Resolution 2019- 149

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF NASSAU COUNTY, FLORIDA, RELATING TO THE ESTABLISHMENT OF A FOUR-WAY STOP AT THE INTERSECTION OF SOUTH 14TH STREET AND SIMMONS ROAD IN FERNANDINA BEACH, FLORIDA, PROVIDING FOR FINDINGS BY THE BOARD OF COUNTY COMMISSIONERS; PROVIDING FOR PLACEMENT OF "STOP" SIGNS; PROVIDING FOR PENALITIES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Chapter 316, Florida Statutes, the Florida Uniform Traffic Control Law, Section 316.006, Jurisdiction, subsection 316.006(3), Counties, provides that Nassau County has original jurisdiction over all its streets and highways located within its boundaries, except all state roads and municipal streets and highways, and may place and maintain such traffic control devices which conform to the specifications of the Florida Department of Transportation upon all streets and highways under their original jurisdiction as they shall deem necessary to regulate, warn, or guide traffic; and

WHEREAS, Chapter 316, Florida Statutes, the Florida Uniform Traffic Control Law, Section 316.008, Powers of Local Authorities, subsection 316.008 (1)(i), further provides that local authorities may, with respect to streets and highways under their jurisdiction, exercise the police power to regulate or prohibit stopping, left turns, or parking; and

WHEREAS, the Board of County Commissioners of Nassau County, Florida finds that traffic movement at the intersection of South 14th Street and Simmons Road hereinafter described will create traffic operations hazards; and

WHEREAS, the Board of County Commissioners of Nassau County, Florida, further finds that placement of four way "STOP" signs as hereinafter described shall serve the health, safety, welfare, and convenience of the residents of Nassau County.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Nassau County, Florida, that:

Section 1. Findings. The Board of County Commissioners has examined the recommendation by the Department of Engineering Services in relation to a four way stop at the

intersection of South 14th Street and Simmons Road, and based upon the investigation, hereby determines the placement of four way "STOP" signs is necessary.

Section 2. Four Way "STOP" signs to be placed. "STOP" signs may be placed at the intersection of South 14th Street and Simmons Road.

<u>Section 3.</u> <u>Penalties.</u> Any person found guilty of violating the Stop sign restriction established by this Resolution shall be punished according to the provisions of Chapter 316, Florida Statutes, the Florida Uniform Traffic Control Law, Section 316.655, Penalties and Chapter 318, Disposition of Traffic Infractions.

Section 4. Effective Date. This resolution shall take effect each on posting of the STOP signs.

PASSED AND ADOPTED this 14th day of October, 2019.

BOARD OF COUNTY COMMISSIONERS OF NASSAU COUNTY, FLORIDA

JUSTIN M. TAYLOR

Its: Chairman

Attest as to Chairman's signature:

JOHN A. CRAWFORD

Ex-Officio Clerk

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Approved as to form by the Nassau County Attorney:

MICHAEL S. MULLIN

Signal Warrant Analysis For Submittal to Nassau County

City of Fernandina Beach South 14th Street/Simmons Road Fernandina Beach, Florida

> Prepared for: Nassau County

> > June 2019



Engineers **Planners** Landscape Architects Surveyors **Construction Management** Design/Build

5601 Mariner Street Suite 105 Tampa, FL 33609 Tel: (813) 288-0233 Fax: (813) 288-0433 Contact: Devin Barrs

Certificate of Authorization No. 00003215



Digitally signed by Devin F Barrs DN: C=US, O=CPH INC., OU=CPH INC., CN=Devin F Barrs, OID.0.9.2342.19200300.1 00.1.1=A01097C0000016 00352ED0D00015B9C Reason: I am the author of this document Location: Identrust ACES

CA 2 Date: 2019-09-23 10:59:07 **Devin Barrs** 70588

P.E. Number

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Introduction

A signal warrant analysis has been requested for the intersection of S. 14th Street and Simmons Road in Fernandina Beach, Nassau County, Florida. **Figure 1** illustrates the project location.

The major southbound approach of S. 14th Street has one shared through and right turn lane and one left turn lane. The major northbound approach has one shared through, left, and right turn lane. The minor westbound approach of Simmons Road has one shared through/left turn lane and one right turn lane. The minor eastbound approach of Simmons Road has one shared through, left, and right turn lane.

The following report has been prepared to evaluate the need for a traffic signal at the intersection. The warrant analysis is presented using traffic approach data and turning movement counts collected in May 2019. The analysis methods used in this report are consistent with the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices*.



FIGURE 1 SITE LOCATION MAP

SIMMONS ROAD & SOUTH 14TH STREET FERNANDINA BEACH, FLORIDA NASSAU COUNTY



Engineers
Architects
Planners
Landscape Architects
Transportation/Traffic
Surveyors
Environmental Scientists
Construction Management

Traffic Volumes

Twenty-four hour approach volumes were obtained on May 2, 2019. The approach volumes were then utilized to identify the 8 highest hours of traffic for the intersection. Turning movement counts were obtained on May 2, 2019 from 10:00 AM to 6:15 PM. The turning movement counts were utilized in the signal warrant analysis. The westbound approach was found to consistently have the higher approach volume among the minor approaches to the intersection, and therefore was utilized in the warrant analysis.

Signal Warrant Analysis

The MUTCD recommends that the following traffic signal warrants be considered when evaluating the need for a traffic signal at an intersection:

Warrant 1 - Eight Hour Vehicular Volume

Warrant 2 - Four Hour Vehicular Volume

Warrant 3 - Peak Hour

Warrant 4 - Pedestrian Volume

Warrant 5 - School Crossing

Warrant 6 - Coordinated Signal System

Warrant 7 - Crash Experience

Warrant 8 - Roadway Network

Warrant 9 - Railroad Crossing

The intersection will be analyzed as: major street 2 lane, minor street 1 lane, as noted in the MUTCD. The posted speed on S. 14th Street is 45 mph, therefore the 70% volume criteria will be used for Warrants 1 and 2. Each of the eight warrants is described in detail below and applied to the project intersection. Signal warrant summary sheets are included in the Appendix.

Warrant 1 - Eight Hour Vehicular Warrant

The minimum vehicular volume, Condition A, is intended for application where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The interruption of continuous traffic, Condition B, is intended for application where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

If either of these conditions are met during any eight hours over the course of a typical day, then the warrant is satisfied.

Based upon the approach volumes, Warrant 1 – Condition A is **not satisfied**, and Condition B **is satisfied**. Therefore, Warrant 1 the Eight Hour Vehicular Warrant **is satisfied**.

Warrant 2 - Four Hour Vehicular Volume

This warrant specifies a different set of minimum volume conditions for warranting a signal and is intended to be applied where the volume of intersecting traffic is the principal reason to consider a traffic control signal. Based upon the collected approach volumes, Warrant 2 is satisfied.

Warrant 3 - Peak Hour

The peak hour signal warrant is intended for use at a location where traffic conditions are such that, for a minimum of one hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street. This signal warrant shall be applied only in unusual cases. Such cases include office complexes, manufacturing plants, industrial complexes, or high occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. Based upon the nature of the surrounding area, this warrant was **not applicable**.

Warrant 4 - Pedestrian Volume

The pedestrian volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. Based upon the pedestrian volume observed during field review, Warrant 4 is **not applicable**.

Warrant 5 - School Crossing

The school crossing signal warrant is intended for application where a significant number of school children cross the major street. Based upon the pedestrian volume observed, Warrant 5 is **not applicable**.

Warrant 6 - Coordinated Signal System

Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles. This intersection is not along a coordinated signal system, therefore, this warrant is **not applicable** to this location.

Warrant 7 - Crash Experience

Detailed crash records for this area have been requested from the FDOT and Nassau County Sherriff's Office. FDOT provided crash data for the study intersection from 2012 to 2019. Since 2012 there have been 13 "angle" crashes, 5 "left-turn" crashes, 2 "rear end" crashes, 1 "right turn" crash, and two "unknown" crashes. The warrant specifies that five or more signal correctable crashes must be reported within a 12 month period. Between March 10, 2018 and January 9, 2019, five "angle" or "left-turn" crashes occurred, which are considered signal correctable crashes. Therefore, Warrant 7, Item B, is satisfied.

Warrant 8 - Roadway Network

Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network. This warrant is **not applicable** to the intersection.

Warrant 9 - Railroad Crossing

This warrant is applied at intersections adjacent to or impacted by a nearby railroad crossing. This warrant is **not applicable** to the study intersection.

Signal Warrant Analysis

Conclusion

Traffic conditions were evaluated for the intersection of S. 14th Street and Simmons Road. Based upon the evaluation of the signal warrant criteria presented in the MUTCD. A traffic signal is currently warranted at this location.

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APPENDIX A Traffic Counts

CPH, Inc. June 2019

Intersection Turning Movement Count

Location: S 14th St & Simmons Rd City: Fernandina Beach Control: 2-Way Stop(EB/WB)

Project ID: 19-03254-001 **Date:** 5/2/2019

The state of the s																	
NS/EW Streets:		S 14th	h St			S 14th	St			Simmor	ns Rd			Simmo	ns Rd		
		NORTH	BOLIND			SOUTHE	ROLIND			EASTB	OLIND			WESTE	ROLIND		
NOON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NOON									EL	ET	ER	EU	WL	WT	WR	WU	TOTA
	NL	NT	NR	NU	SL	ST	SR	SU									
10:00 AM	1	102	9	0	9	76	3	0	0	1	2	0	17	3	13	0	236
10:15 AM	0	104	13	0	10	72	3	0	0	0	2	0	15	2	11	0	232
10:30 AM	1	81	11	0	13	68	1	0	4	5	2	0	13	3	7	0	209
10:45 AM	0	94	12	0	7	92	3	0	0	4	2	0	14	0	11	0	239
11:00 AM	0	90	11	0	11	86	3	0	5	0	2	0	11	3	16	0	238
11:15 AM	Ô	92	13	0	13	87	1	0	1	2	0	0	17	8	8	0	242
11:30 AM	1	104	19	o	9	90	5	0	Ô	2	1	0	14	8	7	ŏ	260
	1			0	12		8	0	3	5	1	0	18	8	16	o l	272
11:45 AM	Ţ	98	12			90		_	-	-			15	3	10	0	257
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12:15 PM	1	97	15	0	11	90	1	1	2	2	0	0	18	7	15	0	260
12:30 PM	1	110	19	0	6	109	4	0	0	4	1	0	17	5	10	0	286
12:45 PM	1	89	18	0	17	100	3	0	0	4	2	0	17	5	13	0	269
1:00 PM	2	96	23	0	14	90	1	0	2	1	2	0	24	5	7	0	267
1:15 PM	1	89	18	0	13	92	4	0	3	1	1	0	16	2	9	0	249
1:30 PM	1	77	14	0	10	67	2	0	1	3	2	o l	22	4	9	0	212
	0							0	1	6	1	0	16	3	9	ő	256
1:45 PM	U	105	11	0	11	91	2	U	1	Ь	1	U	16	3	9	0	250
	NL	NT	NR	NÚ	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES :	11	1526	231	0	178	1393	47	1	24	44	25	0	264	69	171	0	398
APPROACH %'s:	0.62%	86.31%	13.07%	0.00%	10.99%	86.04%	2.90%	0.06%	25.81%	47.31%	26.88%	0.00%	52.38%	13.69%	33.93%	0.00%	
PEAK HR :		12:15 PM -		0.0070	10.5570	00.0170	2.50 /0	0.0070	25.01 /6	1710270	20.00 /0	0.0070	52.5070	10105 /0	5515576	0,0070	TOT
PEAK HR VOL :	5	392	75	0	48	389	9	1	4	11	5	0	76	22	45	0	1082
							0.563	0.250	0.500	0.688	0.625	0.000	0.792	0.786	0.750	0.000	
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PEAK HR FACTOR :	0.625	0.891	0.815 08	0.000	0.706	0.892 0.93		0.250	0.500	0.83		0.000	0.732	0.8		0.000	0,946
PEAK HR FACTOR :	0.625	0.90	08	0.000	0,706	0.93	1	0.230	0.500	0.83	33	0.000	0.732	0.8	94	0.000	0,94
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Intersection Turning Movement Count

