## 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

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No. 70588

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**Devin Barrs** 70588

P.E. Number

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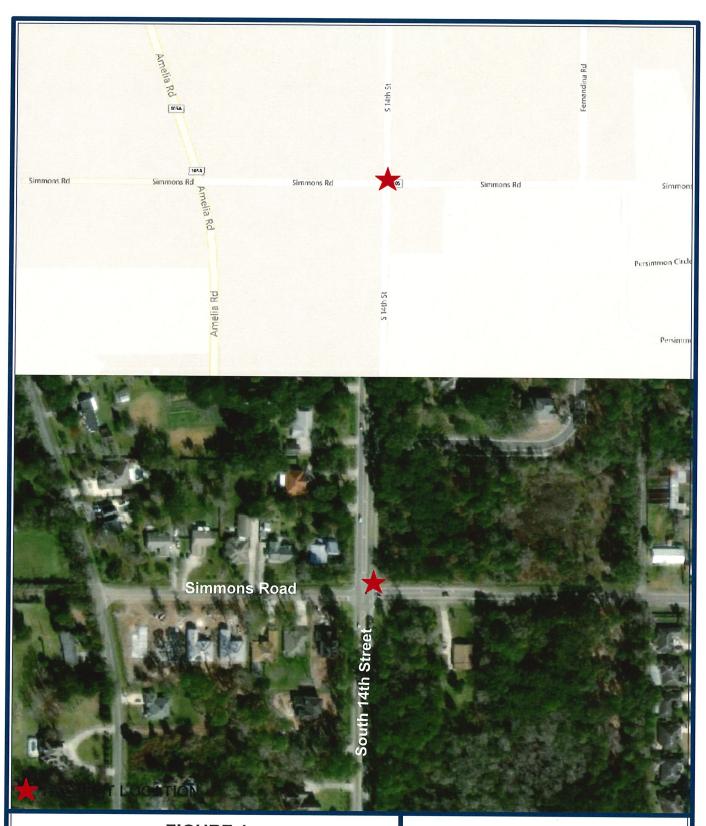
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#### Introduction

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

The major southbound approach of S. 14<sup>th</sup> 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. 14<sup>th</sup> 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.

#### Conclusion

Traffic conditions were evaluated for the intersection of S. 14<sup>th</sup> 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.

# **APPENDIX**

#### **LIST OF APPENDICES**

APPENDIX A TRAFFIC COUNTS

APPENDIX B DATA SUMMARY

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APPENDIX D CRASH DATA AND DIAGRAM

# **APPENDIX A Traffic Counts**

# **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

#### **Total**

NS/EW Streets:		S 14t	th St			S 14t	h St			Simmo	ns Rd			Simmo	ns Rd		1
		NORTH	HBOUND			SOUTH	BOLIND										
NOON	0	0		0							BOUND			WEST	BOUND		
NOON	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10.00.11	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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	
10:45 AM	0	94	12	0	7	92	3	0	0	4	2	_					209
11:00 AM	0	90	11	0	11	86	3	0				0	14	0	11	0	239
11:15 AM	Ö	92	13	0	13	87		_	5	0	2	0	11	3	16	0	238
11:30 AM	1						1	0	1	2	0	0	17	8	8	0	242
		104	19	0	9	90	5	0	0	2	1	0	14	8	7	0	260
11:45 AM	1	98	12	0	12	90	8	0	3	5	1	0	18	8	16	0	272
12:00 PM	0	98	13	0	12	93	3	0	2	4	4	0	15	3	10	0	257
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	Ō	0	4	1	0	17	5			
12:45 PM	1	89	18	0	17	100	3	0	0	4	2				10	0	286
1:00 PM	2	96	23	0	14	90						0	17	5	13	0	269
1:15 PM	1	89	18	0			1	0	2	1	2	0	24	5	7	0	267
1:30 PM					13	92	4	0	3	1	1	0	16	2	9	0	249
	1	77	14	0	10	67	2	0	1	3	2	0	22	4	9	0	212
1:45 PM	0	105	11	0	11	91	2	0	1	6	1	0	16	3	9	0	256
											_	-		9		U	230
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	MD	14/11	
TOTAL VOLUMES :	11	1526	231	0	178	1393	47	1	24	44					WR	WU	TOTAL
APPROACH %'s:	0.62%	86.31%	13.07%	0.00%	10.99%						25	0	264	69	171	0	3984
PEAK HR :				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%	
		12:15 PM -															TOTAL
PEAK HR VOL:	5	392	75	0	48	389	9	1	4	11	5	0	76	22	45	0	1082
PEAK HR FACTOR:	0.625	0.891	0.815	0.000	0.706	0.892	0.563	0.250	0.500	0.688	0.625	0.000	0.792	0.786	0.750	0.000	1002
		0.9	08			0.93	31			0.83		0.000	017 52	0.89		0.000	0.946
										0.00				0.0.	27		
		NORTH	IBOLIND			SOLITHE	SOLIND										
PM	0	NORTH		0	0	SOUTHE		0	0	EASTB	OUND			WESTE	BOUND		
PM	0	0	0	0	0	0	0	0	0	EASTB 0	OUND 0	0	0	WESTE 0	BOUND 0	0	
	NL	0 NT	0 NR	NU	SL	0 ST	0 SR	SU	EL	EASTB 0 ET	OUND 0 ER	EU	WL	WESTE 0 WT	BOUND 0 WR	WU	TOTAL
2:00 PM	NL 2	0 NT 91	0 NR 18	NU 0	SL 19	0 ST 74	O SR 3	SU 0	EL 0	EASTB 0 ET 4	OUND 0			WESTE 0	BOUND 0		TOTAL 241
2:00 PM 2:15 PM	NL 2 3	0 NT 91 91	0 NR 18 17	NU 0 0	SL 19 12	0 ST 74 101	0 SR 3 0	0 0	EL 0 1	EASTB 0 ET	OUND 0 ER	EU	WL	WESTE 0 WT	BOUND 0 WR 15	WU 0	241
2:00 PM 2:15 PM 2:30 PM	NL 2 3 1	0 NT 91 91 110	0 NR 18 17 14	NU 0 0 0	SL 19 12 11	0 ST 74	O SR 3	SU 0	EL 0	EASTB 0 ET 4	OUND 0 ER 0	EU 0	WL 13 14	WESTE 0 WT 2 2	80UND 0 WR 15 13	0 0	241 261
2:00 PM 2:15 PM 2:30 PM 2:45 PM	NL 2 3	0 NT 91 91	0 NR 18 17	NU 0 0	SL 19 12	0 ST 74 101	0 SR 3 0 2	0 0	EL 0 1 2	EASTB 0 ET 4 6	OUND 0 ER 0 1	0 0 0	WL 13 14 21	WESTE 0 WT 2 2 6	80UND 0 WR 15 13	0 0 0	241 261 295
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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

