	
HCM Lane V/C Ratio	0.047	-	-	-	0.128	
HCM Control Delay (s)	8	0	-	-	12.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	154	305	6	13	267	41	10	1	3	25	1	108
Future Vol, veh/h	154	305	6	13	267	41	10	1	3	25	1	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	2	2	2
Mvmt Flow	183	363	7	15	318	49	12	1	4	30	1	129

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	367	0	0	370	0	0	1171	1130	367	1108	1109	343
Stage 1	-	-	-	-	-	-	733	733	-	373	373	-
Stage 2	-	-	-	-	-	-	438	397	-	735	736	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1197	-	-	1200	-	-	171	205	683	187	210	700
Stage 1	-	-	-	-	-	-	415	429	-	648	618	-
Stage 2	-	-	-	-	-	-	601	607	-	411	425	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1197	-	-	1200	-	-	117	163	683	156	167	700
Mov Cap-2 Maneuver	-	-	-	-	-	-	117	163	-	156	167	-
Stage 1	-	-	-	-	-	-	335	346	-	523	608	-
Stage 2	-	-	-	-	-	-	482	597	-	329	343	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.8			0.3			32.8			18.8		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	146	1197	-	-	1200	-	-	418
HCM Lane V/C Ratio	0.114	0.153	-	-	0.013	-	-	0.382
HCM Control Delay (s)	32.8	8.6	0	-	8	-	-	18.8
HCM Lane LOS	D	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.5	-	-	0	-	-	1.8

Weekend Peak Hour

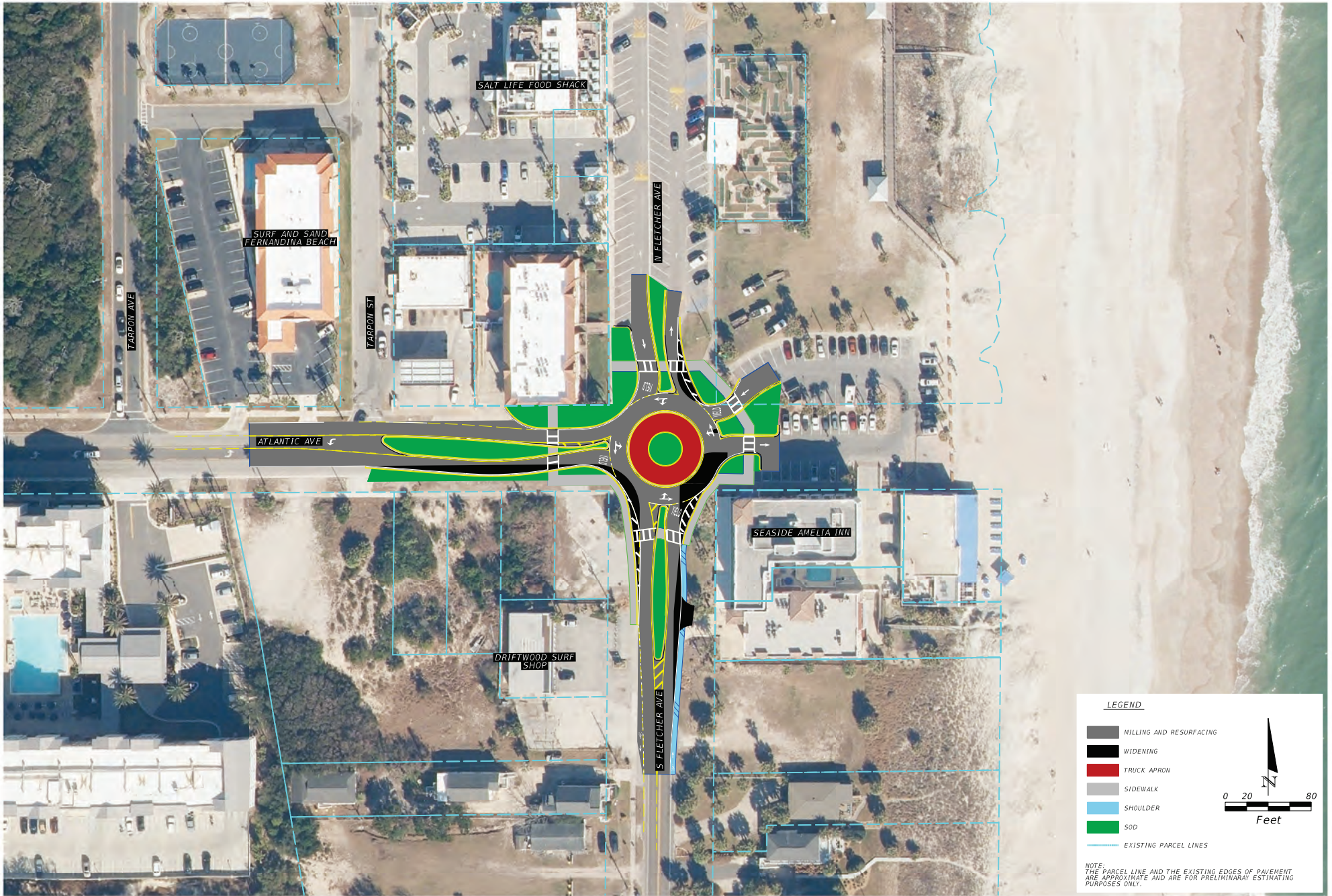
Intersection				
Intersection Delay, s/veh	6.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	437	171	492	58
Demand Flow Rate, veh/h	442	172	492	58
Vehicles Circulating, veh/h	78	486	169	414
Vehicles Exiting, veh/h	394	175	351	244
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.1	6.5	7.5	4.6
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	442	172	492	58
Cap Entry Lane, veh/h	1274	841	1161	905
Entry HV Adj Factor	0.989	0.991	1.000	1.000
Flow Entry, veh/h	437	171	492	58
Cap Entry, veh/h	1260	833	1161	905
V/C Ratio	0.347	0.205	0.424	0.064
Control Delay, s/veh	6.1	6.5	7.5	4.6
LOS	A	A	A	A
95th %tile Queue, veh	2	1	2	0