Location: S 14th St & Simmons Rd City: Fernandina Beach

Project ID: 19-03254-001

	-Way Stop(C-	-						5/2/2019		
								Ca	rs								
NS/EW Streets:		S 14th	St			S 14th	n St			Simmor	ns Rd			Simmo			
		NORTHE				SOUTH				EASTB				WESTE			
NOON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
10:00 AM	1	102	9	0	9	74	3	0	0	1	2	0	16	3	13	0	233
10:15 AM	0	100	13	0	9	71	3	0	0	0	1	0	15	2	11	0	225
10:30 AM	1	80	10	0	13	66	1	0	4	5	2	0	13	3	7	0	205
10:45 AM	0	94	12	0	7	92	3	0	0	4	2	0	13	0	11	0	238
11:00 AM	0	89	11	0	11	85	3	0	5	0	2	0	10	3	16	0	235
11:15 AM	0	90	13	0	13	85	1	0	1	2	0	0	17	8	8	0	238
11:30 AM	1	102	18	0	9	90	5	0	0	2	1	0	14	7	7	0	256
11:45 AM	1	97	12	0	12	89	8	0	3	5	1	0	18	8	15	0	269
12:00 PM	0	96	13	0	12	93	3	0	2	4	3	0	15	3	10	0	254
12:15 PM	1	96	14	0	11	83	1	1	2	2	0	0	17	7	15	0	250
12:30 PM	1	108	19	0	6	106	4	0	0	4	1	0	17	5	10	0	281
12:45 PM	1	88	17	0	17	100	3	0	0	4	2	0	17	5	7	0	266
1:00 PM	2	94	23	0	14	85	1	0	2	1	2	0	24	5	9	0	260 240
1:15 PM	1	87	18	0	13	89	4	0	3	1	•	0	16	4	9	0	209
1:30 PM	0	75	14	0	10	67	2	0	1	3 6	2	0	22 16	3	9	0	254
1:45 PM	0	105	11	0	11	89	2	0	1	6	1	U	16	3	9	0	25
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
TOTAL VOLUMES :	10	1503	227	0	177	1364	47	1	24	44	22	0	260	68	169	0	391
APPROACH %'s :	0.57%	86.38%	13.05%	0.00%	11.14%	85.84%	2.96%	0.06%	26.67%	48.89%	24.44%	0.00%	52.31%	13.68%	34.00%	0.00%	
PEAK HR :	4	2.15 DM -	01:15 PM														TOT
PEAR HK :		ZILD PPI -	OT'TO LL														
PEAK HR VOL :	5	386	73	0	48	374	9	1	4	11	5	0	75	22	44	0	105
PEAK HR VOL :		386 0.894	73 0.793	0.000	48 0.706	0.882	0.563	1 0.250	4 0.500	0.688	0.625	0.000	75 0.781	0.786	0.733	0.000	105
PEAK HR VOL :	5	386	73 0.793				0.563				0.625				0.733		105 0.94
PEAK HR VOL :	5	386 0.894 0.90	73 0.793 6			0.882	0.563			0.688	0.625 33			0.786	0.733 04		
PEAK HR VOL : EAK HR FACTOR :	5 0.63	386 0.894 0.90 NORTHE	73 0.793 06 3OUND	0.000	0.706	0.882 0.90 SOUTHI	0.563 00 BOUND	0.250	0.500	0.688 0.83	0.625 33 OUND	0,000	0.781	0.786 0.9	0.733 04 BOUND	0.000	
PEAK HR VOL :	5 0.63	386 0.894 0.90 NORTHE	73 0.793 06 30UND 0	0.000	0.706	0.882 0.90 SOUTHI	0.563 00 BOUND 0	0.250	0.500	0.688 0.83 EASTB	0.625 33 OUND 0	0,000	0.781	0.786 0.9 WESTI	0.733 04 BOUND 0	0.000	0.94
PEAK HR VOL: EAK HR FACTOR:	5 0.63 0 NL	386 0.894 0.90 NORTHE 0	73 0.793 06 30UND 0 NR	0.000 0 NU	0.706 0 SL	0.882 0.90 SOUTHE 0 ST	0.563 00 BOUND 0 SR	0.250 0 SU	0.500 0 EL	0.688 0.83 EASTB 0 ET	0.625 33 OUND 0 ER	0.000 0 EU	0.781 0 WL	0.786 0.9 WESTI 0 WT	0.733 04 BOUND 0 WR	0.000 0 WU	0.94 TOT
PEAK HR VOL : EAK HR FACTOR : PIM 2:00 PM	0 NL 2	386 0.894 0.90 NORTHE 0 NT 88	73 0.793 06 30UND 0 NR 18	0.000 NU 0	0,706 0 SL 19	0.882 0.90 SOUTHI 0 ST 74	0.563 00 BOUND 0 SR 3	0.250 0 SU 0	0,500 0 EL 0	0.688 0.83 EASTB 0 ET 4	0.625 33 OUND 0 ER 0	0.000 0 EU 0	0.781 0 WL 13	0.786 0.9 WESTI 0 WT 2	0,733 04 30UND 0 WR 15	0.000 WU 0	TOT 238
PEAK HR VOL: EAK HR FACTOR: PIM 2:00 PM 2:15 PM	0 NL 2 3	386 0.894 0.90 NORTHE 0 NT 88 90	73 0.793 06 30UND 0 NR 18 17	0.000 0 NU 0 0	0,706 0 SL 19 12	0.882 0.90 SOUTHI 0 ST 74 98	0.563 00 BOUND 0 SR 3 0	0.250 0 SU 0 0	0,500 0 EL 0 1	0.688 0.83 EASTB 0 ET	0.625 33 OUND 0 ER 0 1	0.000 0 EU 0 0	0.781 0 WL 13 14	0.786 0.9 WESTI 0 WT 2 2	0,733 04 30UND 0 WR 15 13	0.000 WU 0 0	TOT 238 257
PEAK HR VOL : EAK HR FACTOR : PIVI 2:00 PM 2:15 PM 2:30 PM	0 NL 2 3 1	386 0.894 0.90 NORTHE 0 NT 88 90 106	73 0.793 06 30UND 0 NR 18 17 13	0.000 NU 0 0	0.706 0 SL 19 12 11	0.882 0.90 SOUTHI 0 ST 74 98 107	0.563 000 BOUND 0 SR 3 0 2	0.250 SU 0 0	0,500 0 EL 0 1 2	0.688 0.83 EASTB 0 ET 4 6	0.625 33 OUND 0 ER 0	0.000 0 EU 0 0	0,781 0 WL 13 14 20	0.786 0.9 WESTI 0 WT 2 2 6	0.733 04 BOUND 0 WR 15 13	0.000 WU 0 0	TOT 238 257 287
PEAK HR VOL : EAK HR FACTOR : PIV 2:00 PM 2:15 PM 2:30 PM 2:30 PM 2:45 PM	0 NL 2 3	386 0.894 0.90 NORTHE 0 NT 88 90 106 69	73 0.793 16 30UND 0 NR 18 17 13 19	0.000 NU 0 0 0	0 SL 19 12 11 9	0.882 0.90 SOUTHI 0 ST 74 98 107 102	0.563 00 BOUND 0 SR 3 0 2 2	0.250 0 SU 0 0 0 0	0,500 0 EL 0 1	0.688 0.83 0 ET 4 6 4 1	0.625 33 OUND 0 ER 0 1	0,000 0 EU 0 0 0 0	0 WL 13 14 20 19	0.786 0.9 WESTI 0 WT 2 2	0.733 04 30UND 0 WR 15 13 13	0.000 WU 0 0	TOT 238 25: 28: 23:
PEAK HR VOL : EAK HR FACTOR : PIV 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM	0 NL 2 3 1	386 0.894 0.90 NORTHE 0 NT 88 90 106 69 99	73 0.793 16 30UND 0 NR 18 17 13 19	0.000 NU 0 0	0.706 0 SL 19 12 11	0.882 0.90 SOUTHI 0 ST 74 98 107 102 97	0.563 00 BOUND 0 SR 3 0 2 2	0.250 SU 0 0	0,500 0 EL 0 1 2 0	0.688 0.83 EASTB 0 ET 4 6 4	0.625 33 OUND 0 ER 0 1 2	0.000 0 EU 0 0	0,781 0 WL 13 14 20	0.786 0.9 WESTI 0 WT 2 2 6 3	0.733 04 BOUND 0 WR 15 13	0.000 WU 0 0 0	TOT 238 257 287 233 248
PEAK HR VOL: EAK HR FACTOR: PIVI 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM	0 NL 2 3 1 0	386 0.894 0.90 NORTHE 0 NT 88 90 106 69	73 0.793 16 30UND 0 NR 18 17 13 19 12 18	0.000 NU 0 0 0	0.706 SL 19 12 11 9	0.882 0.90 SOUTHI 0 ST 74 98 107 102	0.563 00 BOUND 0 SR 3 0 2 2	0.250 0 SU 0 0 0 0	0.500 EL 0 1 2 0	0.688 0.83 0 EASTB 0 ET 4 6 4 1 2	0.625 33 OUND 0 ER 0 1 2 1	0,000 0 EU 0 0 0 0	0 WL 13 14 20 19	0.786 0.9 WESTI 0 WT 2 2 6 3 4	0.733 04 BOUND 0 WR 15 13 13 8	0.000 WU 0 0 0	TOT 238 255 288 233 244 24
PEAK HR VOL : EAK HR FACTOR : PIV 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM	5 0.63 0 NL 2 3 1 0 0	386 0.894 0.90 NORTHE 0 NT 88 90 106 69 99 82	73 0.793 16 30UND 0 NR 18 17 13 19	0.000 NU 0 0 0 0	0.706 SL 19 12 11 9	0.882 0.90 SOUTHI 0 ST 74 98 107 102 97 110	0.563 00 BOUND 0 SR 3 0 2 2 2	0.250 SU 0 0 0 0 0	0,500 EL 0 1 2 0	0.688 0.83 0 ET 4 6 4 1 1 2	0.625 33 OUND 0 ER 0 1 2 1 0 0	0.000 EU 0 0 0 0	0 WL 13 14 20 19 12 13	0.786 0.9 WESTI 0 WT 2 6 3 4 1	0.733 04 30UND 0 WR 15 13 13 13 8 12 6	0.000 WU 0 0 0 0	TOT 238 255 288 233 244 244 233 26
PEAK HR VOL: EAK HR FACTOR: PIVI 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM	5 0.63 0 NL 2 3 1 0 0 0	386 0.894 0.90 NORTHE 0 NT 88 90 106 69 99 82 72	73 0.793 16 30UND 0 NR 18 17 13 19 12 18 20	0.000 NU 0 0 0 0 0	0.706 SL 19 12 11 9 9	0.882 0.90 SOUTHI 0 ST 74 98 107 102 97 110 96	0.563 00 BOUND 0 SR 3 0 2 2 2	0.250 SU 0 0 0 0 0	0,500 EL 0 1 2 0	0.688 0.83 EASTB 0 ET 4 6 4 1 2 1 4	0.625 33 OUND 0 ER 0 1 2 1 0 0	0.000 0 EU 0 0 0 0 0	0 WL 13 14 20 19 12 13 18	0.786 0.9 WESTI 0 WT 2 2 6 3 4 1 3	0.733 04 30UND 0 WR 15 13 13 8 12 6	0.000 WU 0 0 0 0	TOT 238 25, 28, 23, 24, 24, 23, 26, 28,
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PEAK HR VOL: EAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM	5 0.63	386 0.894 0.90 NORTHE 0 NT 88 90 106 69 99 82 72 98 101 103 116 136	73 0.793 0.66 30UND 0 NR 18 17 13 19 12 18 20 27 22 26 20 29	0.000 NU 0 0 0 0 0 0 0 0 0	0.706 0 SL 19 12 11 9 9 8 10 12 9 16 3	0.882 0.90 SOUTHI 0 ST 74 98 107 102 97 110 96 99 103 104 79 72	0.563 00 BOUND 0 SR 3 0 2 2 1 4 7 0 1 4	0.250 SU 0 0 0 0 0 0 0 0 0 0 0	0.500 EL 0 1 2 0 1 2 2 1 2	0.688 0.83 0 ET 4 6 4 1 1 2 1 4 3 2 3 3 9	0.625 33 OUND 0 ER 0 1 2 1 0 0 0 0 0 3 2	0.000 EU 0 0 0 0 0 0 0 0 0	0.781 0 WL 13 14 20 19 12 13 18 13 17 8 13 7	0.786 0.9 WESTI 0 WT 2 2 6 3 4 1 3 0 3 4 7 9	0.733 04 BOUND 0 WR 15 13 13 8 12 6 9 12 8 3 8	0.000 WU 0 0 0 0 0 0 0	TOT 238 255 283 244 244 233 266 268 269 269 281
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PEAK HR VOL: EAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:00 PM	5 0.63	386 0.894 0.90 NORTHE 0 NT 88 90 106 69 99 82 72 98 101 103 116 136 143 137	73 0.793 0.66 30UND 0 NR 18 17 13 19 12 18 20 27 22 26 20 29 23 26	0.000 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.706 0 SL 19 12 11 9 9 8 10 12 9 16 3 10 18	0.882 0.90 5T 74 98 107 102 97 1110 96 99 103 104 79 72 75 71	0.563 00 BOUND 0 SR 3 0 2 2 2 1 4 7 0 1 4 3 5	0.250 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.500 EL 0 1 2 0 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	0.688 0.83 0 ET 4 6 6 4 1 1 2 1 4 3 3 3 9 4 4	0.625 33 OUND 0 ER 0 1 2 1 0 0 0 3 2 0 2 1 1	0.000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.781 0 WL 13 14 20 19 12 13 18 13 17 8 13 7 16 15	0.786 0.9 WESTI 0 WT 2 2 6 3 4 1 3 0 3 4 7 9	0.733 04 30UND 0 WR 15 13 13 8 12 6 9 12 8 3 8 15 10	0.000 WU 0 0 0 0 0 0 0 0 0	0.94 TOT 238 257 287 233 248 244 233 266 264 265 283 293 303
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PEAK HR VOL: EAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 4:15 PM 4:00 PM 4:15 PM 4:30 PM 5:15 PM 5:30 PM 5:15 PM 5:00 PM 5:15 PM 6:00 PM	5 0.63	386 0.894 0.90 NORTHE 0 NT 88 90 106 69 99 82 72 98 101 103 116 136 143 137 109 78	73 0.793 0.66 30UND 0 NR 18 17 13 19 12 18 20 27 22 26 20 29 23 26 30 19 18	0.000 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.706 O SL 19 12 11 9 9 8 10 12 9 16 3 10 18 10 15	0.882 0.90 50 57 74 98 107 102 97 110 96 99 103 104 79 72 75 71 73 56 47	0.563 00 BOUND 0 SR 3 0 2 2 1 4 7 0 1 4 3 5 2 1	0.250 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.500 O EL O 1 2 0 1 2 2 1 1 2 2 1 1 2 1 1 1 2 1 1 1 1	0.688 0.83 0 ET 4 6 4 1 1 2 1 4 4 3 3 2 2 3 3 3 9 9 4 4 4 2 2 3 4	0.625 33 OUND 0 ER 0 1 2 1 0 0 0 3 2 0 2 1 1 0 2 1	0.000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.781 0 WL 13 14 20 19 12 13 18 13 17 8 13 17 16 15 9 13 17	0.786 0.99 WT 2 6 3 4 1 3 0 0 3 4 7 9 6 8 8 1 3 7	0.733 04 30UND 0 WR 15 13 13 8 12 6 9 12 8 3 8 15 10 15	0.000 WU 0 0 0 0 0 0 0 0 0 0 0 0 0	0.94 TOT 238 25:288 23:3244 244 23:266 288 29:330 25:6199
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PEAK HR VOL: EAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 4:15 PM 4:00 PM 4:15 PM 4:30 PM 5:15 PM 5:30 PM 5:15 PM 5:00 PM 5:15 PM 6:00 PM	0 NL 2 3 1 0 0 0 0 0 0 0 0 0 1 1 1 3 2 0 0 0 0 0 0 0 0	386 0.894 0.90 NORTHE 0 NT 88 90 106 69 99 82 72 72 98 101 103 116 136 143 137 109 78 65 42	73 0.793 0.66 30UND 0 NR 18 17 13 19 12 18 20 27 22 26 20 29 23 26 30 19 18 9	0.000 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.706 O SL 19 12 11 9 9 8 10 12 9 16 3 10 18 10 10 5 6	0.882 0.90 SOUTHI 0 ST 74 98 107 102 97 110 96 99 103 104 79 72 75 71 73 56 47 34	0.563 00 BOUND 0 SR 3 0 2 2 1 4 7 0 1 4 3 5 2 1 1	0.250 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.500 O EL O 1 2 0 1 2 2 1 1 2 1 2 1 0	0.688 0.83 0 ET 4 6 4 1 1 2 1 4 3 3 2 3 3 9 4 4 4 2 3 3	0.625 33 OUND 0 ER 0 1 2 1 1 0 0 0 0 0 0 2 1 1 2 1 1 0 0 0 0	0.000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.781 0 WL 13 14 20 19 12 13 18 13 17 8 13 7 16 15 9 13 17	0.786 0.9 WESTI 0 WT 2 2 6 3 3 4 1 3 0 3 4 7 9 6 8 8 1 3 7 2	0.733 04 BOUND 0 WR 15 13 13 13 8 12 6 9 9 12 8 3 8 15 10 15 16 10 4 7	0.000 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.94 TOT 233 255 288 233 244 244 233 266 266 268 299 300 256 199 177 111
PEAK HR VOL: EAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	5 0.63	386 0.894 0.90 NORTHE 0 NT 88 90 106 69 99 82 72 98 101 103 116 136 143 137 109 78 65 42	73 0.793 0.66 30UND 0 NR 18 17 13 19 12 18 20 27 22 26 20 29 23 26 30 19 18 9	0.000 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.706 O SL 19 12 11 9 9 8 10 12 9 16 3 10 18 10 5 6	0.882 0.90 ST 74 98 107 102 97 110 96 99 103 104 79 72 75 71 73 34	0.563 00 BOUND 0 SR 3 0 2 2 1 4 7 0 1 4 3 5 2 1 1 1	0.250 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.500 EL 0 1 2 0 1 2 2 1 1 2 2 1 1 0 EL	0.688 0.83 0 ET 4 6 4 1 1 2 1 4 3 3 2 3 3 9 4 4 2 2 3 4 4 2 2 3 4 4 2 2 3 4 4 4 2 2 3 4 4 4 4	0.625 33 OUND 0 ER 0 1 2 1 1 0 0 0 0 0 0 3 2 0 0 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.781 0 WL 13 14 20 19 12 13 18 13 17 8 13 17 16 15 9 13 17 18 WL	0.786 0.9 WT 2 6 3 4 1 3 0 0 3 4 7 9 6 8 8 1 3 7 2	0.733 04 30UND 0 WR 15 13 13 13 8 12 6 9 9 12 8 3 8 15 10 15 16 10 4 7	0.000 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.94 TOT 238 257 287 233 244 244 246 283 266 288 299 177 111 TOT
PEAK HR VOL : EAK HR FACTOR : 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 4:15 PM 4:00 PM 4:15 PM 4:30 PM 5:15 PM 5:00 PM 5:15 PM 5:00 PM 6:15 PM	0 NL 2 3 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	386 0.894 0.90 NORTHE 0 NT 88 90 106 69 99 82 72 98 101 103 116 136 143 137 109 78 42 NT	73 0.793 0.66 30UND 0 NR 18 17 13 19 12 18 20 27 22 26 20 29 23 26 30 19 18 9	0.000 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.706 O SL 19 12 11 9 9 8 10 12 9 16 3 10 18 10 5 6	0.882 0.99 50UTHI 0 ST 74 98 107 102 99 110 96 99 103 104 79 72 75 71 73 34 55 1497	0.563 00 BOUND 0 SR 3 0 2 2 1 4 4 7 0 1 4 4 3 5 2 1 1 1	0.250 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.500 O EL O 1 2 O 1 2 2 1 1 2 1 0 EL 2 1 0 EL 22	0.688 0.83 0 ET 4 6 4 1 1 2 1 4 4 3 3 2 2 3 3 3 9 9 4 4 4 2 2 3 3 4 2 2 ET 611	0.625 33 OUND 0 ER 0 1 2 1 0 0 0 3 2 0 2 1 1 0 2 1 1 1	0.000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.781 0 WL 13 14 20 19 12 13 18 13 17 8 13 17 16 15 9 13 17 11 WL 248	0.786 0.99 WT 2 6 3 4 1 3 0 0 3 4 7 9 6 8 1 3 7 2	0.733 04 30UND 0 WR 15 13 13 8 12 6 9 12 8 3 8 15 10 15 16 10 4 7	0.000 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 233 25: 28: 23: 244: 244: 244: 245: 26: 28: 29: 300: 25: 19: 17: 11: TOT
PEAK HR VOL : EAK HR FACTOR : 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:10 PM 5:10 PM 5:145 PM 6:00 PM 6:15 PM 6:00 PM 6:15 PM	0 NL 2 3 1 0 0 0 0 0 0 2 0 0 0 0 1 1 3 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	386 0.894 0.90 NORTHE 0 NT 88 90 106 69 99 82 72 98 101 103 116 136 143 137 1109 78 65 42 NT 1734 81.99%	73 0.793 0.66 30UND 0 NR 18 17 13 19 12 18 20 27 22 26 20 29 23 26 30 19 18 9	0.000 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.706 O SL 19 12 11 9 9 8 10 12 9 16 3 10 18 10 5 6	0.882 0.90 ST 74 98 107 102 97 110 96 99 103 104 79 72 75 71 73 34	0.563 00 BOUND 0 SR 3 0 2 2 1 4 7 0 1 4 3 5 2 1 1 1	0.250 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.500 EL 0 1 2 0 1 2 2 1 1 2 2 1 1 0 EL	0.688 0.83 0 ET 4 6 4 1 1 2 1 4 3 3 2 3 3 9 4 4 2 2 3 4 4 2 2 3 4 4 2 2 3 4 4 4 2 2 3 4 4 4 4	0.625 33 OUND 0 ER 0 1 2 1 1 0 0 0 0 0 0 3 2 0 0 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.781 0 WL 13 14 20 19 12 13 18 13 17 8 13 17 16 15 9 13 17 18 WL	0.786 0.9 WT 2 6 3 4 1 3 0 0 3 4 7 9 6 8 8 1 3 7 2	0.733 04 30UND 0 WR 15 13 13 13 8 12 6 9 9 12 8 3 8 15 10 15 16 10 4 7	0.000 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.94 TOT 233 255 288 233 244 244 233 266 266 268 299 300 256 199 177 111
PEAK HR VOL: EAK HR FACTOR: 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 4:15 PM 4:00 PM 4:15 PM 4:30 PM 5:15 PM 5:30 PM 5:15 PM 5:00 PM 5:15 PM 6:00 PM	0 NL 2 3 1 0 0 0 0 0 0 2 0 0 0 0 1 1 3 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	386 0.894 0.90 NORTHE 0 NT 88 90 106 69 99 82 72 98 101 103 116 136 143 137 109 78 42 NT	73 0.793 0.66 30UND 0 NR 18 17 13 19 12 18 20 27 22 26 20 29 23 26 30 19 18 9	0.000 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.706 O SL 19 12 11 9 9 8 10 12 9 16 3 10 18 10 5 6	0.882 0.99 50UTHI 0 ST 74 98 107 102 99 110 96 99 103 104 79 72 75 71 73 34 55 1497	0.563 00 BOUND 0 SR 3 0 2 2 1 4 4 7 0 1 4 4 3 5 2 1 1 1	0.250 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.500 O EL O 1 2 O 1 2 2 1 1 2 1 0 EL 2 1 0 EL 22	0.688 0.83 0 ET 4 6 4 1 1 2 1 4 4 3 3 2 2 3 3 3 9 9 4 4 4 2 2 3 3 4 2 2 ET 611	0.625 33 OUND 0 ER 0 1 2 1 0 0 0 3 2 0 2 1 1 0 2 1 1 1	0.000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.781 0 WL 13 14 20 19 12 13 18 13 17 8 13 17 16 15 9 13 17 11 WL 248	0.786 0.99 WT 2 6 3 4 1 3 0 0 3 4 7 9 6 8 1 3 7 2	0.733 04 30UND 0 WR 15 13 13 8 12 6 9 12 8 3 8 15 10 15 16 10 4 7	0.000 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.94 TOTI 238 255 288 233 244 233 266 288 299 300 255 199 177 111