Control:	2-Way Stop	o(EB/WB)						_						Date:	5/2/2019		
								Ca	ars								_
NS/EW Streets:		S 14t	th St			S 14tl	n St			Simmo	ns Rd			Simmo	ns Rd		
NOON	0		IBOUND	•		SOUTH			_	EASTE				WESTE			
NOON	<mark>0</mark> 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	1	102	9	0	9	74	3	0	0	1	2	0	16	3	13	0	TOTAL 233
10:15 AM	0	100	13	0	9	71	3	0	0	0	1	0	15	2	11	0	225
10:30 AM 10:45 AM	1	80 94	10 12	0	13 7	66 92	1 3	0	4 0	5	2	0	13 13	3	7	0	205
11:00 AM	0	89	11	0	11	85	3	0	5	0	2	0	10	3	11 16	0	238 235
11:15 AM	0	90	13	0	13	85	1	0	1	2	0	0	17	8	8	0	238
11:30 AM 11:45 AM	1	102 97	18 12	0	9 12	90 89	5 8	0	0 3	2	1	0	14	7	7	0	256
12:00 PM	0	96	13	0	12	93	3	0	2	5 4	3	0	18 15	3	15 10	0	269 254
12:15 PM	1	96	14	0	11	83	1	1	2	2	0	0	17	7	15	0	250
12:30 PM 12:45 PM	1	108 88	19 17	0	6 17	106 100	4	0	0	4	1	0	17	5	10	0	281
1:00 PM	2	94	23	0	14	85	1	0	2	1	2	0	17 24	5	7	0	266 260
1:15 PM	1	87	18	0	13	89	4	0	3	1	0	0	16	2	9	0	243
1:30 PM 1:45 PM	0	75 105	14	0	10	67	2	0	1	3	2	0	22	4	9	0	209
1:45 PM	U	105	11	0	11	89	2	0	1	6	1	0	16	3	9	0	254
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	10 0.57%	1503 86.38%	227 13.05%	0 0.00%	177 11.14%	1364	47	1	24	44	22	0	260	68	169	0	3916
PEAK HR :		12:15 PM -		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%	TOTAL
PEAK HR VOL :	5	386	73	0	48	374	9	1	4	11	5	0	75	22	44	0	101AL 1057
PEAK HR FACTOR :	0.63	0.894	0.793	0.000	0.706	0.882	0.563	0.250	0.500	0.688	0.625	0.000	0.781	0.786	0.733	0.000	0.940
PEAK HR FACTOR :	0.63	0.894		0.000	0.706	0.882		0.250	0.500	0.688		0.000	0.781	0.786 0.90		0.000	0.940
		0.9	BOUND			0.90 SOUTHE	BOUND			0.83	OUND			0.90 WESTB	OUND		0.940
PEAK HR FACTOR:	0	0.90 NORTH	BOUND 0	0	0	SOUTHE 0	BOUND 0	0	0	EASTE 0	OUND 0	0	0	0.90 WESTB	OUND 0	0	
<b>PM</b> 2:00 PM	0 NL 2	0.90 NORTH 0 NT 88	BOUND 0 NR 18			0.90 SOUTHE	BOUND			0.83	OUND			0.90 WESTB 0 WT	OUND O WR	0 WU	TOTAL
PM 2:00 PM 2:15 PM	0 NL 2 3	0.90 NORTH 0 NT 88 90	BOUND 0 NR 18 17	0 NU 0 0	0 SL 19 12	0.90 SOUTHE 0 ST 74 98	BOUND 0 SR 3 0	0 SU 0 0	0 EL 0 1	0.8. EASTE 0 ET 4 6	OUND 0 ER 0 1	0 EU 0 0	0 WL 13 14	0.90 WESTE 0 WT 2 2	OUND 0 WR 15 13	0 WU 0 0	TOTAL 238 257
PIVI 2:00 PM 2:15 PM 2:30 PM	0 NL 2	0.90 NORTH 0 NT 88 90 106	06 BOUND 0 NR 18 17 13	0 NU 0 0	0 SL 19 12 11	0.90 SOUTHE 0 ST 74 98 107	BOUND 0 SR 3 0 2	0 SU 0 0	0 EL 0 1 2	0.8 EASTE 0 ET 4	OUND 0 ER 0 1 2	0 EU 0 0	0 WL 13 14 20	0.90 WESTE 0 WT 2 2 6	OUND 0 WR 15 13 13	0 WU 0 0	TOTAL 238 257 287
PIVI 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM	0 NL 2 3 1	0.90 NORTH 0 NT 88 90	BOUND 0 NR 18 17	0 NU 0 0	0 SL 19 12	0.90 SOUTHE 0 ST 74 98	BOUND 0 SR 3 0	0 SU 0 0	0 EL 0 1	0.8. EASTE 0 ET 4 6	OUND 0 ER 0 1	0 EU 0 0	0 WL 13 14	0.90 WESTB 0 WT 2 2 6 3	OUND 0 WR 15 13 13 8	0 WU 0 0	TOTAL 238 257 287 233
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	0.90 NORTH 0 NT 88 90 106 69 99 82	06 BOUND 0 NR 18 17 13 19 12 18	0 NU 0 0 0 0	0 SL 19 12 11 9 9	0.90 SOUTHE 0 ST 74 98 107 102 97 110	30UND 0 SR 3 0 2 2 2	0 SU 0 0 0 0	0 EL 0 1 2 0	0.83 EASTE 0 ET 4 6 4 1 2 1	OUND 0 ER 0 1 2 1 0 0 0	0 EU 0 0 0 0	0 WL 13 14 20 19 12 13	0.90 WESTE 0 WT 2 2 6 3 4	04 0 UND 0 WR 15 13 13 13 8 12 6	0 WU 0 0 0 0	TOTAL 238 257 287 233 248 244
PIVI  2:00 PM  2:15 PM  2:30 PM  2:45 PM  3:00 PM  3:15 PM  3:30 PM	0 NL 2 3 1 0 0	0.90 NORTH 0 NT 88 90 106 69 99 82 72	06 BOUND 0 NR 18 17 13 19 12 18 20	0 NU 0 0 0 0	0 SL 19 12 11 9 9	0.90 SOUTHE 0 ST 74 98 107 102 97 110 96	3 0 SR 3 0 2 2 2 0 2	0 SU 0 0 0 0	0 EL 0 1 2 0	0.83 EASTE 0 ET 4 6 4 1 1 2 1 4	OUND 0 ER 0 1 2 1 0 0 0 0 0 0 0	0 EU 0 0 0 0	0 WL 13 14 20 19 12 13 18	0.90 WESTE 0 WT 2 2 6 3 4 1 3	04 0 WR 15 13 13 8 12 6	0 WU 0 0 0 0	TOTAL 238 257 287 233 248 244 233
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	0.90 NORTH 0 NT 88 90 106 69 99 82	06 BOUND 0 NR 18 17 13 19 12 18	0 NU 0 0 0 0	0 SL 19 12 11 9 9	0.90 SOUTHE 0 ST 74 98 107 102 97 110	30UND 0 SR 3 0 2 2 2	0 SU 0 0 0 0	0 EL 0 1 2 0	0.83 EASTE 0 ET 4 6 4 1 2 1	OUND 0 ER 0 1 2 1 0 0 0	0 EU 0 0 0 0	0 WL 13 14 20 19 12 13 18 13	0.90 WESTE 0 WT 2 2 6 3 4 1 3 0	OUND 0 WR 15 13 13 8 12 6 9 12	0 WU 0 0 0 0 0	TOTAL 238 257 287 233 248 244 233 267
PIVI  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	0 NL 2 3 1 0 0 0 0 0	0.90 NORTH 0 NT 88 90 106 69 99 82 72 98 101 103	06  BOUND 0 NR 18 17 13 19 12 18 20 27 22 26	0 NU 0 0 0 0 0 0	0 SL 19 12 11 9 9 8 10 12	0.90 SOUTHE 0 ST 74 98 107 102 97 110 96 99 103 104	30UND 0 SR 3 0 2 2 0 2 1 4 7	0 SU 0 0 0 0 0 0	0 EL 0 1 2 0 1 2 2 2 1	0.8 EASTE 0 ET 4 6 4 1 2 1 4 3 2 3	OUND 0 ER 0 1 2 1 0 0 0 3 2	0 EU 0 0 0 0 0 0	0 WL 13 14 20 19 12 13 18 13 17 8	0.90 WESTE 0 WT 2 2 6 3 4 1 3 0 3	OUND 0 WR 15 13 13 8 12 6 9 12 8 3	0 WU 0 0 0 0	TOTAL 238 257 287 233 248 244 233
PIVI  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	0 NL 2 3 1 0 0 0 0 0 0	0.90 NORTH 0 NT 88 90 106 69 99 82 72 98 101 103 116	BOUND 0 NR 18 17 13 19 12 18 20 27 22 26 20	0 NU 0 0 0 0 0 0 0	0 SL 19 12 11 9 9 9 8 10 12 9	0.90 SOUTHIE 0 ST 74 98 107 102 97 110 96 99 103 104 79	30UND 0 SR 3 0 2 2 2 1 4 4 7 0 1 1	0 SU 0 0 0 0 0 0	0 EL 0 1 2 0 1 2 2 1 1 2 2 2 1	0.83 EASTE 0 ET 4 6 4 1 2 1 4 3 2 2 3 3 3 3	OUND 0 ER 0 1 2 1 0 0 0 3 2 0	0 EU 0 0 0 0 0 0 0	0 WL 13 14 20 19 12 13 18 13 17 8	0.90 WESTE 0 WT 2 2 6 3 4 1 3 0	OUND 0 WR 15 13 13 8 12 6 9 12 8 3 8	0 WU 0 0 0 0 0 0 0 0	TOTAL 238 257 287 233 248 244 233 267 281 264 265
PIVI  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	0 NL 2 3 1 0 0 0 0 0	0.90 NORTH 0 NT 88 90 106 69 99 82 72 98 101 103	06  BOUND 0 NR 18 17 13 19 12 18 20 27 22 26 20 29 23	0 NU 0 0 0 0 0 0	0 SL 19 12 11 9 9 8 10 12	0.90 SOUTHE 0 ST 74 98 107 102 97 110 96 99 103 104	30UND 0 SR 3 0 2 2 0 2 1 4 7	0 SU 0 0 0 0 0 0	0 EL 0 1 2 0 1 2 2 2 1	0.8 EASTE 0 ET 4 6 4 1 2 1 4 3 2 3	OUND 0 ER 0 1 2 1 0 0 0 3 2	0 EU 0 0 0 0 0 0	0 WL 13 14 20 19 12 13 18 13 17 8 13 7	0.90 WESTE 0 WT 2 2 6 3 4 1 3 0 3 4 7 9	OUND 0 WR 15 13 8 12 6 9 12 8 3 8 15	0 WU 0 0 0 0 0 0 0	TOTAL 238 257 287 233 248 244 233 267 281 264 265 287
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 4:5 PM 5:00 PM 5:15 PM	0 NL 2 3 1 0 0 0 0 0 0 0 0	0.90 NORTH 0 NT 88 90 106 69 99 82 72 98 101 103 116 136 143 137	06  BOUND 0 NR 18 17 13 19 12 28 20 27 22 26 20 29 23 26	0 NU 0 0 0 0 0 0 0 0 0 0 0	0 SL 19 12 11 9 9 8 10 12 9 16 3 10	0.90 SOUTHE 0 ST 74 98 107 102 97 110 96 99 103 104 79 72 75 71	300UND 0 SR 3 0 0 2 2 2 1 4 4 7 7 0 1 4 4 3 5 5	0 SU 0 0 0 0 0 0 0 0 0 0	0 EL 0 1 2 0 1 2 2 1 1 2 2 1 1 2 2 1	0.8 EASTE 0 ET 4 6 4 1 1 2 1 4 3 2 2 3 3 9 9	OUND 0 ER 0 1 2 1 0 0 0 2 1 1 1	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WL 13 14 20 19 12 13 18 13 17 8 13 7	0.90 WESTE 0 WT 2 2 6 3 4 1 3 0 0 3 4 7 9 6 8	OUND 0 WR 15 13 13 8 12 6 9 12 8 3 8 15 10 15	0 WU 0 0 0 0 0 0 0 0 0 0 0	TOTAL 238 257 287 233 248 244 233 267 281 264 265 287 293 303