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	428	325	7	21	72
Future Vol, veh/h	45	428	325	7	21	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	47	446	339	7	22	75
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	346	0	-	0	883	343
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	540	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1224	-	-	-	319	704
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1224	-	-	-	303	704
Mov Cap-2 Maneuver	-	-	-	-	303	-
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	588	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		13.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1224	-	-	-	542	
HCM Lane V/C Ratio	0.038	-	-	-	0.179	
HCM Control Delay (s)	8.1	0	-	-	13.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	

Intersection													
Int Delay, s/veh	7.7												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕			↕			↕	
Traffic Vol, veh/h	152	348	16	1	10	326	48	10	0	7	42	0	238
Future Vol, veh/h	152	348	16	1	10	326	48	10	0	7	42	0	238
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	162	370	17	1	11	347	51	11	0	7	45	0	253
Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	398	0	0	-	387	0	0	1224	1125	379	1101	1108	373
Stage 1	-	-	-	-	-	-	-	703	703	-	395	397	-
Stage 2	-	-	-	-	-	-	-	521	422	-	706	711	-
Critical Hdwy	4.1	-	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1172	-	-	-	1183	-	-	157	207	672	191	212	678
Stage 1	-	-	-	-	-	-	-	431	443	-	634	607	-
Stage 2	-	-	-	-	-	-	-	542	592	-	430	439	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	1172	-	-	~-11	~-11	-	-	85	170	672	163	174	678
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	85	170	-	163	174	-
Stage 1	-	-	-	-	-	-	-	355	365	-	522	607	-
Stage 2	-	-	-	-	-	-	-	340	592	-	350	361	-
Approach	EB			WB			NB			SB			
HCM Control Delay, s	2.5						36.3			26.1			
HCM LOS							E			D			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	133	1172	-	-	+	-	-	460					
HCM Lane V/C Ratio	0.136	0.138	-	-	-	-	-	0.648					
HCM Control Delay (s)	36.3	8.6	0	-	-	-	-	26.1					
HCM Lane LOS	E	A	A	-	-	-	-	D					
HCM 95th %tile Q(veh)	0.5	0.5	-	-	-	-	-	4.5					
Notes													
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon					

APPENDIX F

FDOT Concept



FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: SR200_-F-LE-TC

Letting Date: 01/2099

Description: CONCEPTUAL ESTIMATE FOR INTERSECTION IMPROVEMENTS AT SR 200 (ATLANTIC AVE) AND FLETCHER AVE IN FERNANDINA BEACH.