Intersection Turning Movement Count

HT

Location: S 14th St & Simmons Rd City: Fernandina Beach Control: 2-Way Stop(EB/WB)

Project ID: 19-03254-001 Date: 5/2/2019

NS/EW Streets:		S 14th	h St			S 14th	h St			Simmo	ns Rd			Simmo	ns Rd		
		NORTH	BOLIND			SOUTH	BOLIND		-	FASTE	OUND			WESTE	OUND		
NOON	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
10:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	3
10:15 AM	0	4	0	0	1	1	0	0	0	0	1	0	0	0	0	0	7
10:30 AM	0	1	1	Ö	Ō	2	0	0	0	0	0	0	0	0	0	0	4
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3
11:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
11:30 AM	0	2	1	0	- 0	0	0	0	0	0	0	0	0	1	0	0	4
11:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	3
12:00 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
12:15 PM	0	1	1	0	0	7	0	0	0	0	0	0	1	0	0	0	10
12:30 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
12:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:00 PM	0	2	0	0	0	5	0	0	0	0	1	0	0	0	0	0	6
1:15 PM 1:30 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:45 PM	Ô	Õ	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1.45 FM																	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES :	1	23	4	0	1	29	0	0	0	0	3	0	4	1	2	0	68
APPROACH %'s:	3,57%	82.14%	14.29%	0.00%	3.33%	96.67%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	57.14%	14.29%	28.57%	0.00%	
PEAK HR:		12:15 PM -							•								TOTA
PEAK HR VOL :	0	6	2	0	0	15	0	0	0	0	0	0	1	0	1	0	25
PEAK HR FACTOR :	0.00	0.750	0.500	0.000	0.000	0.536	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.625
PM	0	NORTH 0	0	0	0	SOUTH	0	0	0	0	OUND	0	0	WESTE	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	1417		
2:00 PM													***		WR	WU	TOTA
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:15 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3 4
2:15 PM 2:30 PM	0	1 4	0	0	0	3	0	0	0 0 0	0 0 0	0	0	0 0 1	0 0	0 0 1	0 0	3 4 8
2:15 PM 2:30 PM 2:45 PM	0 0	1 4 2	0 1 0	0 0 0	0 0 1	3 0 2	0 0 0	0 0	0 0 0 0	0 0 0	0 1 0	0 0 0	0 0 1 0	0 0 0	0 0 1 0	0 0 0	3 4 8 6
2:15 PM 2:30 PM 2:45 PM 3:00 PM	0 0 0	1 4 2	0 1 0	0 0 0	0 0 1	3 0 2 3	0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 1 0	0 0 0	0 0 1 0	0 0 0 1	0 0 1 0	0 0 0 0	3 4 8 6
2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM	0 0 0 0	1 4 2 1 1	0 1 0 0	0 0 0 0	0 0 1 0 0	3 0 2 3 1	0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 1 0 0	0 0 0	0 0 1 0 2	0 0 0 1 0	0 0 1 0 0	0 0 0 0	3 4 8 6 6 4
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Intersection Turning Movement Count

Location: S 14th St & Simmons Rd City: Fernandina Beach Control: 2-Way Stop(EB/WB)

Project ID: 19-03254-001 Date: 5/2/2019

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	и		

NS/EW Streets:		S 14th	St St			S 14t	h St			Simmo	ns Rd			Simmo	ns Rd		
		NORTH				SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
NOON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
10:00 AM	NL 0	NT 0	NR 1	NU 0	SL 0	5T 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 1	WR 1	WU 0	TOTAL 3
10:15 AM	0	0	0	0	1	0	0	0	o	0	0	0	0	Ô	Ô	0	1
10:30 AM	o o	1	Ö	ő	ō	Ö	Ö	ō	Ö	0	0	0	1	ő	ő	ő	2
10:45 AM	0	ō	0	ō	0	Ö	0	0	0	0	0	0	ō	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM 1:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	Ö	0	Ö	0	Ö	0	0	0	o	Ö	0	0	Ö	o	ő
1:45 PM	Ö	Õ	0	0	o o	Ö	0	0	0	0	0	0	ő	Ö	Ö	ő	ő
	NL	NT ·	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	1	0	1	1	0	0	0	1	1	0	1	2	1	0	11
APPROACH %'s:	0.00%	66.67%	33.33%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	25.00%	50.00%	25.00%	0.00%	
PEAK HR :		2:15 PM -															TOTAL
PEAK HR VOL :	0	1	0	0	0	1 0 0 0 0	0	0	0	0	0.250	0	0	1 0.250	0.000	0	4
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000		0.000	0.000	0.250		0.000	0.500
		U.Z.	00			U.Z.	30			0.2.	30			U.Z	50	-	
		NORTHI	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM 3:15 PM	0	0	0	0	. 0	0	0	0	1	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	ő	0	0	0	Ō	0	0	0	0	0	0	0	ō
3:45 PM	0	Ö	o o	0	ő	0	Ö	ő	ő	0	0	Ö	o	0	0	ő	ő
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	_				0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0			0					U	U	0		U	
5:30 PM 5:45 PM	0	0	0	0	0	0	0	0	0	0				n			1 1
5:30 PM 5:45 PM 6:00 PM	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM 5:45 PM	0	0	0	0	0	0								0			0
5:30 PM 5:45 PM 6:00 PM	0 0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
5:30 PM 5:45 PM 6:00 PM 6:15 PM	0 0 0 0	0 0 0 NT 2	0 0 0 NR 1	0 0 0 NU 0	0 0 0 SL 0	0 1 0 ST 1	0 0 SR 0	0 0 SU 0	0 0 EL 1	0 0 0	0 0 ER 1	0 0 EU 0	0	0	0	0	0
5:30 PM 5:45 PM 6:00 PM 6:15 PM TOTAL VOLUMES : APPROACH %'s :	0 0 0 0 0 NL 0 0.00%	0 0 0 NT 2 66.67%	0 0 0 NR 1 33.33%	0 0 0	0 0 0	0 1 0	0 0 SR	0 0 SU	0 0 EL	0 0	0 0 ER	0 0 EU	0 0 WL	0 WT	0 0 WR	0 0 WU	TOTAL 6
5:30 PM 5:45 PM 6:00 PM 6:15 PM TOTAL VOLUMES: APPROACH %'s:	0 0 0 0 0 NL 0 0.00%	0 0 0 NT 2 66.67%	0 0 0 NR 1 33.33%	0 0 0 NU 0 0.00%	0 0 0 SL 0 0.00%	0 1 0 ST 1 100.00%	0 0 SR 0 0.00%	0 0 SU 0 0.00%	0 0 EL 1 50.00%	0 0 ET 0 0.00%	0 0 ER 1 50.00%	0 0 EU 0 0.00%	0 0 WL 0	WT 0	0 0 WR 0	0 0 WU 0	TOTAL 6
5:30 PM 5:45 PM 6:00 PM 6:15 PM TOTAL VOLUMES : APPROACH %'s :	0 0 0 0 0 NL 0 0.00%	0 0 0 NT 2 66.67%	0 0 0 NR 1 33.33%	0 0 0 NU 0	0 0 0 SL 0	0 1 0 ST 1	0 0 SR 0	0 0 SU 0	0 0 EL 1	0 0 0	0 0 ER 1	0 0 EU 0	0 0 WL	0 WT	0 0 WR	0 0 WU	TOTAL 6

Location Intersection Turning Movements Count Date: 5/2/2019 Pedestrians (Crosswalks)

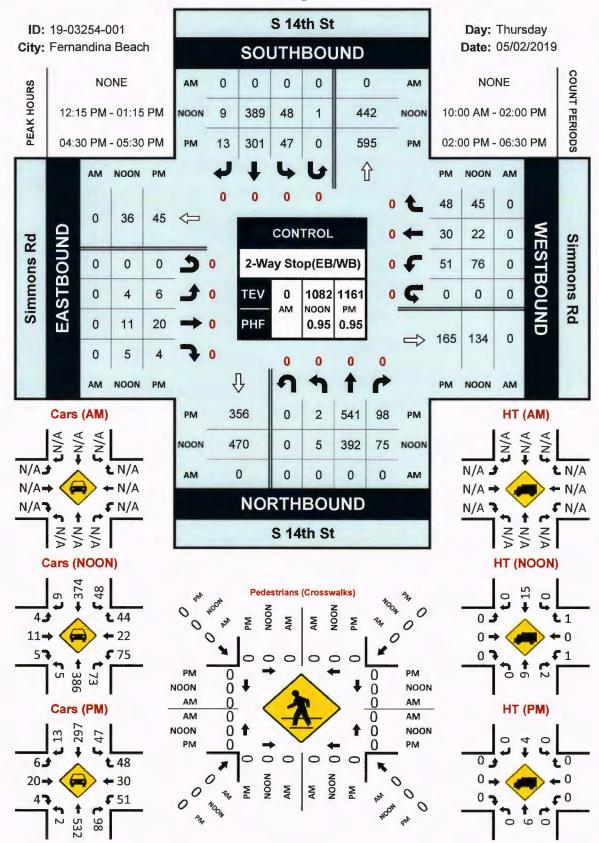
_			I Cu	estriaris (0100000	arres)			
NS/EW Streets:	S 14	th St	S 14	th St	Simmo	ons Rd	Simmo	ns Rd	
NOON		H LEG		TH LEG		LEG	WEST		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	0	1	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	1	1	0	0	2
11:45 AM	1	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	1	0	0	1	0	2
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTA
TOTAL VOLUMES :	1	1	0	1	1	1	1	0	6
APPROACH %'s:	50.00%	50.00%	0.00%	100.00%	50.00%	50.00%	100.00%	0.00%	
PEAK HR:	12:15 PM	- 01:15 PM							TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0	0	0	0	0	0	0	0	0