PIVI  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	0 NL 2 3 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0.90 NORTH 0 NT 88 90 106 69 99 82 72 98 101 103 116 136 143 137 109	06  BOUND 0 NR 18 17 13 19 12 18 20 27 22 26 20 29 23 26 30	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 19 12 11 9 9 8 10 12 9 16 3 10 18	0.90 SOUTHI 0 ST 74 98 107 102 97 110 96 99 103 104 79 72 75 71 73	30UND 0 SR 3 0 2 2 2 0 1 4 4 7 7 0 1 4 4 3 5 5 2	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 1 2 0 1 2 2 1 1 2 2 1	0.8 EASTE 0 ET 4 6 4 1 2 1 4 3 2 3 3 9 4 4 4 2	OUND 0 ER 0 1 2 1 0 0 0 0 0 3 2 2 0 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WL 13 14 20 19 12 13 18 13 17 8 13 7	0.90 WESTE 0 WT 2 2 6 3 4 1 3 0 0 3 4 7 9 6 8 8 1	OUND 0 WR 15 13 8 12 6 9 12 8 3 8 15 10 15 16	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 238 257 287 233 248 244 233 267 281 264 265 287 293 303 303 256
PIVI  2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 FM 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	0 NL 2 3 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.90 NORTH 0 NT 88 90 106 69 99 82 72 98 101 103 116 137 109 78 65	06  BOUND 0 NR 18 17 13 19 12 18 20 27 22 26 20 29 23 26 30 19 18	0 NU 0 0 0 0 0 0 0 0 0 0 0	0 SL 19 12 11 19 9 9 8 10 12 9 16 3 10 18 10 10 5	0.90 SOUTHE 0 ST 74 98 107 102 97 110 96 99 103 104 79 72 75 71	300UND 0 SR 3 0 0 2 2 2 1 4 4 7 7 0 1 4 4 3 5 5	0 SU 0 0 0 0 0 0 0 0 0 0	0 EL 0 1 2 0 1 2 2 1 1 2 2 1 1 2 2 1	0.8 EASTE 0 ET 4 6 4 1 1 2 1 4 3 2 2 3 3 9 9	OUND 0 ER 0 1 2 1 0 0 0 2 1 1 1	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WL 13 14 20 19 12 13 18 13 17 8 13 7	0.90 WESTE 0 WT 2 2 6 3 4 1 3 0 0 3 4 7 9 6 8	OUND 0 WR 15 13 13 8 12 6 9 112 8 3 8 15 10 15 16 10 10	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 238 257 287 233 248 244 233 267 281 264 265 287 293 303 256 199
PIVI  2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:345 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	0 NL 2 3 1 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 1 3 3 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.90 NORTH 0 NT 88 90 106 69 99 82 72 98 101 103 116 136 143 137 109 78	06  BOUND 0 NR 18 17 13 19 12 18 20 27 22 26 20 29 23 26 30 19	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 19 12 11 9 9 8 10 12 9 16 3 10 18 10	0.90 SOUTHIE 0 ST 74 98 107 100 97 110 96 99 103 104 79 72 75 71 73 56	30UND 0 SR 3 0 2 2 2 1 4 4 7 0 1 4 4 3 5 5 2 1 1	0 SU 0 0 0 0 0 0 0 0 0 0	0 EL 0 1 2 0 1 2 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 1 1 2 1 1 2 2 1 1 1 2 2 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 2 1 2 2 2 1 2	0.8 EASTE 0 ET 4 6 4 1 2 1 4 3 3 2 3 3 3 9 4 4 4 2 3	OUND 0 ER 0 1 2 1 0 0 0 0 0 3 2 2 0 0 2 1 1 1 0 0 2	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WL 13 14 20 19 12 13 18 13 17 8 13 7 16 15 9 13	0.90 WESTE 0 WT 2 2 6 3 4 1 3 0 0 3 4 7 7 9	OUND 0 WR 15 13 8 12 6 9 12 8 3 8 15 10 15 16	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 238 257 287 233 248 244 233 267 281 264 265 287 293 303 303 256
PIVI  2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 FM 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	0 NL 2 3 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.90 NORTH 0 NT 88 90 106 69 99 82 72 98 101 103 116 137 109 78 65	06  BOUND 0 NR 18 17 13 19 12 18 20 27 22 26 20 29 23 26 30 19 18	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 19 12 11 19 9 9 8 10 12 9 16 3 10 18 10 10 5	0.90  SOUTHI 0  ST  74  98  107  102  97  110  96  99  103  104  79  72  75  71  73  56  47	30UND 0 SR 3 0 0 2 2 2 1 4 4 7 7 0 1 1 4 4 3 5 5 2 1 1 1	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 1 2 0 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 1 1 2 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 1 2 1 1 1 1 1 2 1	0.8 EASTE 0 ET 4 6 4 1 2 1 4 3 2 3 3 9 4 4 4 2 3 3 4 4 4 4 4 2 3 3 4 4 4 4 4 4	OUND 0 ER 0 1 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WL 13 14 20 19 12 13 18 13 17 8 13 7 16 15 9 13 17	0.90 WESTE 0 WT 2 2 6 3 3 4 1 3 0 0 3 4 7 7 9 6 8 8 1 3 3 7 2 2	OUND 0 WR 15 13 13 8 12 6 9 12 8 3 8 15 10 15 16 10 4 7	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 238 257 287 233 248 244 233 267 281 264 265 287 293 303 256 199 170 115
2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 FM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:15 PM 5:30 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	0.90  NORTH 0 NT 88 90 106 69 99 82 72 98 101 103 116 136 143 137 109 78 65 42  NT 1734	06  BOUND 0 NR 18 17 13 19 12 18 20 27 22 26 20 29 23 26 30 19 18 9  NR 366	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 19 12 111 9 9 8 10 12 9 16 3 10 18 10 10 5 6	0.90  SOUTHE 0  ST  74  98  107  102  97  110  96  99  103  104  79  72  75  71  73  56  47  34  ST  1497	30UND 0 SR 3 0 0 2 2 2 0 1 4 4 7 7 0 1 1 4 4 3 3 5 2 1 1 1 1 SR 39	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 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 1 1 2 1 1 1 2 1	0.8 EASTE 0 ET 4 6 4 1 1 2 1 4 3 2 3 3 3 9 4 4 2 2 3 4 4 2 2 3 4 4 2 2 3 4 4 2 2 3 4 4 4 2 2 3 4 4 4 2 2 3 4 4 4 4	OUND 0 ER 0 1 2 1 0 0 0 2 1 1 0 0 2 1 1 1 ER 17	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WL 13 14 20 19 12 13 18 13 17 8 13 17 16 15 9 13 17 11	0.90 WESTE 0 WT 2 2 6 3 4 1 3 0 3 4 7 9 6 8 1 3 7 2	OUND 0 WR 15 13 13 8 12 6 9 12 8 3 8 15 10 15 16 10 4	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 238 257 287 287 248 244 233 267 281 264 265 287 293 303 256 199 170
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2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 FM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:15 PM 5:30 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	0.90  NORTH 0 NT 88 90 106 69 99 82 72 98 101 103 116 136 143 137 109 78 65 42  NT 1734	06  BOUND 0 NR 18 17 13 19 12 18 20 27 22 26 20 29 23 26 30 19 18 9  NR 366 17.30%	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 19 12 111 9 9 8 10 12 9 16 3 10 18 10 10 5 6	0.90  SOUTHE 0  ST  74  98  107  102  97  110  96  99  103  104  79  72  75  71  73  56  47  34  ST  1497	30UND 0 SR 3 0 0 2 2 2 0 1 4 4 7 7 0 1 1 4 4 3 3 5 2 1 1 1 1 SR 39	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 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 1 1 2 1 1 1 2 1	0.8 EASTE 0 ET 4 6 4 1 1 2 1 4 3 2 3 3 3 9 4 4 2 2 3 4 4 2 2 3 4 4 2 2 3 4 4 2 2 3 4 4 4 2 2 3 4 4 4 2 2 3 4 4 4 4	OUND 0 ER 0 1 2 1 0 0 0 2 1 1 0 0 2 1 1 1 ER 17	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WL 13 14 20 19 12 13 18 13 17 8 13 17 16 15 9 13 17 11	0.90 WESTE 0 WT 2 2 6 3 4 1 3 0 3 4 7 9 6 8 1 3 7 2	OUND 0 WR 15 13 13 8 12 6 9 12 8 3 8 15 10 15 16 10 4 7	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 238 257 287 233 248 244 233 267 281 264 265 287 293 303 256 199 170 115