District: 02 County: 74 NASSAU

Market Area: 05 Units: English

Contract Class: Lump Sum Project: N

Design/Build: N Project Length: 0.189 MI

Project Manager:

Version 1-P Project Grand Total

\$1,382,818.85

Description: CONCEPTUAL ESTIMATE FOR INTERSECTION IMPROVEMENTS AT SR 200 (ATLANTIC AVE) AND FLETCHER AVE IN FERNANDINA BEACH.

Sequence: 1 WDR - Widen/Resurface, Divided, Rural

Net Length: 0.189 MI
998 LF

Description: SEQUENCE 1 REPRESENTS RAB IMPROVEMENTS AT SR 200 (ATLANTIC AVE) AND FLETCHER AVE IN FERNANDINA BEACH.

Special Conditions: WIDTHS FOR WIDENING, MILLING AND MEDIAN SOD WERE CALCULATED BY THE AREA MEASURED IN CADD DIVIDED BY THE SEQUENCE LENGTH.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	15.00 / 15.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.000
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.69	AC	\$21,198.57	\$14,627.01

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-4-10	REMOVAL OF EXIST CONC	379.00	SY	\$151.13	\$57,278.27
120-1	REGULAR EXCAVATION	351.00	CY	\$122.40	\$42,962.40
Comment: ESTIMATE 1' OF CUT FOR THE AREAS OF OUTSIDE WIDENING AND SHOULDER SOD					
120-6	EMBANKMENT	339.00	CY	\$119.39	\$40,473.21

Comment: ESTIMATE 1' OF FILL FOR THE AREA OF
MEDIAN SOD AND TRUCK APRON

Earthwork Component Total

\$155,340.89

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	2
Existing Roadway Pavement Width L/R	12.60 / 12.60
Structural Spread Rate	220
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	2.20 / 2.20
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,596.67	SY	\$87.82	\$140,219.56
285-709	OPTIONAL BASE,BASE GROUP 09	561.05	SY	\$66.27	\$37,180.78
327-70-5	MILLING EXIST ASPH PAVT, 2" AVG DEPTH	2,794.18	SY	\$12.88	\$35,989.04
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	80.50	TN	\$370.40	\$29,817.20
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	307.36	TN	\$370.40	\$113,846.14
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	111.77	TN	\$309.09	\$34,546.99
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	19.51	TN	\$309.09	\$6,030.35

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
350-30-13	CONC PAVEMENT FOR ROUNDABOUT APRON, 12"	308.00	SY	\$318.33	\$98,045.64
711-11-102	THERMOPLASTIC, STD, WHITE, SOLID, 8"	0.05	GM	\$12,765.00	\$638.25
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	246.00	LF	\$4.52	\$1,111.92
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	77.00	LF	\$7.20	\$554.40
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	202.00	LF	\$9.46	\$1,910.92
711-11-141	THERMOPLASTIC, STD, WHITE, DOT GUIDE, 6"	0.05	GM	\$2,804.39	\$140.22
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	6.00	EA	\$267.97	\$1,607.82
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	11.00	EA	\$107.28	\$1,180.08
711-11-224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	97.00	LF	\$6.73	\$652.81
711-11-241	THERMOPLASTIC,STD,YELLOW,DOT / GUIDE, 6"	0.05	GM	\$2,754.61	\$137.73
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.19	GM	\$5,671.57	\$1,077.60
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	0.28	GM	\$5,674.95	\$1,588.99

711-16-202	THERMOPLASTIC, STD-OT, YELLOW, SOLID, 8"	0.02 GM	\$8,120.94	\$162.42
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Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	N
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	2
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	2
Skip Stripe No. of Stripes	0

Roadway Component Total	\$506,438.86
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SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	5.00 / 5.00
New Total Outside Shoulder Width L/R	5.00 / 5.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	0.00 / 0.00
New Paved Outside Shoulder Width L/R	0.00 / 0.93
Structural Spread Rate	220
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips 1/2 No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	139.71	SY	\$51.31	\$7,168.52
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	11.34	TN	\$370.40	\$4,200.34