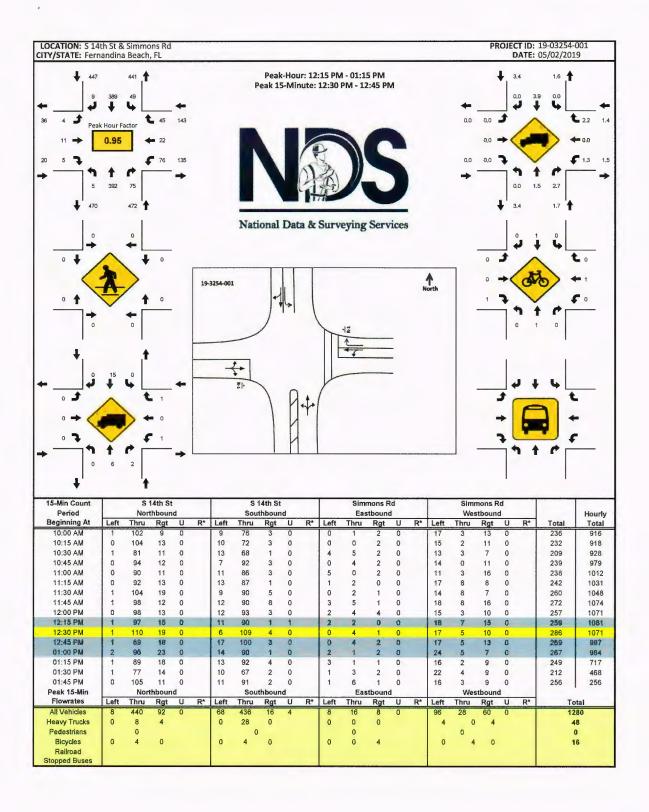
DAZ	NORT	TH LEG	SOUT	'H LEG	EAST	LEG	WES	ΓLEG	1
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTA
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTA
TOTAL VOLUMES : APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR :	04:30 PM	- 05:30 PM							TOTA
PEAK HR VOL : PEAK HR FACTOR :	0	0	0	0	0	0	0	0	0

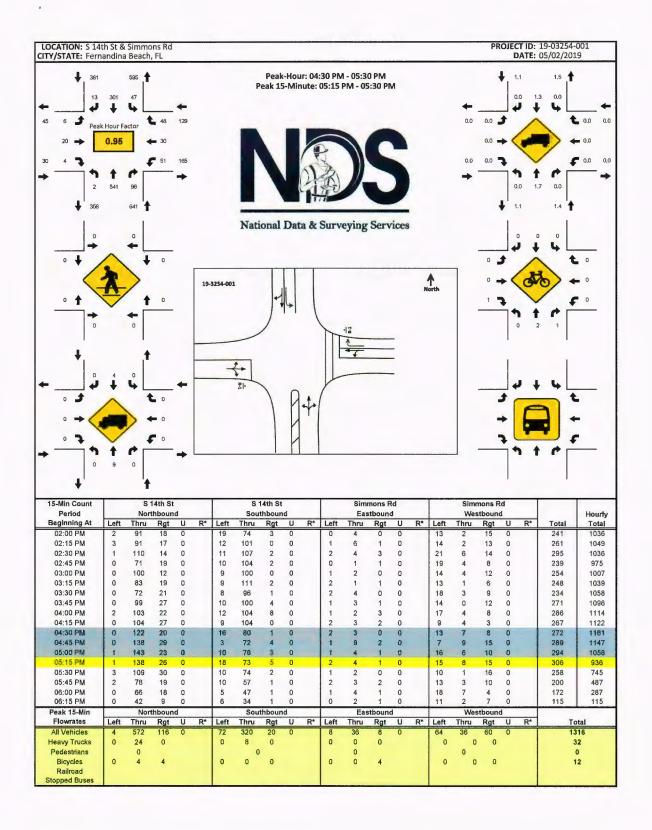
Prepared by National Data & Surveying Services

S 14th St & Simmons Rd

Peak Hour Turning Movement Count







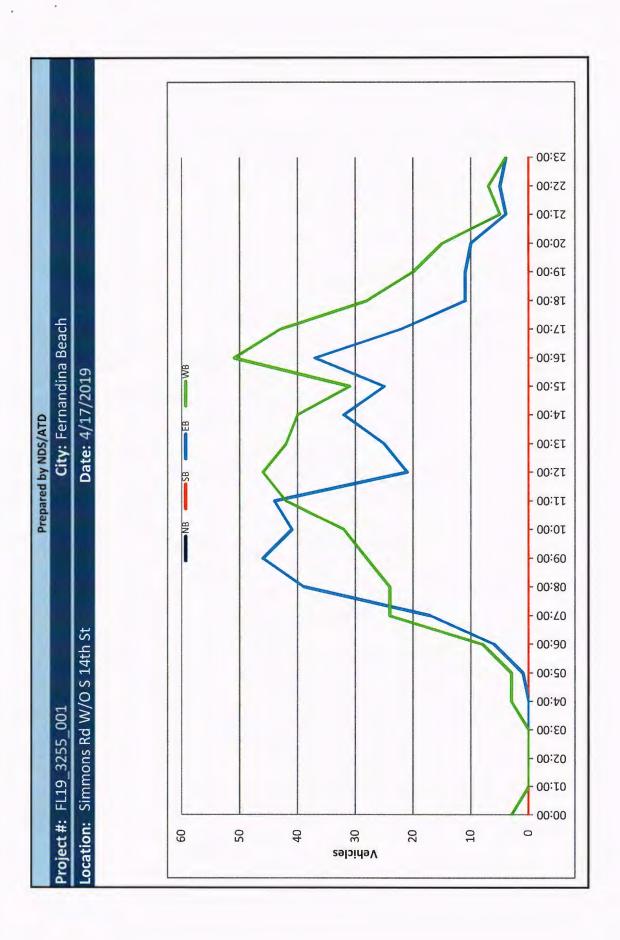
APPENDIX B Data Summary

VOLUME

Simmons Rd W/O S 14th St

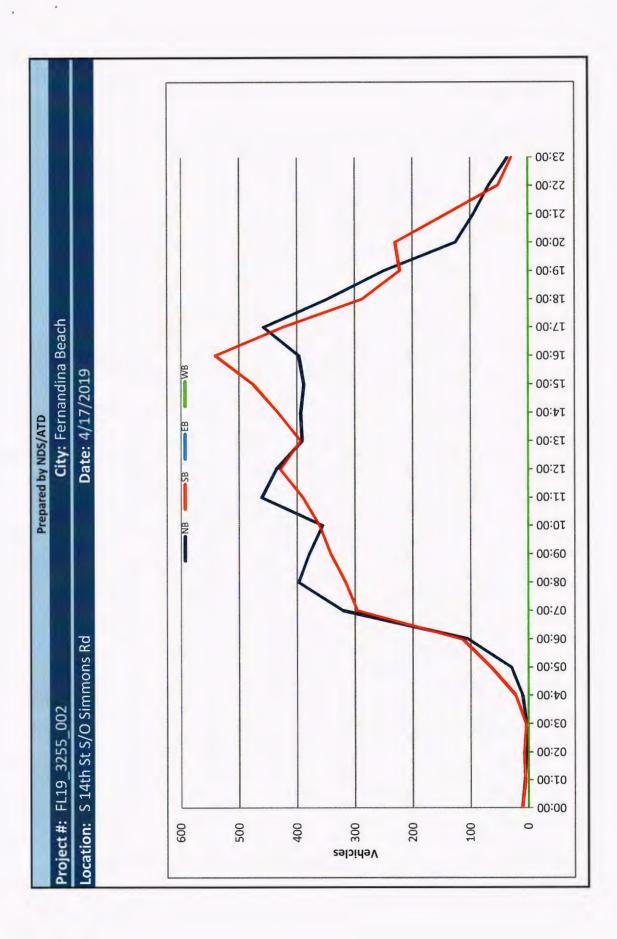
Day: Wednesday Date: 4/17/2019

	DAILY TOTALS			NB 0		SB 0		EB 404	WB 499							otal 03
AM Period	NB SB	EB		WB			TAL	PM Period	NB	SB	EB	th Ye	WB			TAL
00:00	115	1	-	0				12:00	all Plate door		8		15	4,000	23	
00:15		1		1		2		12:15			3		13		16	
00:30		0		1		1		12:30			5		7		12	
00:45		1	3	1	3	2	6	12:45			5	21	11	46	16	67
01:00		0	3	0	3	0	0	13:00			6	21	11	40	17	0/
								13:15								
01:15		0		0		0		13:30			2		9		11	
01:30		0		0		0					10	25	10	40	20	-
01:45		0		0		0		13:45			7	25	12	42	19	67
02:00		0		0		0		14:00			6		12		18	
02:15		0		0		0		14:15			5		3		8	
02:30		0		0		0		14:30			13		12		25	
02:45		0		0		0		14:45			8	32	13	40	21	72
03:00		0		0		0		15:00			9		9		18	
03:15		0		0		0		15:15			5		4		9	
03:30		0		0		0		15:30			5		11		16	
03:45		0		0		0		15:45			6	25	7	31	13	56
04:00		0		1		1		16:00			13		11		24	-
04:15		0		1		1		16:15			9		14		23	
04:30		ő		ō		ō		16:30			6		11		17	
04:45		0		1	3	1	3	16:45			9	37	15	51	24	88
05:00		0		0		ō		17:00			7	31	12	21	19	CHC
05:15		0		0		0		17:15			8		7		15	
								17:30			5				17	
05:30		1		3	~	4						22	12	40		0.0
05:45		0	1	0	3	0	4	17:45			2	22	12	43	14	65
06:00		1		1		2		18:00			5		11		16	
06:15		1		1		2		18:15			1		7		8	
06:30		0		3		3		18:30			1		7		8	
06:45		4	6	3	8	7	14	18:45			4	11	3	28	7	39
07:00		0		5		5		19:00			2		6		8	
07:15		2		4		6		19:15			3		5		8	
07:30		8		6		14		19:30			2		7		9	
07:45		7	17	9	24	16	41	19:45			4	11	2	20	6	31
08:00		6		4		10	11/19/1	20:00			4		4		8	
08:15		7		7		14		20:15			2		5		7	
08:30		13		4		17		20:30			2		3		5	
08:45		13	39	9	24	22	63	20:45			2	10	3	15	5	25
09:00		16	33	9	2.7	25		21:00			1	10	2	10	3	- And
09:15		13		6		19		21:15			Ō		1		1	
		7						21:30					0			
09:30			46	9	20	16	77.4				1			-	1	
09:45		10	46	4	28	14	74	21:45			2	4	2	5	4	9
10:00		12		7		19		22:00			3		3		6	
10:15		10		13		23		22:15			2		3		5	
10:30		11		7		18		22:30			0		1		1	
10:45		8	41	5	32	13	73	22:45			0	5	0	7	0	12
11:00		13		10		23		23:00			3		0		3	
11:15		10		9		19		23:15			0		0		0	
11:30		9		9		18		23:30			1		1		2	
11:45		12	44	14	42	26	86	23:45			0	4	3	4	3	8
TOTALS			197		167		364	TOTALS				207		332		539
SPLIT %			54.1%		45.9%		40.3%	SPLIT%				38.4%		61.6%		59.
	DAILY TOTALS			NB		SB		EB	WB			-		7	To	otal
	DAILTIOTALS			0		0		404	499		_				9	03
AM Peak Hour			08:30		11:30		11:00					16:00		16:15		16:
AM Pk Volume			55		51		86	PM Pk Volume				37		52		81
Pk Hr Factor			0.859		0.850		0.827	Pk Hr Factor				0.712		0.867		0.9
7 - 9 Volume	1		56		48		104	4 - 6 Volume				59		94		15
/ - 9 volume																
			08:00		07:30		08:00	4 - 6 Peak Hour				16:00		16:15		16:
- 9 Peak Hour - 9 Pk Volume			08:00		07:30 26		08:00 63	4 - 6 Peak Hour 4 - 6 Pk Volume				16:00 37		16:15 52		16:



Day: Wednesday Date: 4/17/2019

	0	AILY T	OTA	us.		NB	SB		EB		WB						To	otal
	D.	AILT	UIA	4LS		5,476	5,597		0		0						11	,073
AM Period	NB	XX.	SB	Siria	ЕВ	WB	TO	TAL	PM Period	NB		SB		EB		WB	ŤC	TAL
00:00	2		4				6	7	12:00	93		124					217	
00:15 00:30	5		2				9		12:15 12:30	130 101		97 114					227	
00:45	3	12	2	12			5	24	12:45	112	436	94	429				206	865
01:00	2	42	0	14			2	4.7	13:00	100	430	80	423				180	003
01:15	1		3				4		13:15	115		113					228	
01:30	3		1				4		13:30	94		105					199	
01:45	1	7	2	6			3	13	13:45	82	391	96	394				178	785
02:00	2 2		3				5		14:00 14:15	90 100		120 92					210 192	
02:15 02:30	0		1				1		14:30	97		93					190	
02:45	1	5	3	8			4	13	14:45	107	394	128	433				235	827
03:00	1		2				3		15:00	102		110					212	
03:15	3		1				4		15:15	110		100					210	
03:30	0		0	_			0		15:30	93		128					221	
03:45	0	4	2	5			2	9	15:45 16:00	83	388	138	476				221	864
04:00 04:15	1 3		4				5 7		16:15	87 110		158 165					245	
04:30	4		7				11		16:30	98		119					217	
04:45	3	11	8	23			11	34	16:45	102	397	99	541				201	938
05:00	2		9				11		17:00	110		120					230	
05:15	7		8				15		17:15	122		118					240	
05:30	10	20	12				22		17:30	110		101					211	
05:45	11	30	36 28	65			47	95	17:45 18:00	116	458	85 98	424				198	882
06:00 06:15	27		18				45		18:15	92		69					161	
06:30	21		34				55		18:30	79		60					139	
06:45	45	105	35	115			80	220	18:45	77	348	60	287				137	635
07:00	56	*****	50				106		19:00	78		48					126	1,000
07:15	68		53				121		19:15	59		69					128	
07:30	88		85				173		19:30	55		54					109	
07:45	90	321	108	296			160	617	19:45 20:00	58 40	250	51	222				109	472
08:00 08:15	96		70 79				175		20:15	32		61 64					96	
08:30	101		75				176		20:30	27		61					88	
08:45	111	398	92	316			203	714	20:45	27	126	44	230				71	356
09:00	92		97				189		21:00	26		42					68	
09:15	86		71				157		21:15	21		32					53	
09:30	98		84				182		21:30	24		44					68	
09:45	103	379	90	342			193	721	21:45	24	95	23 19	141				47	236
10:00 10:15	94		83 84				177		22:15	23		17					42	
10:30	86		95				181		22:30	15		8					23	
10:45	86	356	99	361			185	717	22:45	18	68	8	52				26	120
11:00	130		67				197		23:00	7		5					12	
11:15	111		115				226		23:15	15		7					22	
11:30	107		99				206		23:30	6		9					15	
11:45	113	461	109	390			222	851 4028	23:45 TOTALS	8	36	8	29				16	7045
TOTALS		2089		1939	www				TOTALS		3387		3658					-
SPLIT %		51.9%		48.1%				36.4%	SPLIT%		48.1%		51.9%					63,69
	р	AILY T	OTA	II S		NB	SB		EB		WB						T	otal
	D,	AIL!		(E)		5,476	5,597		0		0						11	,073
AM Peak Hour		11:00		11:15				11:45	PM Peak Hour		17:00		15:30					15:30
AM Pk Volume		461		447				881	PM Pk Volume		458		589					962
Pk Hr Factor		0.887		0.901				0.970	Pk Hr Factor		0.939		0.892					0.875
7-9 Volume		719		612				1331	4 - 6 Volume		855		965		1)	1		1820
7 - 9 Peak Hour		08:00		07:30				07:45	4 - 6 Peak Hour		17:00		16:00					16:00
7 - 9 Pk Volume		398		342				728	4 - 6 Pk Volume		458		541					938