# 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

_								H	IT						3/2/2019		
NS/EW Streets:		S 14th	n St			S 14t	h St			Simmo	ons Rd			Simmo	ons Rd		1
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WEST	BOUND		
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	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 10:45 AM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
11:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1
11:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	0	3
11:30 AM	0	2	1	0	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	0 1	0	4 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 1:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3
1:15 PM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
1:30 PM	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6
1:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
						_	U	U	U	U	U	U	U	U	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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 : PEAK HR VOL :		12:15 PM - (		0													TOTAL
PEAK HR FACTOR :	0.00	6 0.750	2 0.500	0.000	0.000	15 0.536	0	0	0	0	0	0	1	0	1	0	25
TEAR METACION.	0.00	1.00		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
						0.00								0.5	00		
PM		NORTHE	SOLIND			COLITIII	BOUND				OLIND						
										EASTI	JUNU			WESTI	BOUND		
FIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	0 NT	0 NR	NU	SL	0 ST	0 SR	SU	EL	0 ET	0 ER	EU	WL	0 WT	0 WR	WU	TOTAL
2:00 PM	NL 0	0 NT 3	0 NR 0	NU 0	SL 0	ST 0	O SR O	SU 0	EL 0	0 ET 0	O ER O	EU 0	WL 0	0 WT 0	0 WR 0	WU 0	3
2:00 PM 2:15 PM	NL	0 NT 3 1	0 NR 0 0	NU 0 0	SL 0 0	0 ST 0 3	0 SR 0 0	SU 0 0	0 0	0 ET 0 0	0 ER 0 0	0 0	0 0	0 WT 0 0	0 WR 0 0	WU 0 0	3 4
2:00 PM	NL 0 0	0 NT 3	0 NR 0	NU 0 0 0	SL 0	0 ST 0 3 0	0 SR 0 0	0 0 0	0 0 0	0 ET 0 0 0	0 ER 0 0	0 0 0	WL 0 0 1	0 WT 0 0	0 WR 0 0	WU 0 0 0	3 4 8
2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM	0 0 0	0 NT 3 1 4	0 NR 0 0 1	NU 0 0	SL 0 0 0	0 ST 0 3	0 SR 0 0	SU 0 0	0 0	0 ET 0 0	0 ER 0 0 1	0 0 0 0	WL 0 0 1	0 WT 0 0 0 1	0 WR 0 0 1	WU 0 0 0 0	3 4 8 6
2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM	NL 0 0 0 0 0	0 NT 3 1 4 2	0 NR 0 0 1 0 0	NU 0 0 0 0 0	SL 0 0 0 1	0 ST 0 3 0 2 3 1	0 SR 0 0 0	SU 0 0 0	EL 0 0 0 0	0 0 0 0	0 ER 0 0	0 0 0	WL 0 0 1 0 2	0 WT 0 0 0 1	0 WR 0 0 1 0	WU 0 0 0 0	3 4 8 6
2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM	NL 0 0 0 0 0 0	0 NT 3 1 4 2 1 1 0	0 NR 0 0 1 0 0	NU 0 0 0 0 0	SL 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 3 0 2 3 1	0 SR 0 0 0 0 0	SU 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET 0 0 0 0 0	0 ER 0 0 1 0	EU 0 0 0 0	WL 0 0 1	0 WT 0 0 0 1	0 WR 0 0 1	WU 0 0 0 0	3 4 8 6
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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