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	861.00	LF	\$49.82	\$42,895.02
520-2-4	CONCRETE CURB, TYPE D	96.00	LF	\$18.01	\$1,728.96
520-2-8	CONCRETE CURB, TYPE RA	212.00	LF	\$78.86	\$16,718.32
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	415.00	SY	\$132.14	\$54,838.10
570-1-2	PERFORMANCE TURF, SOD	568.00	SY	\$6.50	\$3,692.00

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,295.22	LF	\$3.35	\$7,688.99
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	18.90	LF	\$8.19	\$154.79
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$4,645.26	\$4,645.26
104-18	INLET PROTECTION SYSTEM	4.00	EA	\$167.89	\$671.56
107-1	LITTER REMOVAL	1.37	AC	\$87.65	\$120.08
107-2	MOWING	1.37	AC	\$139.27	\$190.80

Shoulder Component Total	\$144,712.74
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MEDIAN COMPONENT**User Input Data**

Description	Value
Total Median Width	10.00
Performance Turf Width	0.00
New Total Median Shoulder Width L/R	0.00 / 0.00
New Paved Median Shoulder Width L/R	0.00 / 0.00
Existing Total Median Shoulder Width L/R	0.00 / 0.00
Existing Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips 1/2 No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	1,082.00	LF	\$92.00	\$99,544.00
570-1-2	PERFORMANCE TURF, SOD	708.00	SY	\$6.50	\$4,602.00
Median Component Total					\$104,146.00

DRAINAGE COMPONENT**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-351	INLETS, CURB, TYPE P-5, <10'	3.00	EA	\$10,804.97	\$32,414.91
425-2-43	MANHOLES, P-7, PARTIAL	3.00	EA	\$5,109.24	\$15,327.72
430-175-118	PIPE CULV, OPT MATL, ROUND, 18"S/CD	64.00	LF	\$234.43	\$15,003.52
Drainage Component Total					\$62,746.15

SIGNING COMPONENT**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	4.00	EA	\$549.15	\$2,196.60
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	6.00	EA	\$1,800.56	\$10,803.36
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	6.00	EA	\$43.70	\$262.20
Signing Component Total					\$13,262.16

SIGNALIZATIONS COMPONENT**Signalization 1**

Description	Value
Type	Miscellaneous
Multiplier	1
Description	REMOVAL OF MAST ARM SIGNAL AT SR 200

(FLETCHER AVE) AND
ATLANTIC AVE

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
646-1-60	ALUMINUM SIGNALS POLE, REMOVE	1.00	EA	\$480.56	\$480.56
649-26-5	STEEL MAST ARM ASSEMBLY, REMOVE	4.00	EA	\$11,768.60	\$47,074.40
670-5-600	TRAF CNTL ASSEM, REMOVE	1.00	AS	\$1,026.86	\$1,026.86
Signalizations Component Total					\$48,581.82

LIGHTING COMPONENT

Rural Lighting Subcomponent

Description					Value
Multiplier (Number of Poles)					4
Pay Items					
Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	800.00	LF	\$17.61	\$14,088.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	4.00	EA	\$1,907.03	\$7,628.12
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	2,400.00	LF	\$4.04	\$9,696.00
715-61-442	LIGHT POLE CMPLT,STD,F&I, 45'MH,12'ARM L	4.00	EA	\$7,967.50	\$31,870.00
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	4.00	EA	\$748.11	\$2,992.44
Subcomponent Total					\$66,274.56
Lighting Component Total					\$66,274.56

Sequence 1 Total	\$1,101,503.18
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FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: SR200_-F-LE-TC

Letting Date: 01/2099

Description: CONCEPTUAL ESTIMATE FOR INTERSECTION IMPROVEMENTS AT SR 200 (ATLANTIC AVE) AND FLETCHER AVE IN FERNANDINA BEACH.

District: 02

County: 74 NASSAU

Market Area: 05

Units: English

Contract Class:

Lump Sum Project: N

Design/Build: N

Project Length: 0.189 MI

Project Manager:

Version 1-P Project Grand Total

\$1,382,818.85

Description: CONCEPTUAL ESTIMATE FOR INTERSECTION IMPROVEMENTS AT SR 200 (ATLANTIC AVE) AND FLETCHER AVE IN FERNANDINA BEACH.