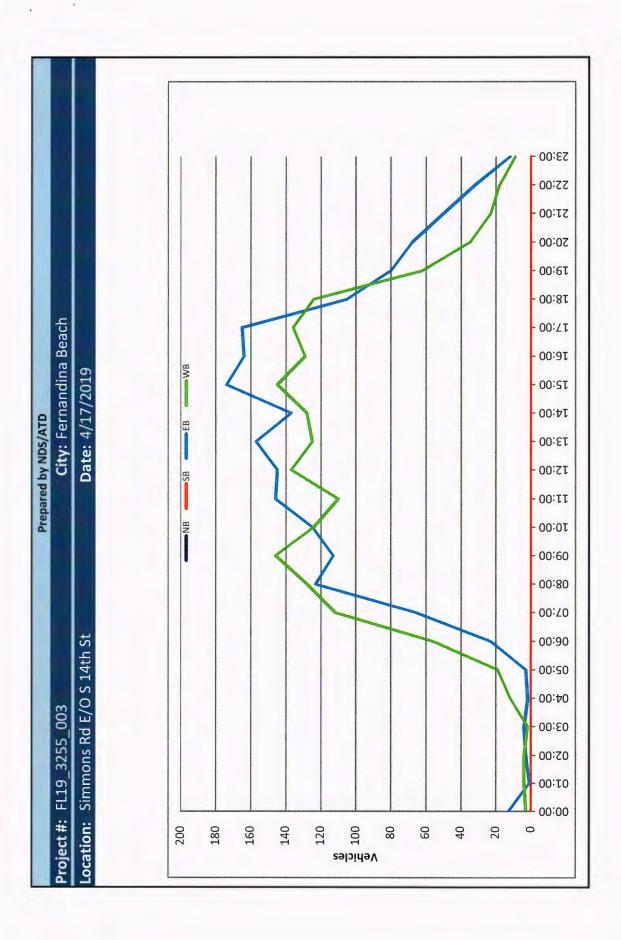
Prepared by NDS/ATD

VOLUME

Simmons Rd E/O S 14th St

Day: Wednesday Date: 4/17/2019

		_														
	DAILY TOTALS		٠.	NB		SB		EB		WB				-		otal
	DAILITOTALS			0		0		1,911		1,791	_				3,7	702
AM Period	NB SB	EB		WB		TC	TAL	PM Period	NB	SB	EB		WB		TO	TAL
00:00		7		1		8		12:00			37		37		74	
00:15		4		1		5		12:15			44		30		74	
00:30		2		0		2		12:30			32		33		65	
00:45		0	13	1	3	1	16	12:45		- America	32	145	37	137	69	28
01:00		0		0		0		13:00			37		30		67	
01:15		1		0		1		13:15			39		32	1	71	
01:30		0		3	1	3		13:30			41		32		73	
01:45		0	1	1	4	1	5	13:45			40	157	31	125	71	28
02:00		1		2		3	-	14:00			36		40		76	
02:15		1		1		2		14:15			36		20		56	
02:30		õ		ō		0		14:30			36		36		72	
02:45		1	3	1	4	2	7	14:45			29	137	32	128	61	26
03:00		1		1	-	2		15:00			44	10,	43	ALU	87	-
03:15		2		ō		2		15:15			45		23		68	
03:30		0		0		0		15:30			43		43		86	
		1	4	1	2	2	6	15:45			42	174	36	145	78	31
03:45	1 44	0	. 4		2	2	0	16:00			44	1/4	41	145	85	21
04:00				2		-										
04:15		1		2		3		16:15			38		36		74	
04:30		0		4		4	1	16:30			34	454	30	100	64	20
04:45		1	2	4	12	5	14	16:45			48	164	22	129	70	29
05:00		0		2		2		17:00			47		42		89	
05:15		1		1		2		17:15			41		36		77	
05:30		1		7		8		17:30			48		34		82	
05:45		1	3	9	19	10	22	17:45			29	165	24	136	53	30
06:00		2		9		11		18:00			32		42		74	
06:15		3		7		10		18:15			31		29		60	
06:30		5		19		24		18:30			22		33		55	
06:45		13	23	21	56	34	79	18:45			20	105	20	124	40	22
07:00		9	23	29	30	38	13	19:00	_		18	103	16	167	34	-
07:15		9		17		26		19:15			16		18		34	
07:30		21		35		56		19:30			27		17		44	
07:45		27	66	31	112	58	178	19:45			19	80	11	62	30	14
08:00		27		33		60		20:00			14		8		22	
08:15		33		27		60		20:15			17		10		27	
08:30		35		30		65		20:30			16		11		27	
08:45		28	123	38	128	66	251	20:45			21	68	6	35	27	10
09:00		29		32		61		21:00			12		7		19	
09:15		32		40		72		21:15			11		9		20	
09:30		24		41		65		21:30			18		3		21	
09:45		28	113	33	146	61	259	21:45			9	50	4	23	13	73
10:00		28	113	40	140	68	400	22:00			10	50	7		17	
		28		24		52		22:15			12		7		19	
10:15								22:30								
10:30		37	125	32	124	69	240				4	22	2	10	6	214
10:45		32	125	28	124	60	249	22:45			6	32	2	18	8	51
11:00		36		27		63		23:00			4		1		5	
11:15		33		26		59		23:15			3		3		6	
11:30		40		36		76		23:30			3		2		5	
11:45		37	146	21	110	58	256	23:45			2	12	3	9	5	2:
TOTALS			622		720		1342	TOTALS				1289		1071		23
SPLIT %			46.3%		53.7%		36.3%	SPLIT %			***************************************	54.6%		45,4%		63
										1410					- Inge	
	DAILY TOTALS			NB 0		5B 0		EB 1,911	-	1,791						otal .702
				U		U				1,121					٠,,	
AM Peak Hour			11:30		09:15		11:30	PM Peak Hour				16:45		15:30		15
AM Pk Volume			158		154		282	PM Pk Volume				184		156		3
Pk Hr Factor			0.898		0.939		0.928	Pk Hr Factor				0.958		0.907		0.9
7-9 Volume		-	189		240		429	4 - 6 Volume		4	1	329		265		59
7 - 9 Peak Hour			08:00		08:00		08:00	4 - 5 Peak Hour				16:45		17:00		16
																3:
7 - 9 Pk Volume Pk Hr Factor			123 0.879		128 0.842		251 0.951	4 - 6 Pk Volume Pk Hr Factor				184 0.958		136 0.810		0.8

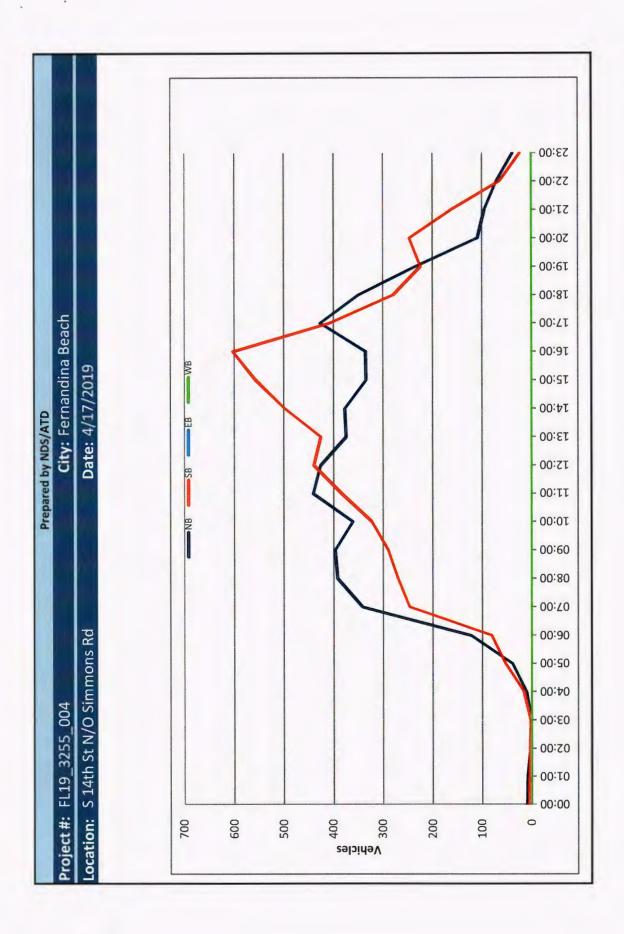


VOLUME

S 14th St N/O Simmons Rd

Day: Wednesday Date: 4/17/2019

						MD	CD		- CD		MAID						-	tal
	D	AILY .	TOTA	ALS		NB E 206	SB 5,617		EB 0	_	WB 0							otal .923
Van de	-		_			5,306				- Indiana	U	-	_					
AM Period	NB		SB		EB	WB		TAL	PM Period	NB		SB		EB	WB			TAL
00:00 00:15	2		2				4		12:00 12:15	97		127					224	
	2		2				4		12:15	118		108					226	
00:30 00:45	3	10	1	6			4	16	12:45	103 108	426	108 97	440				211	866
01:00	3	10	0	В			3	10	13:00	95	420	94	440				189	000
01:15	1		3				4		13:15	102		121				i	223	
01:30	4		1				5		13:30	93		116					209	
01:45	1	9	1	5			2	14	13:45	84	374	95	426				179	800
02:00	1		0	,			1		14:00	91	3/4	137	720				228	000
02:15	2		1				3		14:15	87		112				- 1	199	
02:30	0		2				2		14:30	93		102					195	
02:45	0	3	1	4			1	7	14:45	106	377	147	498				253	875
03:00	0		1				1		15:00	87	0,,	119	150				206	
03:15	1		1				2		15:15	83		115					198	
03:30	0		0				0		15:30	88		154					242	
03:45	0	1	1	3			1	4	15:45	76	334	169	557				245	891
04:00	1		3				4	-	16:00	72		182					254	Marie Control
04:15	3		3				6		16:15	106		193					299	
04:30	5		5				10		16:30	82		126					208	
04:45	3	12	5	16			8	28	16:45	75	335	102	603				177	938
05:00	3		8				11		17:00	97		118					215	
05:15	8		6				14		17:15	114		110					224	
05:30	12		12				24		17:30	101		94					195	
05:45	17	40	28	54			45	94	17:45	115	427	86	408				201	835
06:00	15		19				34		18:00	99		95					194	
06:15	28		15				43		18:15	93		67					160	
06:30	25		23				48		18:30	78		58				1	136	
06:45	56	124	25	82			81	206	18:45	80	350	59	279				139	629
07:00	60		33				93		19:00	76		47					123	
07:15	72		44				116		19:15	54		64					118	
07:30	103		74				177		19:30	49	-	62				ı	111	
07:45	107	342	96	247			203	589	19:45	56	235	51	224			-	107	459
08:00	90		64				154		20:00	37		67					104	
08:15	86		69				155		20:15	29		69					98	
08:30	97		55				152		20:30	23		62					85	
08:45	119	392	82	270			201	662	20:45	21	110	49	247				70	357
09:00	93		90				183		21:00	27		48					75	
09:15	93		60				153		21:15	25		38					63	
09:30	101	207	60	200			161	507	21:30	20	0.0	51	150				71	250
09:45	110	397	80	290			190	687	21:45	24	96	25	162	-			49	258
10:00	106		71				177 159		22:00 22:15	21		24					45	
10:15	88		71						22:30	15 19		16 12					31	
10:30 10:45	84	261	86 95	222			169	684	22:45	16	71	13	65				29	120
11:00	119	361	59	323			179	004	23:00	11	11	5	03				16	136
11:15	111		106				217		23:15	15		4					19	
11:30	105		101				206		23:30	7		9					16	
11:45	106	441	118	384			224	825	23:45	6	39	6	24				12	63
TOTALS	100	2132	110	1684			224	3816	TOTALS	0	3174		3933				45	7107
SPLIT %	-	55.9%		44.1%				34.9%	SPLIT %		44.7%		55.3%					65.19
JF LI 1 70		33.3/0		77.170				34.3/6	37 11 70		71.770		33,370					03,17
	D	AILY	TOTA	ALS		NB	SB		EB		WB							tal
						5,306	5,617		0		0						10,	,923
AM Peak Hour		11:00		11:45				11:45	PM Peak Hour		17:15		15:30					15:30
AM Pk Volume		441		461				885	PM Pk Volume		429		698					1040
Pk Hr Factor		0.926		0.907				0.979	Pk Hr Factor		0.933		0,904					0.87
7 - 9 Volume	·	734		517	******	AT .		1251	4 - 6 Volume		762		1011	7		111		1773
7 - 9 Peak Hour		08:00		07:30				07:30	4 - 6 Peak Hour		17:00		16:00					16:00
7 - 9 Pk Volume		392		303				689	4 - 6 Pk Volume		427		603					938
Pk Hr Factor		0.824		0.789				0.849	Pk Hr Factor		0.928		0.781	(0),0	III4			