NOON																		
NOON	NS/EW Streets:		S 14t	th St			S 14	th St			Simmo	ns Rd			Simme	one Pd		1
NOON			NODTI	IDOLIND			COLUM	IDOLLING										
1000 St	NOON	0			0											BOUND		
10:00 AM	NOON										_							1 1
10:15 AM	10:00 AM													WL	WT	WR	WU	TOTAL
10:30 AM											_	_					0	3
10:95 AM														0		0	0	1
11:00 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0										(5)	-			_	0	0	0	2
11:15 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																	0	0
11:39 AM		-						-			0	-					0	0
11:45 AM					_						0				0	0	0	0
12:00 PM											0	_	_				0	0
12:15 PM						-					1				0	0	0	1
12:30 PM   0		0					•					-	0	0	0	0	0	0
12-45 PM   0		-						•	_						0	0	0	0
1:00 PM		-	-					0	_			0			0	0	0	1
1:15 PM						-				_		1			0	0	0	1
1:30 PM		-					_	-							1		0	2
TOTAL VOLUMES : APPROACH 9/s :   12:15 PM - 00		-	100					_					-		_			
TOTAL VOLUMES: 0								0										
TOTAL VOLUMES   0	וויוץ כד.ו	U	U	U	U	U	U	U	U	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES   0		NI	NT	ND	MH	CI	СТ	CD	CII			FD						
APPROACH %/s   0.00%   66.67%   33.33%   0.00%   50.00%   50.00%   0.00%   0.00%   50.00%	TOTAL VOLUMES .																	
PEAK HR   12:15 PM - 01:15 PM   10 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0																		
PIM  O  O  O  O  O  O  O  O  O  O  O  O  O					0.0070	30.00 /6	30.00 78	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	25.00%	50.00%	25.00%	0.00%	
PIM					0	0	1	0	0	0	0	1	0	0				
PM																		4
PM									0.000	0.000			0.000	0.000			0.000	0.500
PM											0.2.	50			0.2	.50		
PIVI																		
NL							SOUTH	IBOUND			EASTE	BOUND			WEST	BOLIND		
2:10 PM	PM		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 0		NL	0 NT	0 NR	NU	SL	0 ST	0 SR			0	0			0	0		TOTAL
2:45 PM	2:00 PM	NL 0	0 NT 0	0 NR 0	NU 0	SL 0	0 ST 0	O SR O	SU	EL	0 ET	0 ER	EU	WL	0 WT	0 WR	WU	
3:00 PM	2:00 PM 2:15 PM	NL 0 0	0 NT 0 0	0 NR 0 0	NU 0 0	SL 0 0	0 ST 0 0	0 SR 0 0	SU 0	EL 0	0 ET 0	O ER O	EU 0	WL 0	0 WT 0	WR 0	WU 0	0
S10 PM	2:00 PM 2:15 PM 2:30 PM	NL 0 0 0	0 NT 0 0	0 NR 0 0	NU 0 0 0	SL 0 0 0	0 ST 0 0 0	0 SR 0 0	SU 0 0	0 0	0 ET 0 0	0 ER 0 0	0 0	WL 0 0	0 WT 0 0	0 WR 0 0	WU 0 0	0
3:35 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2:00 PM 2:15 PM 2:30 PM 2:45 PM	NL 0 0 0 0	0 NT 0 0 0	0 NR 0 0 0	NU 0 0 0 0	SL 0 0 0 0	0 5T 0 0 0	0 SR 0 0 0	SU 0 0 0 0	0 0 0	0 ET 0 0 0	0 ER 0 0	0 0 0	WL 0 0 0	0 WT 0 0 0	0 WR 0 0	0 0 0	0 0 0
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## 4:00 PM	2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM	NL 0 0 0 0 0	0 NT 0 0 0 0	0 NR 0 0 0 0 0	NU 0 0 0 0 0	SL 0 0 0 0 0	0 ST 0 0 0 0 0	0 SR 0 0 0 0 0	SU 0 0 0 0	EL 0 0 0 0 0 0 0 1	0 ET 0 0 0 0	0 ER 0 0 0 0	EU 0 0 0 0	WL 0 0 0 0 0	0 WT 0 0 0 0	0 WR 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0
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PEAK HR :         04:30 PM - 05:30 PM         TOTAL           PEAK HR VOL :         0         2         1         0 <th>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 5:00 PM 5:15 PM 5:00 PM 5:15 PM 5:00 PM 5:15 PM 5:30 PM</th> <td>NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>O SR O O O O O O O O O O O O O O O O O O</td> <td>SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>0 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>0 0 0 0 0 1 0 0 0 0 0 2 0 0 1 1 1 0 0 0 0</td>	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 5:00 PM 5:15 PM 5:00 PM 5:15 PM 5:00 PM 5:15 PM 5:30 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O SR O O O O O O O O O O O O O O O O O O	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1 0 0 0 0 0 2 0 0 1 1 1 0 0 0 0
PEAK HR VOL:         0         2         1         0 <t< th=""><th>2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:31 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:00 PM 5:15 PM 6:00 PM 6:15 PM</th><th>NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>O NR O O O O O O O O O O O O O O O O O O O</th><th>NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>O SR O O O O O O O O O O O O O O O O O O</th><th>SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>0 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>0 0 0 0 0 1 0 0 0 0 0 2 0 0 1 1 1 0 0 0 0</th></t<>	2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:31 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:00 PM 5:15 PM 6:00 PM 6:15 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O NR O O O O O O O O O O O O O O O O O O O	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0	O SR O O O O O O O O O O O O O O O O O O	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1 0 0 0 0 0 2 0 0 1 1 1 0 0 0 0
PEAK HR FACTOR: 0.00 0.500 0.250 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:315 PM 3:35 PM 4:05 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 TOTAL VOLUMES: APPROACH %'s: PEAK HR:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O NR O O O O O O O O O O O O O O O O O O O	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0	O SR O O O O O O O O O O O O O O O O O O	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 2 0 0 1 1 0 0 0 0
	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 5:45 PM 5:45 PM 6:00 PM 6:15 PM  TOTAL VOLUMES: APPROACH %'s: PEAK HR : PEAK HR VOL:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O ER O O O O O O O O O O O O O O O O O O	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	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 5:45 PM 5:45 PM 6:00 PM 6:15 PM  TOTAL VOLUMES: APPROACH %'s: PEAK HR : PEAK HR VOL:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O ER O O O O O O O O O O O O O O O O O O O	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 2 0 0 1 1 0 0 0 0

# Locatio Intersection Turning Movements Count City: Fernandina Beach

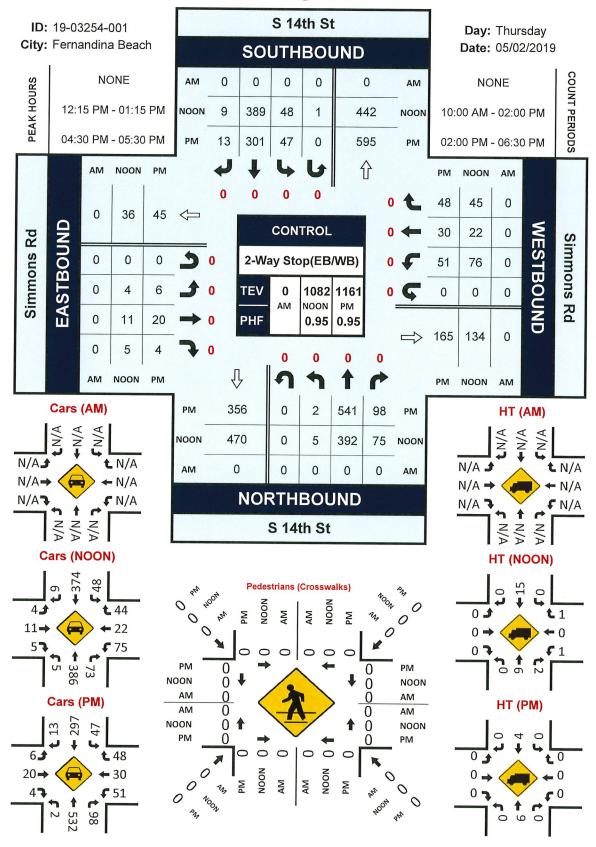
**Pedestrians (Crosswalks)** 

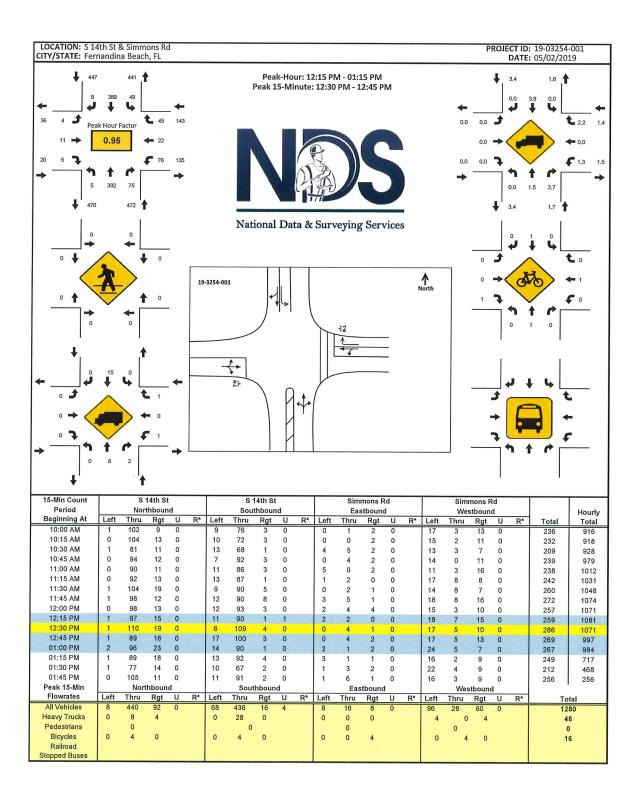
NS/EW Streets:	S 14	th St	S 14	4th St	Simmo	ons Rd	Simmo	ons Rd	
NOON		'H LEG		TH LEG		LEG	WEST	LEG	
The second section of the second section of the second section of the second section s	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM		1	0	0	0	0	0	0	1
10:15 AM		0	0	0	0	0	0	0	0
10:30 AM		0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM		0	0	0	0	0	0	0	0
11:15 AM		0	0	0	0	0	0	0	0
11:30 AM		0	0	0	1	1	0	0	2
11:45 AM		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
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	TOTAL
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				22:30 70	200.0070	0.0070	TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									J