Project Sequences Subtotal

\$1,101,503.18

102-1 Maintenance of Traffic

10.00 %

\$110,150.32

101-1 Mobilization

10.00 %

\$121,165.35

Project Sequences Total

\$1,332,818.85

Project Unknowns

0.00 %

\$0.00

Design/Build

0.00 %

\$0.00

Non-Bid Components:

Pay item

Description

Quantity Unit

Unit Price

Extended Amount

999-25

INITIAL CONTINGENCY AMOUNT
(DO NOT BID)

LS

\$50,000.00

\$50,000.00

Project Non-Bid Subtotal

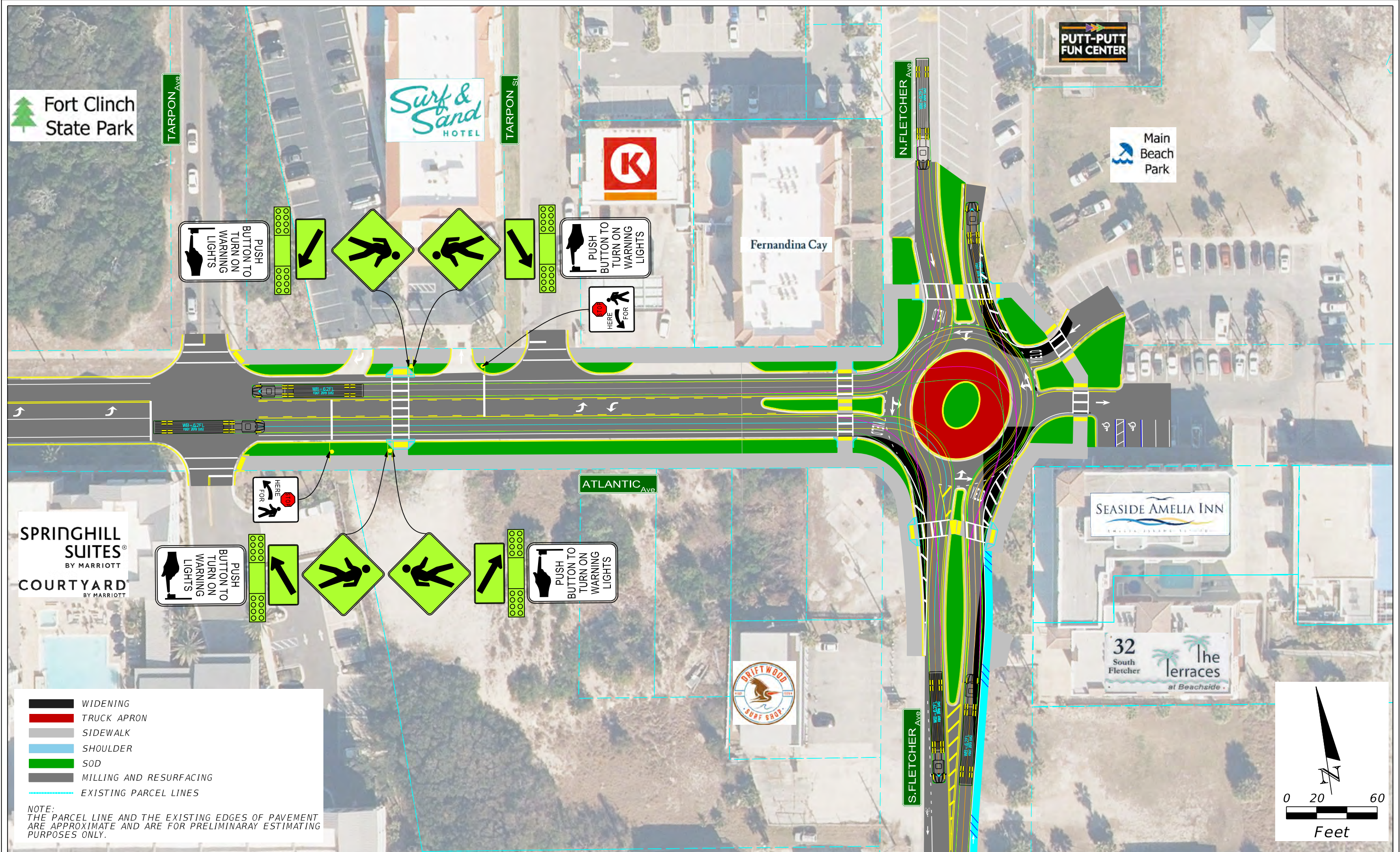
\$50,000.00

Version 1-P Project Grand Total

\$1,382,818.85

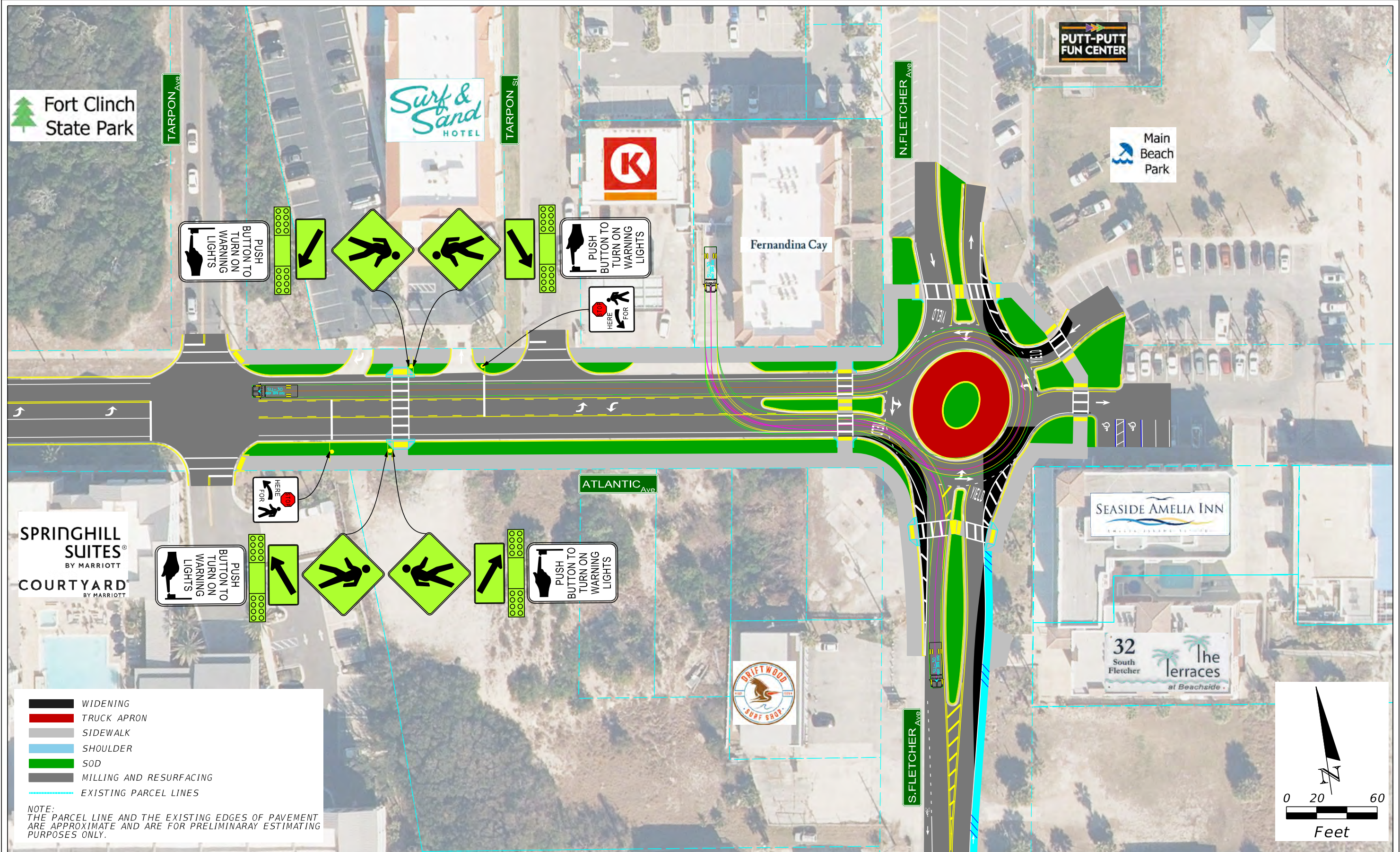
APPENDIX G

AutoTURN Modeling



CITY OF FERNANDINA BEACH PROPOSED ROUNDABOUT WB-62 FL INGRESS

Sheet
1



CITY OF FERNANDINA BEACH PROPOSED ROUNDABOUT WB-62 FL INGRESS

APPENDIX H

Cost Estimates

ENGINEER'S ESTIMATE
FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 2

	FINANCIAL PROJECT ID # :	
PROJECT DESCRIPTION:	CITY OF FERNANDINA BEACH ROUNDABOUT FEASIBILITY STUDY	
	PAY ITEM SPEC YEAR:	January 2024
	SUBMITTAL TYPE:	Preliminary Design Estimate
	COUNTY:	District Wide
	DATE:	March 2, 2026
	ENGINEERING CONSULTANT FIRM:	Benesch
	CONTACT NAME:	
	PHONE NUMBER:	
	FILE VERSION:	EE_04/24