APPENDIX C Signal Warrant Analysis

CPH, Inc. June 2019

City: T4 - Nassau	Form 750-020-01 TRAFFIC ENGINEERING 10/15	ARY	ortation SUMM	of Transpo					TR			
Major Street: S. 14th Street			gineer:	Eng								City:
Major Street: S. 14th Street Lanes: 1 Major Approach Speed:	May 21, 2019	N	Date:							74		
MUTCD Electronic Reference to Chapter 4: http://mutcd.fthwa.dot.gov/pdfs/2009r1r2/part4.pdf MUTCD Electronic Reference to Chapter 4: http://mutcd.fthwa.dot.gov/pdfs/2009r1r2/part4.pdf 1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? 2. Is the intersection in a built-up area of an isolated community with a population < 10,000? "70%" volume level may be used if Question 1 or 2 above is answered "Yes" WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours. Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). Condition A - Minimum Vehicular Volume Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. Vehicles per hour on major-street (total of both approaches) Number of Lanes for moving traffic on each approach Major Minor 100%* 80%* 70%* 100%* 80%* 70%* 30 150 120 105 120						-						
Volume Level Criteria 1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? 2. Is the intersection in a built-up area of an isolated community with a population < 10,000? "70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 70%" volume level may be used if Question 1 or 2 above is answered "Yes" 80% Satisfied yes No 2 No			***************************************	-							***************************************	
1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? 2. Is the intersection in a built-up area of an isolated community with a population < 10,000?			r1r2/part4.	 /pdfs/2009	a.dot.gov	tcd.fhv				ference to	nic Ref	
1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? 2. Is the intersection in a built-up area of an isolated community with a population < 10,000?	- 0/1-1/										ritoria	umo Lovol C
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?	✓ Yes No			(70 km/h)?	40 mph	street	of majo	centile of	th-pe			
Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours. Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). Condition A - Minimum Vehicular Volume Condition A - Minimum Vehicular Volume Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control 80% Satisfied: Yes No signal. No Satisfied: Yes No No signal. No Satisfied: Yes No	Yes No	000?									·	·
Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours. Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of their alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). Condition A - Minimum Vehicular Volume Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. Number of Lanes for moving traffic on each approach Number of Lanes for moving traffic on the traffic policy on the solution of each approach	70% 100%			red "Yes"	is answe	2 abov	on 1 or	f Question	used i	el may be	ne leve	"70%" volun
Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours. Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). Condition A - Minimum Vehicular Volume Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. Number of Lanes for moving traffic on each approach Number of Lanes for moving traffic on each approach Major Minor 100%* 80%* 70%* 100%* 80%* 70%* 1 1 500 400 350 150 120 105 2 or more 1 600 480 420 150 120 105 2 or more 2 or more 600 480 420 200 160 140 1 2 or more 500 400 350 200 160 140 1 3 or more 500 400 350 200 160 140 1 3 or more 500 400 350 200 160 140 1 3 or more 500 400 350 50 50 50 50 50 50 50 50 50 50 50 50 5												
Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). Condition A - Minimum Vehicular Volume Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. Vehicles per hour on major-street (total of both approaches) Number of Lanes for moving traffic on each approach Major Minor 100% 80% 70% 100% 80% 70% 70% Satisfied: Yes ✓ No Vehicles per hour on major-street (total of both approaches) Vehicles per hour on minor-street (one direction only) Major Minor 100% 80% 70% 100% 80% 70% 70% 100 105 2 or more 1 600 480 420 150 120 105 2 or more 2 or more 600 480 420 150 120 105 2 or more 2 or more 600 480 420 200 160 140 1 2 or more 500 400 350 200 160 140 *Basic Minimum hourly volume *Used for combination of Conditions A and B after adequate trial of other remedial measures *May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000 *Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet. **Eight Highest Hours** **Eight Highest Hours** **Eight Highest Hours** **War War War War War War War War War War	s Ves No	iaht hours	isfied for e	'100%" sat								RRANI 1
(should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). Condition A - Minimum Vehicular Volume Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control 80% Satisfied: Yes No 70% Satisfied: Yes No	. = =	_			sfied if both Condition A and Con							
Condition A - Minimum Vehicular Volume Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control 80% Satisfied:	nd 🗀 🗀								an a	olied after	be app	(should only
Intersecting traffic is the principal reason to consider installing a traffic control signal. Number of Lanes for moving traffic on each approach Vehicles per hour on major-street (total of both approaches) Vehicles per hour on minor-street (one direction only)	·y.	problems).	uie uanic į	ed to solve	c nas iam	to train			hicula	imum Vel	- Min	Condition A
Intersecting traffic is the principal reason to consider installing a traffic control signal. Number of Lanes for moving traffic on each approach Vehicles per hour on majorstreet (total of both approaches) Vehicles per hour on minorstreet (one direction only)	ed: Yes Vo	6 Satisfied:	100%	lume of	a large vo	where	cation	tion at loc	pplica	nded for a	is inter	Condition A
Number of Lanes for moving traffic on each approach Major Minor 100% 80% 70% 100% 80% 70% 1 1 500 400 350 150 120 105 2 or more 1 600 480 420 150 120 105 2 or more 2 or more 600 480 420 200 160 140 1 2 or more 500 400 350 200 160 140 **Basic Minimum hourly volume** **Used for combination of Conditions A and B after adequate trial of other remedial measures* **May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000 **Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.** **Eight Highest Hours** **Wad May Wad	ed: Yes 🗸 No	6 Satisfied:	80%									intersecting
Street (total of both approach Street (total of both approaches) Street (one direction only)	ed: Yes 🔽 No	6 Satisfied:	70%									signai.
1 1 500 400 350 150 120 105 2 or more 1 600 480 420 150 120 105 2 or more 2 or more 600 480 420 200 160 140 1 2 or more 500 400 350 200 160 140 **Basic Minimum hourly volume** **Busic Minimum hourly volume** **O' May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000 **Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.** **Eight Highest Hours** **Street** **Proprior 1730 784 835 759 807 797 869 803 **Existing Volumes** **Existing Volumes**					-	al of b	eet (to	stre				
2 or more 1 600 480 420 150 120 105 2 or more 2 or more 600 480 420 200 160 140 1 2 or more 500 400 350 200 160 140 a Basic Minimum hourly volume b Used for combination of Conditions A and B after adequate trial of other remedial measures a May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000 Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet. Street WW W W W W W W W W W W W W W W W W W		70% ^c	80% ^b	100%ª	70% ^c	% ^b	8	100%ª		Minor		Major
2 or more 2 or more 600 480 420 200 160 140 1 2 or more 500 400 350 200 160 140 *Basic Minimum hourly volume *Busic Minimum		105	120	150	350	00		500		1		1
a Basic Minimum hourly volume b Used for combination of Conditions A and B after adequate trial of other remedial measures c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000 Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet. Street Product Product		105	120	150	420	80		600		1	9	2 or more
Basic Minimum hourly volume b Used for combination of Conditions A and B after adequate trial of other remedial measures c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000 Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.		140	160	200	420	80		600	е	2 or more	9	2 or more
Used for combination of Conditions A and B after adequate trial of other remedial measures May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000 Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet. Street		140	160	200	350	00		500	е			
Street Wedo: 17-00: 17-			ty with a por	ed communi	n an isolat	mph or eet and	eeds 40 major-s	peed excee ponding m	corres	on of Condit the major-s	nbinatio I when t	b Used for cor a May be used
Major 730 784 835 759 807 797 869 803 Existing Volumes				-	-	-			-	Σ	Z	
Major 730 784 835 759 807 797 869 803 Existing Volumes				OOP	NAOO	NAOC	Adoc	DOPA	00P	-00F	:00A	Street
Major 730 784 835 759 807 797 869 803 Existing Volumes				0-6:	0-5:0	4	2	0-2:(00-1	0-12	0-11	
Major 730 784 835 759 807 797 869 803 Existing Volumes				5:0	4:0	3:0	9.0	1:0	12:0	11:0	10:0	
		olumes	Existing V	803	869	79	9 80	759	83			Major
Minor 67 87 87 92 81 67 70 72				72	70	67	8	92	87	87	67	Minor

State of Florida Department of Transportation

Form 750-020-01 TRAFFIC ENGINEERING 10/15

TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic	Applicable:	✓ Yes	☐ No
Condition B is intended for application where Condition A is not satisfied and the	100% Satisfied:	Yes	✓ No
traffic volume on a major street is so heavy that traffic on the minor intersecting	80% Satisfied:	✓ Yes	☐ No
street suffers excessive delay or conflict in entering or crossing the major street.	70% Satisfied:	✓ Yes	☐ No

II .	nes for moving ch approach	stree	per hour o t (total of l oproaches	ooth	Vehicles per hour on minor- street (one direction only)				
Major	Minor	100%ª	80% ^b	70%°	100%ª	80% ^b	70%°		
1	1	750	600	525	75	60	53		
2 or more	1	900	720	630	75	60	53		
2 or more	2 or more	900	720	630	100	80	70		
1	2 or more	750	600	525	100	80	70		

^a Basic Minimum hourly volume

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

		Ei	ght High	nest Hou	ırs			
Street	10:00-11:00AM	11:00-12:00PM	12:00-1:00PM	1:00-2:00PM	2:00-3:00PM	3:00-4:00PM	4:00-5:00PM	5:00-6:00PM
Major	730	784	835	759	807	797	869	803
Minor	67	87	87	92	81	67	70	72

Existing Volumes

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

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

Ci	h.e	Fernandina	Dasch						Engine	or.			D. Ba	rre		
Coun	ty: ty:	74 - Nas							-	ite:	***************************************	M	ay 21,	Children berry ber		
Distri	ct:	Two)							***************************************						
Major Stree	et:		S. 14th St	reet				L	anes:	2		Major	Appro	ach S	peed:	4
Minor Stree			Simmons F	Road				L	anes:	1		Minor	Appro	ach S	peed:	40
MUTCD Electr	onic Refer	ence to Chap	oter 4:	http://	mutcd.	fhwa.	dot.go	v/pdfs	/2009	1r2/pa	rt4.pd	<u>f</u>				
/olume Level																
		ed or 85th-pe	ercentile of	major	street	> 40 r	nph (7	'0 km/	h)?				/	Yes	☐ No	
2. Is the i	ntersection	n in a built-up	area of an	isolate	ed con	nmunit	ly with	a po	pulatio	n < 10	,000?			Yes	✓ No	
"70%" vol	ume level	may be used	if Question	1 or 2	z abov	e is ai	nswere	ed "Ye	es"	- 10			~	Yes	No	
		R-HOUR VE				_										
If all four	points lie	above the app	propriate lin	e, the	n the v	varran	t is sa	tisfied			Applic		_		No No	
					Dist	6			-41	- 4b -		sfied:	_		No	
					Plot	iour vo	oiume d	compin	ations	on the i	арриса	oie rigu	re belov	W.		
100% \	/olume Le	evel		500 -	F	IGUR	E 4C	1: Cı	riteria	for "1	00%"	Volun	ne Lev	el		7
Four	Volu	ımes	_			\		2	OR MORE	LANES & 2	OR MORE	LANES				
Highest	Major	Minor	MINOR STREET HIGH VOLUME APPROACH - VPH	400	-			1	/	-						
Hours	Street	Street	OACH	300	_		\									
1:00-12:00PM	800	91	STR!							X	OR MORE	LANES &				
2:00-1:00PM	834	98	MINOR	200						-		1 LANE &	LANE			
2:15-3:15PM	830	84	9	100							7				-	
4:30-5:30PM	891	81	말													*115
			* Note: 1	30 30		MAJ	OR STR	EET - TO	OTAL OF	ВОТН	PPROAG	CHES - V	PH			400
				, ,									ach with			
						FIGU	JRE 4	C-2: (Criteri	a for "	70%"	Volun	ne Lev	/el		
70% V	olume Le	vel		400	(Comr	nunity L	ess than	10,000	population	n or abo	ve 70 km	/hr (40 m	iph) on M	Major S	treet)	
Faur	Volu	ımes		400 풉												
Four Highest Hours	Major Street	Minor Street	EET	HIGH VOLUME APPROACH - VPH			<	2 OF		-	R MORE L			-		
1:00-12:00PM	800	91	R STE	200		1		>	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	MOREL	HEO OLI L					
2:00-1:00PM	834	98	MINO	OLUM				-	1	_	\	1 LANE &	1 LANE			
	830	84		100					1		7	/				
2:15-3:15PM	000			T									-	-		*80

	TDAE	State of Flo					MAR	v		TRAFFIC	ENGINEE
	IKAF	ric sid	INAL	WAR	MINI	SOIVII	VIAIN				
City:	Fernandina	Beach				Enginee	r:	D. Barrs			
County:	74 - Nas	sau				Date	e:	May	/ 21, 20)19	
District:	Two										
Major Street:		S. 14th Stre				Lanes: 2 Major Approach S					-
Minor Street:	S	immons Ro	ad			Lanes:	1	Minor Ap	oproach	Speed	d:4
MUTCD Electronic Refe	erence to Chapte	r 4: <u>ht</u>	tp://mu	tcd.fhwa.d	ot.gov/pd	fs/2009r1	r2/part4	.pdf			
Volume Level Criteria											
Is the posted s	need or 85th-nero	entile of ma	ior stre	et > 40 mr	h (70 km	/h)?			✓ Ye	s \square N	0
Is the intersect					·	•	- 10 000	12		s VN	
							10,000	,,			
"70%" volume leve	el may be used if	Question 1	or 2 ab	ove is ans	wered "Ye	es"			✓ 709	% 10	00%
MADDANT 2 DEA	K HOLIB										
WARRANT 3 - PEA	KHOOK						Λ.	nliaahla	☐ Ye	s V N	0
If all three criteria		e plotted poi	int lies a	bove the	appropria	te line,		plicable:		s \square N	
then the warrant is				Distriction	an namhin	ation on the		Satisfied:	_	,	,
Unusual condition just warrant:	ifying use of							ble figure be			
		60	10	FIGU	RE 4C-3:	Criteria	tor "10	00%" Volu	me Lev	/el	
		_				2 OR MORE	LANES & 2	OR MORE LANES			
Record hour when criter		HA 50	00								
and the corresponding de in boxes provid		- H 40	10								
III BOXCO PIOVI		ROA		1			2 OR	MORE LANES & 1	LANE		
Peak Hour 100%	Volume	AP AP 30	0				1		-		
Time Major V	ol. Minor Vol.	UME				-		\	1 LANE &	1 LANE	
		20 20	10					X	1		*15
Peak Hour 70%	Volumo	MINOR STREET HIGH VOLUME APPROACH - VPH 70 70 70 70 70 70 70 70 70 70 70 70 70	00								*10
Time Major V 4:30-5:30PM 891	81		400 5	00 600 7	00 800 9	900 1000	1100 120	1300 1400	1500 1	600 1700	1900
4:30-5:30PM 891	01		400 5					ACHES - VPH	1500	500 1700	1000
Criter	ia	* Note: 150	vph applie	s as the lowe	threshold vo	lume for a m	inor street	approach with t	wo or mor	e lanes ar	nd
1. Delay on Minor	Approach	100	vph applie	s as the lowe	threshold vo	lume thresho	old for a mi	nor street appro	ach with o	ne lane.	
*(vehicle-hou	urs)										
Approach Lanes	1 2							6" Volume			
Delay Criteria*	4.0 5.0	500	(0	ommunity Le	s than 10,00	0 population	or above 7	'0 km/hr (40 mp	h) on Ma	jor Street)	
Delay*		300									}
Fulfilled?: Y	es 🗸 No	¥				2 OR N	ORE LANES	& 2 OR MORE LAN	ES		
2. Volume on Minor	Approach	> 400 ±			4				7 1 1-1		
One-Direction *(vehic		ROAC				201	MORE LAN	ES & 1 LANE			
Approach Lanes	1 2	APPA 300	1								
Volume Criteria*	100 150	INOR			1			1 LANE 8 1 L	ANE		
Volume*		₩ 10 200			\	1		_			
Fulfilled?:	es 🗸 No	MINOR STREET MINOR STREET MIGH VOLUME APPROACH - VPH 000 000 000				-	1	-			
	n Entering	100				+	01				*10
3 Total Intersection											*75
 Total Intersection Volume *(vehicles) 	per nour) II			1							
	ger nour)	0		20		705	20		4400	45	4555
Volume *(vehicles			300 4	100 500 MAJOR	600 STREET - TO	700 8	00 90		1100	1200	1300