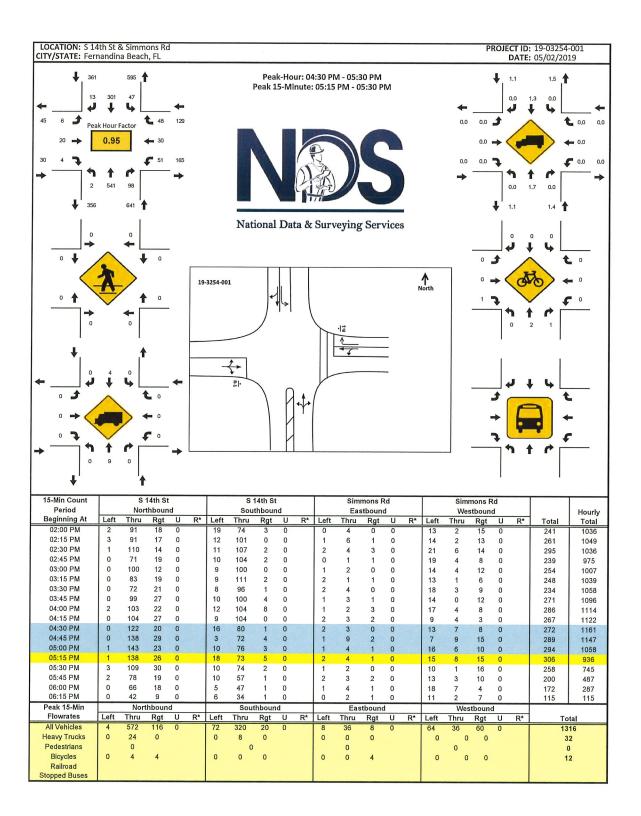
PM	NOR.	TH LEG	SOUT	TH LEG	EAS	T LEG	WES	T LEG	
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM		0	0	0	0	0	0	0	0
2:15 PM		0	0	0	0	0	0	0	0
2:30 PM		0	0	0	0	0	0	0	0
2:45 PM		0	0	0	0	0	0	0	0
3:00 PM		0	0	0	0	0	0	0	0
3:15 PM		0	0	0	0	0	0	0	0
3:30 PM		0	0	0	0	0	0	0	0
3:45 PM		0	0	0	0	0	0	0	0
4:00 PM		0	0	0	0	0	0	0	0
4:15 PM	1 20	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
5:30 PM		0	0	0	0	0	0	0	0
5:45 PM		0	0	0	0	0	0	0	0
6:00 PM		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	TOTAL
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0
APPROACH %'s:									
PEAK HR:		- 05:30 PM							TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:									

#### S 14th St & Simmons Rd

#### Peak Hour Turning Movement Count







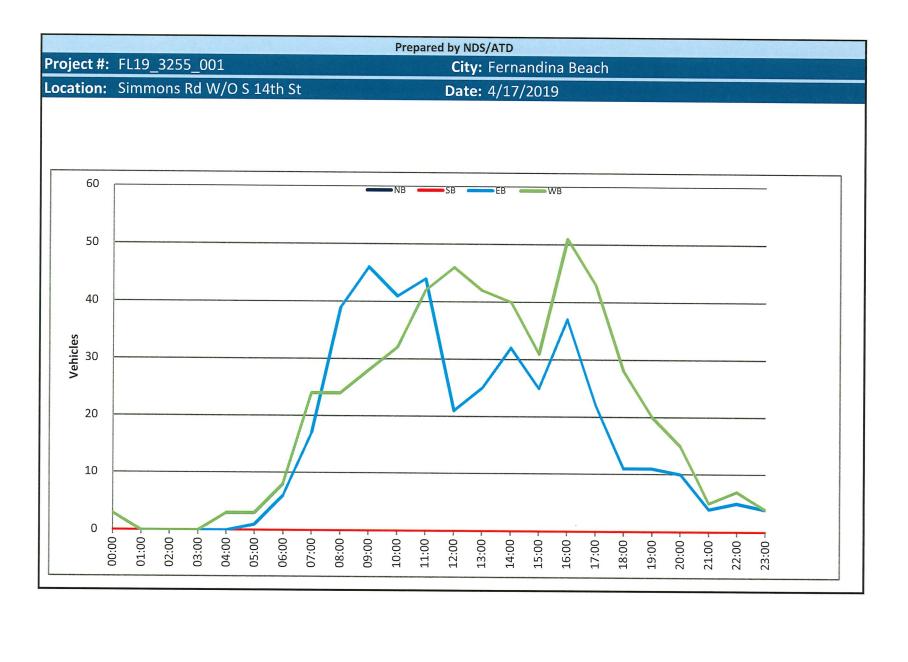
# **APPENDIX B Data Summary**

#### VOLUME

#### Simmons Rd W/O S 14th St

Day: Wednesday Date: 4/17/2019

	DAILY TOTALS			NB		SB		EB		WB						To	otal
	DAILT TOTALS			0	CT YOU	0		404	<b>5033</b>	499						9	03
AM Period	NB SB	ЕВ		WB		TC	TAL	PM Period	NB	12 (SE)	SB		В	WB		TO	TAL
00:00		1		0		1		12:00	110		30		3	15		23	I AL
00:15		ī		1		2		12:15					3	13		16	
00:30		0		1		1		12:30				ī		7		12	
00:45		1	3	1	3	2	6	12:45					21	11	46	16	67
01:00		0		0		0		13:00					5	11	-10	17	- 07
01:15		Ö		0		0		13:15					2	9		11	
01:30		0		0		0		13:30				1		10		20	
01:45		0		Ō		0		13:45						12	42	19	67
02:00		0		0		0		14:00					5	12	72	18	- 07
02:15		Ô		0		0		14:15					5	3		8	
02:30		0		0		0		14:30				1		12		25	
02:45		Ö		0		0		14:45					3 32	13	40	21	72
03:00		0		0		0		15:00						9	40	18	12
03:15		Ö		0		0		15:15					5	4		9	
03:30		Ö		0		0		15:30						11		16	
03:45		Ö		0		0		15:45						7	31	13	56
04:00		0		1		1		16:00				1	3 23	11	31	24	30
04:15		Ö		1		1		16:15					)	14		23	
04:30		Ö		Ō		ō		16:30						11		17	
04:45		0		1	3	1	3	16:45				9		15	51	24	88
05:00		0		0		0		17:00						12	21	19	00
05:15		Ö		0		0		17:15					3	7		15	
05:30		1		3		4		17:30					5	12		17	
05:45		0	1	0	3	0	4	17:45						12	43	14	CF
06:00		1		1		2	-	18:00				-		11	45	16	65
06:15		1		1		2		18:15									
06:30		ō		3		3		18:30					L	7 7		8	
06:45		4	6	3	8	7	14	18:45				2	L 1 11	3	20	8 7	20
07:00		0		5	0	5	14	19:00						6	28	8	39
07:15		2		4				19:15									
07:30		8				6							3	5		8	
07:30		7	17	6 9	24	14	11	19:30 19:45					2	7	20	9	24
08:00		6	17	4	24	16	41	20:00				4		2	20	6	31
08:00		7		7								4		4		8	
08:30		13		4		14		20:15 20:30					2	5		7	
08:45		13	39	9	24	17 22	<b>C</b> 2	20:30						3	4.5	5	2-
09:00		16	- 39	9	24	25	63	21:00						2	15	5	25
09:15		13		6		19		21:15						1			
09:30		7		9		16		21:30								1	
09:45		10	10	4	20		74	21:45						0	_	1	
10:00			46	7	28	14	74							2	5	4	9
		12				19		22:00				3		3		6	
10:15		10		13		23		22:15					2	3		5	
10:30		11	44	7	22	18	70	22:30					) _	1	_	1	
10:45		8	41	5	32	13	73	22:45				(		0	7	0	12
11:00		13		10		23		23:00				3		0		3	
11:15 11:30		10		9		19		23:15				(		0		0	
		9	4.4		40	18	0.0	23:30				3		1		2	
11:45		12	44	14	42	26	86	23:45	- AND			(		3	4	3	8
TOTALS			197		167		364	TOTALS					207		332		539
SPLIT %			54.1%		45.9%		40.3%	SPLIT %					38.4%	6	61.6%		59.7%
	DAHATOTALC			NB		SB		EB		WB						To	otal
SHARE	DAILY TOTALS			0	OF FREEZE	0		404		499							03
AM Peak Hour			08:30		11:30		11:00	PM Peak Hour				facether and	16:00	governo re	16:15		16:00
					51		86	PM Pk Volume									
					21		80	FIVI PK VOIUME					37		52		88
AM Pk Volume			55					DI II F. A									
AM Pk Volume Pk Hr Factor			0.859		0.850		0.827	Pk Hr Factor					0.712		0.867		0.917
AM Pk Volume Pk Hr Factor 7 - 9 Volume	0 0		0.859 56		0.850		104	4 - 6 Volume		0		0	59		94		153
AM Pk Volume Pk Hr Factor 7 - 9 Volume 7 - 9 Peak Hour	0 0		0.859		0.850			4 - 6 Volume 4 - 6 Peak Hour		0		0					
AM Pk Volume Pk Hr Factor 7 - 9 Volume	0 0		0.859 56		0.850		104	4 - 6 Volume		0		0	59		94		153