	PAGE NUMBER:	1 of 3

COMPONENT GROUPS

200 - ROADWAY			\$991,061.99
300 - SIGNING & PAVEMENT MARKINGS			\$33,928.13
500 - SIGNALIZATION			\$263,629.97
COMPONENT SUB-TOTAL			\$1,288,620.09
(102-1) MOT (Maintenance of Traffic)	10%		\$128,862.01
SUB-TOTAL			\$1,417,482.10
(101-1) MOB (Mobilization)	10%		\$141,748.21
SUB-TOTAL			\$1,559,230.31
PU (Project Unknowns)	15%		\$233,884.55
SUB-TOTAL			\$1,793,114.85
(999-25) Initial Contingency (Do Not Bid)			\$150,000.00
PROJECT GRAND TOTAL			\$1,943,114.85

NOTES:

ENGINEER'S ESTIMATE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 2

FINANCIAL PROJECT ID:	NA
FILE VERSION:	EE_04/24
PAGE NUMBER:	2 of 3

ROADWAY

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0101 1	MOBILIZATION	LS	1	See Summary Sheet	
0102 1	MAINTENANCE OF TRAFFIC	LS	1	See Summary Sheet	
0999 25	INITIAL CONTINGENCY AMOUNT, DO NOT BID	LS	1	See Summary Sheet	
0104 10 3	SEDIMENT BARRIER	LF	1050	\$4.01	\$4,210.50
0104 18	INLET PROTECTION SYSTEM	EA	4	\$172.28	\$689.12
0107 1	LITTER REMOVAL	AC	1.0	\$37.77	\$37.77
0107 2	MOWING	AC	1.0	\$47.06	\$47.06
0110 1 1	CLEARING & GRUBBING	AC	0.8	\$29,921.91	\$24,452.18
0120 6	EMBANKMENT	CY	324	\$20.04	\$6,484.84