						IT SUM				
Cit	_	Fernandina B				Engineer:		D. Barrs		
Count	***************************************	74 - Nassa Two	au			Date:	N	lay 21, 2019)	
Distric	л	1WO								
Major Stree	et:	S.	14th Street			Lanes:	2 Major	Approach S	Speed:	45
Minor Stree	et:	Sin	nmons Road			Lanes:	Minor	Approach S	Speed:	40
JTCD Electr	onic Refe	erence to Chapter	4: http://mute	cd.fhwa.dot	.gov/pdfs/2	2009r1r2/par	t4.pdf			
olume Level	Criteria		.,							
1. Is the p	osted sp	eed or 85th-perce	entile of major st	reet > 40 m	ph (70 km	/h)?		✓ Yes	No	
2. Is the in	ntersection	on in a built-up are	ea of an isolated	community	with a po	pulation < 1	0,000?	Yes	✓ No	
"70%" volu	ıme level	I may be used if C	Question 1 or 2	above is an	swered "Y	es"		70%	100%	
ARRANT 4	- PED	ESTRIAN VOL	UME							
		nours of an averag		ed points lie	above the	9	Applicable:	Yes	✓ No	
appropriat	e line, the	en the warrant is s	satisfied.				Satisfied:	Yes	✓ No	
				Plot for	ir volume co	omhinations o	n the applicable t	Figure helow		
100%	Volume I	l evel		Figur	e 4C-5. Cr	iteria for "1	00%" Volume	Level		
100%		lumes	500		T		T		T	
ur Highest			S 400							
Hours	Major Street	Pedestrian Total	S CR							
			AN 300		1					
			TREE 200							
			OR S							
			AP 100						07	
			TOTAL OF ALL PEEDESTRAINS CROSSING MAJOR STREET - PPH 00 00 00 00							
			D 30	0 400 5	600	700 800	900 1000 110		1400	
					MAJOR STR	EET - TOTAL OF	BOTH APPROACHES	- VPH		
			* Moto: 107 s	ph applies as th	o laws the make	ald calcas				
			1401e. 101 p	pri applies as ti	e lower timesii	old volume				
700/ 1	/ - l 1	a.c.		Figu	re 4C-6 Cı	iteria for "7	0%" Volume L	evel		
70% V	olume L		400					Т		
ur Highest	Vo	lumes	SSIN							
Hours	Major	Pedestrian	S = 300							
	Street	Total	IANS I - PP							
00-12:00PM	800		REET 200		1					
:00-1:00PM	834		PED OR ST			1				
15-3:15PM	830		TOTAL OF ALL PEDESTRIANS CROSSING MAJOR STREET - PPH O 0 0 0 00							
	201		AL O						75*	
30-5:30PM	891									

Form 750-020-01
TRAFFIC ENGINEERING
10/15

WARRANT 4 - PEDESTRIAN VOLUME

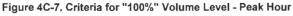
For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point falls above the appropriate line, then the warrant is satisfied.

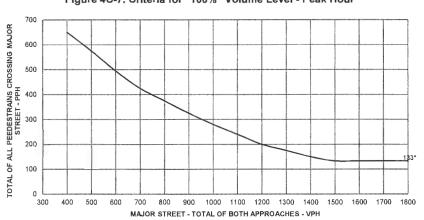
Applicable: Yes No
Satisfied: Yes No

Plot one volume combination on the applicable figure below.

100% Volume Level

	Volumes							
Peak Hour	Major Street	Pedestrian Total						

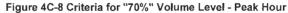


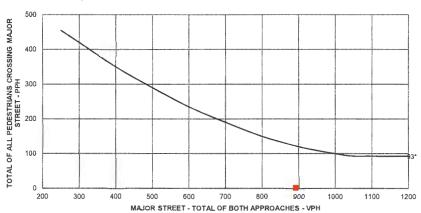


* Note: 133 pph applies as the lower threshold volume

70% Volume Level

	Volumes								
Peak Hour	Major Street	Pedestrian Total							
4:30-5:30PM	891	2							





* Note: 93 pph applies as the lower threshold volume

City:	Fernandina Beach		Engineer:		D. Bar		
County:	74 - Nassau		Date:		May 21, 2	2019	
District:	Two						
Major Street:	S. 14th Stre	eet	Lanes: 2	Ma	jor Approac	ch Speed:	45
Minor Street:	Simmons Re	oad	Lanes: 1	Mir	or Approac	ch Speed:	40
IUTCD Electronic	Reference to Chapter 4: h	http://mutcd.fhwa.dot.gov/po	dfs/2009r1r2/pa	rt4.pdf			
Record hours v	SCHOOL CROSSING where criteria are fulfilled and			Applicable:	Yes	✓ No	
frequency in the are fulfilled.	e boxes provided. The warra	nt is satisfied if all three of t	the criteria	Satisfied:	Yes	✓ No	
		Criteria				Fulfil	led?
						Yes	No
There are a mi	nimum of 20 students crossing hour.	ng the major street during	Students:	Но	ur:		
	er adequate gaps in the major ren are using the established same period.			Minutes:	Gaps:	-	
	affic signal along the major str 300 ft. (90 m) but the propos						
		200					

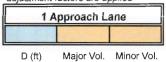
		da Department of Transportation		Form 750-020-01 TRAFFIC ENGINEERING 10/15
City: County: District:	Fernandina Beach 74 – Nassau Two	Engineer: Date:	D. Barrs May 21, 201	9
Major Street: Minor Street:	S. 14th Street Simmons Road Reference to Chapter 4: http://mu	Lanes: 2 Lanes: 1 utcd.fhwa.dot.gov/pdfs/2009r1r2/p	Major Approach Minor Approach	
Indicate if the cr	OORDINATED SIGNAL SYST iteria are fulfilled in the boxes provious fulfilled. This warrant should not be yould be less than 300 m (1,000 ft.).	ded. The warrant is satisfied if be applied when the resulting	Applicable: Yes Satisfied: Yes	
	С	riteria		Fulfilled? Yes No
On a two-way si	treet or a street that has traffic pred to not provide the necessary degree reet, adjacent signals do not provid gnals will collectively provide a prog	e of vehicle platooning. et the necessary degree of platoor		

	TRAFFIC SIGN	AL I	NAR	RA	NT S	SUMI	MARY					
City: County: District:					E	Ingineer Date			. Barr 21, 2			
Najor Street: Ninor Street:						nes:		Major Ap Minor Ap				45 40
	7 - CRASH EXPERIENCE	nutcd.fl	hwa.do	t.gov	/pdfs/2	009r1r2/	part4.pdf					
	urs where criteria are fulfilled, the corresp es provided. The warrant is satisfied if all							Applicab Satisfic	ed: [✓ Yes ✓ Yes	N	o
	Criteria			Но	ur			ume Minor		No	Fulfi	No
One of the warrants	Warrant 1, Condition A (80% satisfied)									No		
	Warrant 1, Condition B (80% satisfied								Yes			
to the right is met.	Warrant 4, Pedestrian Volume at 80% or volume requirements: # ped/hr for four (4) hours or # ped/hr for one (1) hour.	f								No	Yes	
Adequate to reduce	trial of other remedial measure has failed crash frequency.		Measure tried: Unknown									
	ore reported crashes, of types susceptible on by signal, have occurred within a 12-iod.	Cras	Observed Crash Turm Number of crashes per 12 months: 6						6	Yes		

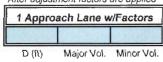
City: _ County: _ District: _				Engine Da	ate:			Barrs 21, 201	9	
lajor Street:		4th Street	···········	Lanes:			jor App			
linor Street:	onic Reference to Chapter			Lanes:			nor App	TOACT	Speed.	40
ARRANT	8 - ROADWAY NETWO	ORK					-			
information	urs where criteria are fulfille in the boxes provided. Th nd if all intersecting routes tics listed.	ne warrant is satisfied if	at least one	of the cr	iteria		licable: tisfied:		Yes V	No
Criteria								t? No	Fulfilled?	
Both of the	Total entering volume typical weekday peak		during a	Enter	ing Volu	ıme:	Yes	140	165	NO
criteria to the right are met.	b. Five-year projected vo		Warrant: Satisfied?:	1	2	3		-		
	ing volume at least 1,000 each of any 5 hrs of a non-			-			← Ho	our		
	iness day (Sat. or Sun.)						←Volu	ume		
							Me	t?	Fulfi	lled?
	Charact	teristics of Major Rout	tes				Yes	No	Yes	No
	street or highway system t	hat serves as the princi	ipal roadway		Major					
network for through traffic flow. Minor Street:										
	burban highway outside of	Major Street Rural or suburban highway outside of, entering, or traversing a city.								
Rural or sul	Minor Street									
Rural or sul					Major	Street.				
	a major route on an officia		-		Major :					