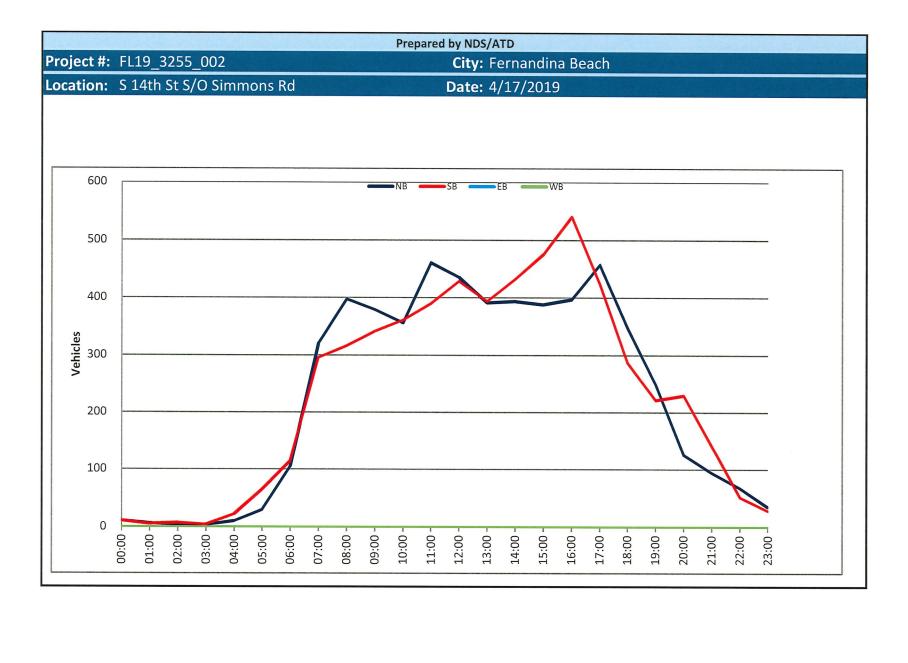


#### VOLUME

#### S 14th St S/O Simmons Rd

Day: Wednesday Date: 4/17/2019

	Ъ	VII.A.	TOTA	NIC.		NB	NO.	SB	EB		WB	900					To	tal
	ע	AILY.	IUI	ILS		5,476		5,597	0		0						_	073
AM Period	NB	ONE	SB		EB	WB		TOTAL	PM Period	NB	N 33 / 2	SB		EB	M	/B	TO	TAL
00:00	2		4					6	12:00	93		124					217	
00:15	2		2					4	12:15	130		97					227	
00:30	5	40	4	40				9	12:30	101		114					215	
00:45 01:00	2	12	0	12				5 24	12:45	112	436	94	429				206	865
01:00	1		3					2	13:00 13:15	100 115		80 113					180 228	
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		3					5	14:00	90		120	- 55 1				210	703
02:15	2		1					3	14:15	100		92					192	
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 03:15	1		2 1					3	15:00 15:15	102		110					212	
03:30	0		0					4	15:30	110 93		100 128					210 221	
03:45	ő	4	2	5				2 9	15:45	83	388	138	476				221	864
04:00	1		4					5	16:00	87	500	158	470				245	004
04:15	3		4					7	16:15	110		165					275	
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 05:15	2 7		9					11	17:00 17:15	110		120					230	
05:30	10		12					15 22	17:30	122 110		118 101					240	
05:45	11	30	36	65				47 95	17:45	116	458	85	424				201	882
06:00	12		28	- 03				40	18:00	100	430	98	727				198	002
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		77	348	60	287				137	635
07:00	56		50					106	19:00	78		48					126	
07:15 07:30	68		53					121	19:15	59		69					128	
07:30	88 109	321	85 108	296				173 217 617	19:30 19:45	55 58	250	54 51	222				109	472
08:00	90	321	70	230				160	20:00	40	250	61	222				101	4/2
08:15	96		79					175	20:15	32		64					96	
08:30	101		75					176	20:30	27		61					88	
08:45	111	398	92	316				203 714		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 09:45	98 103	379	84 90	342				182 193 721	21:30 21:45	24 24	95	44 23	111				68	226
10:00	94	3/3	83	342				177	22:00	23	95	19	141				47	236
10:15	90		84					174	22:15	12		17					29	
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	No.
11:15	111		115					226	23:15	15		7					22	
11:30 11:45	107 113	461	99	200				206 222 851	23:30 23:45	6	20	9	20				15	<b>C</b> -
TOTALS	113	2089	109	390 1939				222 851 402	The state of the s	8	36 3387	8	29 3658				16	65 <b>7045</b>
SPLIT %		51.9%		48.1%				36.4			48.1%		51.9%					63.6%
O1 E11 70		52.5/0		70.170					31 11 70		70.1/0		J1.370					03.0%
	D	AILY -	TOTA	ALS		NB F 47C		SB	EB		WB						-	otal
March (March Charles)	CALL MARKET	NYMALK	RVIII	MANUAL S		5,476		5,597	0		0		CANADA SA				111,	.073
AM Peak Hour		11:00		11:15				11:4			17:00		15:30					15:30
AM Pk Volume		461		447				881	PM Pk Volume		458		589					962
Pk Hr Factor 7 - 9 Volume		0.887 719		0.901				0.97			0.939		0.892		0			0.875
				612				1331			855		965					1820
7 - 9 Peak Hour 7 - 9 Pk Volume		08:00 398		07:30 342				07:4 728	4 - 6 Peak Hour 4 - 6 Pk Volume		17:00		16:00					16:00
Pk Hr Factor		0.896		0.792				0.83			458 0.939		541					938
rk m ractor		0.030		0.792	U.UU	U	/ UUU	0.83	PK HI FACTOR		0.939		0.820	The state of the s	LAN	0.000		0.853