0120 1	REGULAR EXCAVATION	CY	275	\$4.67	\$1,284.00
0110 4 10	REMOVAL OF EXIST CONC	SY	1105	\$51.51	\$56,927.57
0160 4	TYPE B STABILIZATION	SY	4619	\$9.17	\$42,357.05
0285709	OPTIONAL BASE,BASE GROUP 09	SY	4619	\$34.74	\$160,467.19
0327 70 5	MILLING EXIST ASPH PAVT, 2" AVG DEPTH	SY	5124	\$3.61	\$18,497.64
0334 1 53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	TN	635	\$166.67	\$105,856.26
0337 7 25	ASPH CONC FC,INC BIT,FC-5,PG76-22	TN	450	\$318.33	\$143,272.72
0350 30 13	CONC PAVEMENT FOR ROUNDABOUT APRON, 12"	SY	329	\$260.00	\$85,605.40
0425 1351	INLETS, CURB, TYPE P-5, <10'	EA	4	\$11,587.00	\$46,348.00
0430175118	PIPE CULV, OPT MATL, ROUND, 18"S/CD	LF	175	\$220.00	\$38,500.00
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	767	\$58.02	\$44,505.98
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	1070	\$66.89	\$71,551.56
0520 2 4	CONCRETE CURB, TYPE D	LF	84	\$70.11	\$5,908.87
0520 2 8	CONCRETE CURB, TYPE RA	LF	212	\$62.00	\$13,161.98
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	1405	\$72.34	\$101,602.18
0527 2	DETECTABLE WARNINGS	SF	425	\$45.95	\$19,535.84
0570 1 2	PERFORMANCE TURF, SOD	SY	1071	\$4.43	\$4,742.70
ROADWAY		COMPONENT TOTAL			\$991,061.99