	State of Florida De TRAFFIC SIGNAL	partment of Transportation WARRANT SUI			TRAFFIC ENGINEE
City:	Fernandina Beach	Engineer:		D. Barrs	
County:	74 – Nassau	Date:		May 21, 2019	
District:	Two	54.61			THE STATE OF THE S
Major Street:	S. 14th Street	Lanes:	2 Maj	or Approach S	Speed: 45
Minor Street:	Simmons Road	Lanes:	1 Min	or Approach S	Speed: 40
MUTCD Electronic Ref	ference to Chapter 4: http://mutcd.fhv	wa.dot.gov/pdfs/2009r1r2	/part4.pdf		
Approach Lane Crite	<u>ria</u>				**
 How many appr 	roach lanes are there at the track crossi	ng?		1	2 or
If there is 1 lane, u	se Figure 4C-9 and if there are 2 or mo	re, use Figure 4C-10.		Fig 4C-	9 Fig 4C-10
This signal warrar of a	ERSECTION NEAR A GRADE Cl ont should be applied only after adequate in alternative has failed to alleviate the s eria are fulfilled in the boxes provided. T iteria are met.	e consideration has been safety concerns associate		de crossing.	□ No
	Criteria				Fulfilled?
	Criteria				Yes No
	sts on an approach controlled by a STOP or 140 feet of the stop line or yield line on the a		of the track near	rest to the	
curve for the existing			- A C - A		
nputs Occurrences of Rail traffic			ach volume). Adjustmen	nt Factors from	Tables
nputs Occurrences of Rail traffi % of High Occupancy Bu	oles (4C-2, 4C-3, and 4C-4 to appropriately a		ach volume). Adjustmen		Tables
nputs Documences of Rail traffi. % of High Occupancy Bu Enter D (feet)	oles (4C-2, 4C-3, and 4C-4 to appropriately a		ach volume). Adjustmen	nt Factors from	Tables
Inputs Occurrences of Rail traffiction of High Occupancy But Enter D (feet) of Tractor-Trailer Truck Table 4C-2. Adjustment	c per day ses on Minor-Street Approach t Factor for Daily Frequency of	djust the minor-street appro	ach volume). Adjustmen	1.00 0.50 ercentage of H	
nputs Docurrences of Rail traffion of High Occupancy Buter D (feet) of Tractor-Trailer Truck Table 4C-2. Adjustment	c per day sees on Minor-Street Approach ks on Minor-Street Approach t Factor for Daily Frequency of ail Traffic	djust the minor-street appro	ach volume). Adjustmen	1.00 0.50 ercentage of H	ligh-
nputs Documences of Rail traffion of High Occupancy But Enter D (feet) of Tractor-Trailer Truck Table 4C-2. Adjustment	c per day sees on Minor-Street Approach ks on Minor-Street Approach t Factor for Daily Frequency of ail Traffic	Table 4C-3. Adjustme	ach volume). Adjustmen	1.00 0.50 ercentage of H	ligh-
nputs Decurrences of Rail traffic of High Occupancy Bu Enter D (feet) of Tractor-Trailer Truck Table 4C-2. Adjustment Rail Traffic per Day	c per day ses on Minor-Street Approach ks on Minor-Street Approach t Factor for Daily Frequency of ail Traffic Adjustment Factor	Table 4C-3. Adjustme	ach volume). Adjustmen	1.00 0.50 ercentage of H	ligh-
Inputs Doccurrences of Rail traffic of High Occupancy Bu Enter D (feet) of Tractor-Trailer Truck Table 4C-2. Adjustment Ri Rail Traffic per Day	c per day ses on Minor-Street Approach t Factor for Daily Frequency of ail Traffic Adjustment Factor 0.67	Table 4C-3. Adjustme Occ % of High-Occupancy Minor Street Appl 0% 2%	ach volume). Adjustmen	1.00 0.50 ercentage of H	ligh-
Inputs Decumences of Rail traffic of High Occupancy Bu Enter D (feet) of Tractor-Trailer Truck Table 4C-2. Adjustment Ro Rail Traffic per Day 1 2 3 to 5 6 to 8	c per day uses on Minor-Street Approach t Factor for Daily Frequency of ail Traffic Adjustment Factor 0.67 0.91 1.00 1.18	Table 4C-3. Adjustme Occ % of High-Occupancy Minor Street Appr	ach volume). Adjustmen	1.00 0.50 dercentage of H Adjustment Fa 1.00 1.09 1.19	ligh-
nputs Decurrences of Rail traffic of High Occupancy Bu Enter D (feet) of Tractor-Trailer Truck Table 4C-2. Adjustment Ro Rail Traffic per Day 1 2 3 to 5 6 to 8 9 to 11	c per day ses on Minor-Street Approach t Factor for Daily Frequency of ail Traffic Adjustment Factor 0.67 0.91 1.00 1.18 1.25	Table 4C-3. Adjustme Occ % of High-Occupancy Minor Street Appl 0% 2% 4% 6% or more	ach volume). Adjustmen ent Factor for P cupancy Buses Buses* on roach	1.00 0.50 ercentage of H Adjustment Fa 1.00 1.09 1.19 1.32	ligh- actor
nputs Decurrences of Rail traffic of High Occupancy Bu Enter D (feet) of Tractor-Trailer Truck Table 4C-2. Adjustment Ro Rail Traffic per Day 1 2 3 to 5 6 to 8	c per day leses on Minor-Street Approach ks on Minor-Street Approach t Factor for Daily Frequency of ail Traffic Adjustment Factor 0.67 0.91 1.00 1.18 1.25 1.33	Table 4C-3. Adjustme Occ % of High-Occupancy Minor Street Appl 0% 2% 4% 6% or more * A high-occupancy bus is	ach volume). Adjustmen ent Factor for P cupancy Buses Buses* on roach	1.00 1.00 1.00 Adjustment Fa 1.00 1.09 1.19 1.32 bus occupied by	ligh- actor
Inputs Decumences of Rail traffic of High Occupancy Bu Enter D (feet) of Tractor-Trailer Truck Table 4C-2. Adjustment Ro Rail Traffic per Day 1 2 3 to 5 6 to 8 9 to 11	c per day ses on Minor-Street Approach t Factor for Daily Frequency of ail Traffic Adjustment Factor 0.67 0.91 1.00 1.18 1.25 1.33 Table 4C-4. Adjustment Factor	Table 4C-3. Adjustme Occ % of High-Occupancy Minor Street Appl 0% 2% 4% 6% or more * A high-occupancy bus is	ach volume). Adjustmen ent Factor for P cupancy Buses Buses* on roach	1.00 1.00 1.00 Adjustment Fa 1.00 1.09 1.19 1.32 bus occupied by	ligh- actor
Inputs Decumences of Rail traffic of High Occupancy Bu Enter D (feet) of Tractor-Trailer Truck Table 4C-2. Adjustment Ro Rail Traffic per Day 1 2 3 to 5 6 to 8 9 to 11	c per day leses on Minor-Street Approach ks on Minor-Street Approach t Factor for Daily Frequency of ail Traffic Adjustment Factor 0.67 0.91 1.00 1.18 1.25 1.33	Table 4C-3. Adjustme Occ % of High-Occupancy Minor Street Appr 0% 2% 4% 6% or more * A high-occupancy bus is or for Percentage of Tractor. Adjustme	ach volume). Adjustmen ent Factor for P cupancy Buses Buses* on roach s defined as a b	1.00 1.00 1.00 1.00 1.00 1.00 1.09 1.19 1.32 Dus occupied by the second secon	ligh- actor
Inputs Decumences of Rail traffic of High Occupancy Bu Enter D (feet) of Tractor-Trailer Truck Table 4C-2. Adjustment Ro Rail Traffic per Day 1 2 3 to 5 6 to 8 9 to 11	c per day lises on Minor-Street Approach ks on Minor-Street Approach t Factor for Daily Frequency of ail Traffic Adjustment Factor 0.67 0.91 1.00 1.18 1.25 1.33 Table 4C-4. Adjustment Factor % of Tractor-Trailer Trucks on Minor-Street Approach	Table 4C-3. Adjustme Occ % of High-Occupancy Minor Street Appro 0% 2% 4% 6% or more * A high-occupancy bus is or for Percentage of Tracto - Adjustme D less than 70 feet	ach volume). Adjustmen ant Factor for P cupancy Buses Buses* on roach s defined as a b or-Trailer Truck ent Factor D of 70 feet	1.00 0.50 ercentage of H S Adjustment Fa 1.00 1.09 1.19 1.32 bus occupied by the second of	ligh- actor
Inputs Decumences of Rail traffic of High Occupancy Bu Enter D (feet) of Tractor-Trailer Truck Table 4C-2. Adjustment Ro Rail Traffic per Day 1 2 3 to 5 6 to 8 9 to 11	c per day ses on Minor-Street Approach t Factor for Daily Frequency of ail Traffic Adjustment Factor 0.67 0.91 1.00 1.18 1.25 1.33 Table 4C-4. Adjustment Factor % of Tractor-Trailer Trucks on Minor-Street Approach 0% to 2.5%	Table 4C-3. Adjustme Occ % of High-Occupancy Minor Street Appl 0% 2% 4% 6% or more * A high-occupancy bus is or for Percentage of Tracto - Adjustme D less than 70 feet 0.50	ach volume). Adjustmen Adjustmen Interpret Factor for P Cupancy Buses Buses* on roach S defined as a bor-Trailer Truck ent Factor D of 70 feet 0.50	1.00 0.50 ercentage of H 1.00 1.00 1.09 1.19 1.32 ous occupied by	ligh- actor
Inputs Decumences of Rail traffic of High Occupancy Bu Enter D (feet) of Tractor-Trailer Truck Table 4C-2. Adjustment Ro Rail Traffic per Day 1 2 3 to 5 6 to 8 9 to 11	c per day lises on Minor-Street Approach ks on Minor-Street Approach t Factor for Daily Frequency of ail Traffic Adjustment Factor 0.67 0.91 1.00 1.18 1.25 1.33 Table 4C-4. Adjustment Factor % of Tractor-Trailer Trucks on Minor Street Approach 0% to 2.5% 2.6% to 7.5%	Table 4C-3. Adjustme Occ % of High-Occupancy Minor Street Appl 0% 2% 4% 6% or more * A high-occupancy bus is or for Percentage of Tracto - Adjustme D less than 70 feet 0.50 0.75	ach volume). Adjustmen Adjustmen Interpret Factor for P Cupancy Buses Buses* on roach s defined as a b or-Trailer Truck ont Factor D of 70 feet 0.50 0.75	1.00 0.50 ercentage of H s Adjustment Fa 1.00 1.09 1.19 1.32 ous occupied by	ligh- actor
Inputs Decumences of Rail traffic of High Occupancy Bu Enter D (feet) of Tractor-Trailer Truck Table 4C-2. Adjustment Ro Rail Traffic per Day 1 2 3 to 5 6 to 8 9 to 11	c per day lises on Minor-Street Approach to Factor for Daily Frequency of ail Traffic Adjustment Factor 0.67 0.91 1.00 1.18 1.25 1.33 Table 4C-4. Adjustment Factor % of Tractor-Trailer Trucks on Minor Street Approach 0% to 2.5% 2.6% to 7.5% 7.6% to 12.5%	Table 4C-3. Adjustme Occ % of High-Occupancy Minor Street Appl 0% 2% 4% 6% or more * A high-occupancy bus is or for Percentage of Tracto - Adjustme D less than 70 feet 0.50 0.75 1.00	ach volume). Adjustmen Adjustmen Interpret the second of the second o	1.00 1.00 1.00 Adjustment Fa 1.00 1.09 1.19 1.32 Dus occupied by as	ligh- actor
Inputs Occurrences of Rail traffic of High Occupancy Bu Enter D (feet) of Tractor-Trailer Truck Table 4C-2. Adjustment Ro Rail Traffic per Day 1 2 3 to 5 6 to 8 9 to 11	c per day lises on Minor-Street Approach lises on Minor-Street Adjustment Factor lises on Minor-Street Approach lises on Min	Table 4C-3. Adjustme Occ % of High-Occupancy Minor Street Appl 0% 2% 4% 6% or more * A high-occupancy bus is or for Percentage of Tracto - Adjustme D less than 70 feet 0.50 0.75 1.00 2.30	ach volume). Adjustmen Adjustmen Interpretation of P Cupancy Buses Buses* on roach s defined as a b or-Trailer Truck ent Factor D of 70 feet 0.50 0.75 1.00 1.15	1.00 1.00 1.00 1.00 1.00 1.09 1.19 1.32 Dus occupied by is	ligh- actor
Inputs Occurrences of Rail traffic of High Occupancy Bu Enter D (feet) of Tractor-Trailer Truck Table 4C-2. Adjustment Ro Rail Traffic per Day 1 2 3 to 5 6 to 8 9 to 11	c per day lises on Minor-Street Approach to Factor for Daily Frequency of ail Traffic Adjustment Factor 0.67 0.91 1.00 1.18 1.25 1.33 Table 4C-4. Adjustment Factor % of Tractor-Trailer Trucks on Minor Street Approach 0% to 2.5% 2.6% to 7.5% 7.6% to 12.5%	Table 4C-3. Adjustme Occ % of High-Occupancy Minor Street Appl 0% 2% 4% 6% or more * A high-occupancy bus is or for Percentage of Tracto - Adjustme D less than 70 feet 0.50 0.75 1.00	ach volume). Adjustmen Adjustmen Interpret the second of the second o	1.00 0.50 dercentage of H s Adjustment Fa 1.00 1.09 1.19 1.32 bus occupied by s or more	ligh- actor

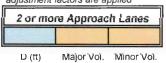
Input the major and minor street volumes before adjustment factors are applied



After adjustment factors are applied



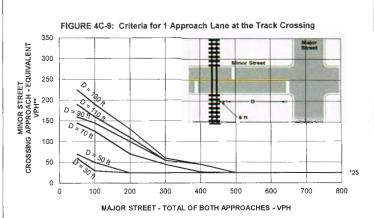
Input D and the major and minor street volumes before adjustment factors are applied



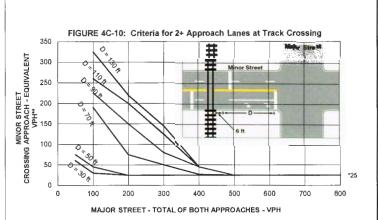
After adjustment factors are applied



Form 750-020-01 TRAFFIC ENGINEERING



- * Note: 25 vph applies as the lower threshold volume
- * *Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate



- * Note: 25 vph applies as the lower threshold volume
- * *Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate

			a Department of T	NT SUMM		ENGINEER 1
Oib v		10 01011				
City:	Fernandina Beach 74 – Nassau			Engineer: Date:	D. Barrs May 21, 2019	
District:	Two			Date.	17th 21, 2010	
Major Street:	S. 14th		÷	Lanes: 2	Major Approach Speed:	45
Minor Street:	Simmon		·	Lanes: 1	Minor Approach Speed:	40
MUTCD Electronic R	Reference to Chapter 4:	http://muto	xd.fhwa.dot.gov/po	dfs/2009r1r2/part4	l.pdf	
CONCLUSIONS						
Remarks:		-			and the second s	
	44.00	. 120			- 100-1	
WARRANTS SAT		✓ Warrant 1 ✓ Warrant 2	Not Applicable			
		Warrant 3	Not Applicable	-		
		Warrant 4	Not Applicable			
		Warrant 5	I✓ Not Applicable			
		Warrant 6	Not Applicable			
		Warrant 7	Not Applicable			
	1	Warrant 8	V Not Applicable	e		
		Warrant 9	Not Applicable	e		

Signal Warrant Analysis

APPENDIX D Crash Data And Crash Diagram

CPH, Inc.

Reporting_Agency	Crash_Date 0	Crash_Time County	Crash_Street	Intersecting_Street	Crash_Type	Vehicles	Injuries A	Alcohol_Re	Distraction	Drug_Rela			Light_Cond	Crash_Type_Det	Crash_Typ	Crash_Severity	Manner_of_Collision
Nassau Co 50	1/6/2012	1:17 PM Nassau	SOUTH 14TH STREET	SIMMONS ROAD	Angle	2	2 N	٧	N	Υ	\$5,000	Clear	Daylight	Right Angle	SE	Injury	Sideswipe, Opposite Direction
Nassau Co SO	11/26/2012	2:06 PM Nassau	SOUTH 14TH ST	SIMMONS RD	Angle	2	1 1	7	N	N	\$7,000	Clear	Daylight	Right Angle	NW	Injury	Sideswipe, Opposite Direction
Nassau Co SO	2/18/2013	5:09 PM Nassau	SOUTH 14TH STREET	SIMMONS ROAD	Angle	3	1 1	٧	N	N	\$8,001	Clear	Daylight	Right Angle	SW	Injury	Sideswipe, Opposite Direction
FHP	3/15/2013	10:10 PM Nassau	SIMMONS RD	14TH ST	Angle	2	1 1	4	N	N	\$25,000	Clear	Dark - Not	Right Angle	NW		Angle
Nassau Co SO	4/23/2014	6:51 PM Nassau	SOUTH 14 STREET		Left Turn	2	1 N	٧	Υ	N	\$20,000	Clear	Daylight	Left Entering	w	Injury	Angle
FHP	6/12/2014	3:45 PM Nassau	S 14TH ST	SIMMONS RD	Angle	3	1 N	١	Υ	N	\$12,500	Cloudy	Daylight	Right Angle	NE		Angle
Nassau Co SO	10/17/2014	5:05 PM Nassau	SOUTH 14TH STREET		Other	2	2 N	٧	N	N	\$2	Clear	Daylight	Other	N		Angle
FHP	5/25/2015	5:03 PM Nassau	S. 14TH STREET	SIMMONS ROAD	Unknown	2	4 N	٧	N	N	\$20,000	Clear	Daylight	Unknown			Angle
FHP	7/2/2015	1:15 PM Nassau	S 14TH STREET	SIMMONS ROAD	Left Turn	2	0 N	٧	N	N	\$15,000	Clear	Daylight	Left Leaving	W	Property Damage (
FHP	7/25/2015	10:44 AM Nassau	14TH STREET	SIMMONS ROAD	Angle	2	2 N	١	N	N	\$16,000	Clear	Daylight	Right Angle	SE		Angle
Nassau Co SO	9/26/2015	10:33 PM Nassau	SIMMONS ROAD	S 14TH STREET	Rear End	2	0 1	N	γ	N	\$5,000	Clear	Dark - Not	Rear End	W	Property Damage (Front to Rear
FHP	2/11/2016	11:27 AM Nassau	S 14TH ST	SIMMONS ROAD	Left Turn	2	0 N	V	N	N	\$3,500	Clear	Daylight	Left Entering	S	Property Damage (Angle
Nassau Co SO	6/11/2016	3:35 AM Nassau	S 14TH ST	SIMMONS RD	Rear End	2	0 Y	/	N	N	\$5,200	Clear	Dark - Not	Rear End	N	Property Damage (Front to Rear
Nassau Co SO	7/14/2016	9:29 PM Nassau	S 14TH ST	SIMMONS RD	Angle	2	1 N	V	Υ	N	\$5,000	Clear	Dusk	Right Angle	NW		Angle
Nassau Co SO	12/26/2016	9:50 PM Nassau	SIMMONS RD	S 14TH ST	Left Turn	2	2 1	V	N	N	\$20,000	Fog, Smog	Dark - Not	Left Entering	W	Injury	Angle
FHP	12/26/2017	3:30 PM Nassau	SOUTH 14TH ST.	SIMMONS RD.	Angle	2	0 1	~	N	N	\$5,000	Cloudy	Daylight	Right Angle	NE	Property Damage (Angle
Nassau Co SO	3/10/2018	4:24 PM Nassau	S 14TH STREET	SIMMONS ROAD	Left Turn	2	0 0		N	N	\$5,000	Clear	Daylight	Left Leaving	W	Property Damage (Angle
FHP	3/13/2018	5:40 PM Nassau	SOUTH 14TH STREET	SIMMONS ROAD	Angle	2	0 0		N	N	\$27,500	Clear	Daylight	Right Angle	NW	Property Damage (Front to Front
FHP	5/1/2018	12:12 PM Nassau	S 14TH ST	SIMMONS RD	Angle	3	1 N	4	N	N .	\$17,500	Clear	Daylight	Right Angle	NW	Injury	Angle
Nassau Co 5O	11/30/2018	7:41 AM Nassau	S 14TH ST	SIMMONS RD	Angle	2	2 N	~	N	N	\$20,000	Clear	Daylight	Right Angle	NE	Injury	Angle
Nassau Co 5O	1/9/2019	7:58 AM Nassau	SOUTH 14TH STREET	SIMMONS RD	Angle	2	0 1	<	Υ	N	\$15,000	Clear	Daylight	Right Angle	SW	Property Damage (Angle
FHP	3/31/2019	6:25 PM Nassau	SOUTH 14TH STREET	SIMMONS ROAD	Right Turn	2	1 N	<	N	N	\$15,000	Rain	Daylight	Right/Through	W	Injury	Angle
Nassau Co SO	5/14/2019	10:55 AM Nassau	SIMMONS RD	S 14TH ST	Angle	2	2 Y	/	N	N	\$9,700	Clear	Daylight	Right Angle	NW	Injury	Angle
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CRASH SUMMARY

SIMMONS ROAD & SOUTH 14TH STREET FERNANDINA BEACH, FLORIDA NASSAU COUNTY



Engineers
Architects
Planners
Landscape Architects
Transportation/Traffic
Surveyors
Environmental Scientists
Construction Management