ENGINEER'S ESTIMATE
FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 2

FINANCIAL PROJECT ID:	NA
FILE VERSION:	EE_04/24
PAGE NUMBER:	3 of 3

SIGNING & PAVEMENT MARKINGS

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0700 1 11	SINGLE POST SIGN, F&I GM, <12 SF	AS	12	\$547.44	\$6,569.28
0700 1 12	SINGLE POST SIGN, F&I GM, 12-20 SF	AS	6	\$2,199.67	\$13,198.02
0700 1 60	SINGLE POST SIGN, REMOVE	AS	10	\$45.97	\$459.70
0711 11102	THERMOPLASTIC, STD, WHITE, SOLID, 8"	GM	0.06	\$13,208.18	\$792.49
0711 11123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	LF	511	\$4.66	\$2,380.23
0711 11124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	LF	77	\$6.35	\$490.22
0711 11125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	404	\$8.55	\$3,451.55
0711 11160	THERMOPLASTIC, STD, WHITE, MESSAGE	EA	6	\$193.07	\$1,158.42
0711 11141	THERMOPLASTIC, STD, WHITE, DOT GUIDE, 6"	GM	0.05	\$3,023.14	\$151.16
0711 11170	THERMOPLASTIC, STD, WHITE, ARROW	EA	16	\$84.24	\$1,347.84
0711 11241	THERMOPLASTIC,STD,YELLOW,DOT / GUIDE, 6"	GM	0.13	\$2,877.76	\$374.11
0711 16101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	GM	0.32	\$4,735.24	\$1,515.28
0711 16201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	GM	0.42	\$4,856.74	\$2,039.83
SIGNING & PAVEMENT MARKINGS			COMPONENT TOTAL		\$33,928.13

ENGINEER'S ESTIMATE
FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 2

FINANCIAL PROJECT ID:	
FILE VERSION:	EE_04/24
PAGE NUMBER:	4 of 4

SIGNALIZATION

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0632 7 6	SIGNAL CABLE, REMOVE- INTERSECTION	PI	1	\$2,359.87	\$2,359.87
0630 2 11	CONDUIT, F& I, OPEN TRENCH	LF	350	\$18.03	\$6,310.50
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24"	EA	10	\$1,522.69	\$15,226.90
0639 1610	ELECTRICAL POWER SRV,REM OHD	AS	1	\$600.00	\$600.00
0639 2 6	ELECTRICAL SERVICE WIRE, REMOVE	LF	130	\$1.32	\$171.60
0646 1 60	ALUMINUM SIGNALS POLE, REMOVE	EA	1	\$814.39	\$814.39
0649 26 5	STEEL MAST ARM ASSEMBLY, REMOVE	EA	4	\$12,000.00	\$48,000.00
0654 2 22	MID BL: RECT RAPID FL BCN, F&I SOL, BB	AS	2	\$19,362.87	\$38,725.74
0670 5600	TRAF CNTL ASSEM, REMOVE	AS	1	\$2,740.57	\$2,740.57
0715 1 13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	LF	6000	\$4.30	\$25,800.00
0715500 1	POLE CABLE DIST SYS, CONVENTIONAL	EA	10	\$875.17	\$8,751.70
0715 61442	LIGHT POLE CMPLT,STD,F&I, 45'MH,12'ARM L	EA	10	\$10,000.00	\$100,000.00
0715 69000	LIGHT POLE COMPLETE, REMV POLE AND FND	EA	10	\$1,412.87	\$14,128.70
SIGNALIZATION			COMPONENT TOTAL		\$263,629.97