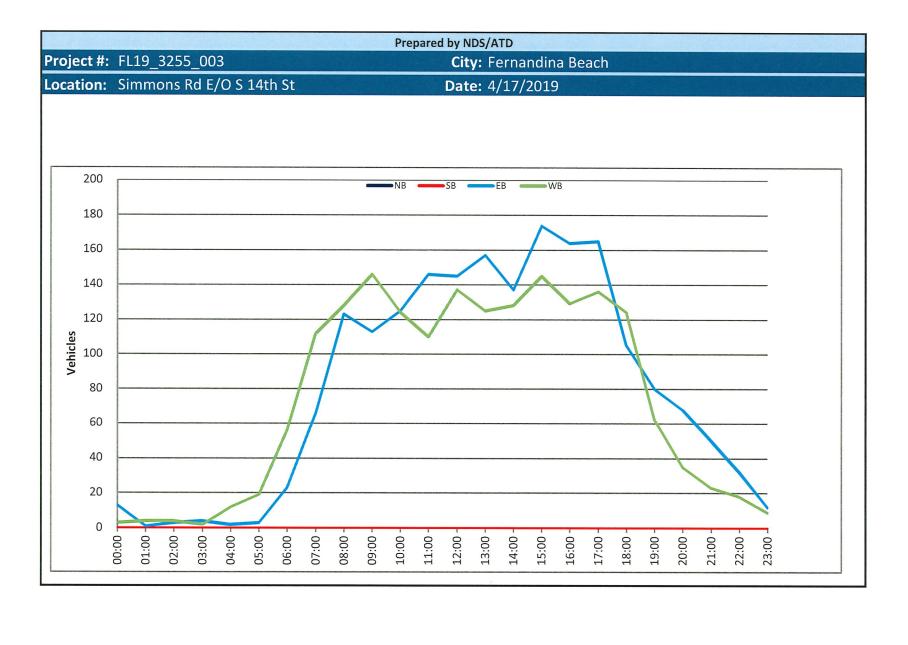


#### VOLUME

#### Simmons Rd E/O S 14th St

Day: Wednesday Date: 4/17/2019

	DAILY TOTA	15		NB		SB		EB		WB						T	otal
	DAILT TOTA	(L)		0		0		1,911		1,791						3	702
AM Period	NB SB	E	3	WB		TO	DTAL	PM Period	NB		SB	EB	¥0168	WB		TO	OTAL
00:00		7		1		8		12:00				37		37		74	Se sua
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				32	145	37	137	69	282
01:00		0		0		0		13:00				37		30		67	
01:15		1		0		1		13:15				39		32		71	
01:30 01:45		0	4	3		3	_	13:30				41		32		73	
02:00		0 1	1	2	4	3	5	13:45				40	157	31	125	71	282
02:00		1		1		2		14:00 14:15				36		40		76	
02:30		0		0		0		14:30				36 36		20		56	
02:45		1	3	1	4	2	7	14:45				29	137	36 32	128	72 61	265
03:00		1		1		2	-	15:00				44	13/	43	120	87	205
03:15		2		ō		2		15:15				45		23		68	
03:30		0		0		0		15:30				43		43		86	
03:45		1	4	1	2	2	6	15:45				42	174	36	145	78	319
04:00		0		2		2		16:00				44		41	2.0	85	313
04:15		1		2		3		16:15				38		36		74	
04:30		0		4		4		16:30				34		30		64	
04:45		1	2	4	12	5	14	16:45				48	164	22	129	70	293
05:00		0		2		2		17:00				47		42		89	Mark Control
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	301
06:00 06:15		2		9		11		18:00				32		42		74	
06:30		3 5		7		10		18:15				31		29		60	
06:45		13	23	19 21	E.C.	34	70	18:30 18:45				22	405	33		55	
07:00		9	23	29	56	38	79	19:00				20	105	20	124	40	229
07:15		9		17		26		19:15				18		16		34	
07:30		21		35		56		19:30				16 27		18 17		34 44	
07:45		27	66	31	112	58	178	19:45				19	80	11	62	30	142
08:00		27	- 00	33	112	60	1/0	20:00				14	80	8	02	22	142
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	103
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		40		68		22:00				10		7		17	
10:15		28		24		52		22:15				12		7		19	
10:30		37	125	32	121	69	240	22:30				4		2		6	
10:45 11:00		32 36	125	28	124	60	249	22:45 23:00				6	32	2	18	8	50
11:00		36		27 26		63		23:00				4		1		5	
11:30		40		36		59 76		23:15				3		3		6	
11:45		37	146	21	110	58	256	23:45				2	12	2	9	5	21
TOTALS		37	622		720	50	1342	TOTALS		No.			1289	3	1071	3	2360
SPLIT %			46.3%		53.7%		36.3%	SPLIT %					54.6%		45.4%		63.7%
	DAILY TOTA	LS		NB		SB		EB		WB							otal
Elements Merch		OF STREET STREET	Topic Carlo	0	NY 349	0		1,911		1,791		55/6				3,	702
AM Peak Hour			11:30		09:15		11:30	PM Peak Hour					16:45		15:30		15:30
AM Pk Volume			158		154		282	PM Pk Volume					184		156		323
Pk Hr Factor			0.898		0.939		0.928	Pk Hr Factor					0.958		0.907		0.939
7 - 9 Volume	0	0	189		240		429	4 - 6 Volume		0	0	No.	329		265		594
7 - 9 Peak Hour			08:00		08:00		08:00	4 - 6 Peak Hour					16:45		17:00		16:45
7 - 9 Pk Volume			123		128		251	4 - 6 Pk Volume					184		136		318
Pk Hr Factor			0.879		0.842		0.951	Pk Hr Factor					0.958		0.810		0.893
					2.0.2		0.002				The second second		0.550		0.010		0.055

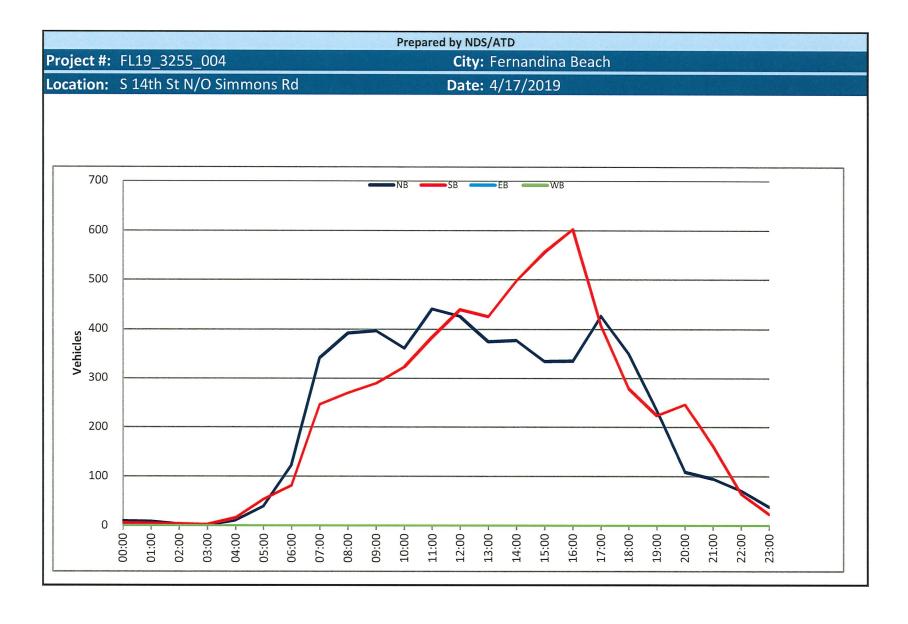


#### VOLUME

#### S 14th St N/O Simmons Rd

Day: Wednesday Date: 4/17/2019

The Total Control			Service Management	r Now party land	The same of the same							-						
	D	AILY	TOT	ALS		NB		SB	EB		WB						Total	
						5,306	5,	617	0	450	0						10,92	3
AM Period	NB	A COL	SB		EB	WB		TOTAL	PM Period	NB		SB	SWEETEN SE	EB	W	D	TOTA	
00:00	2		2	The second second	S D	- 000		4	12:00	97	Control of the	127	AND CASE	ED	VV	D	TOTA 224	L
00:15	2		2					4	12:15	118		108					224	
00:30	3		1					4	12:30	103		108					211	
00:45	3	10	1	6				4 16	12:45	108	426	97	440					66
01:00	3		0					3	13:00	95		94					189	-
01:15	1		3					4	13:15	102		121					223	
01:30	4	0	1	_				5	13:30	93		116					209	
01:45 02:00	1	9	0	5				2 14	13:45	84	374	95	426					00
02:15	2		1					1	14:00 14:15	91 87		137					228	
02:30	0		2					2	14:15	93		112 102					199	
02:45	Ö	3	1	4				1 7	14:45	106	377	147	498				195 253 87	75
03:00	0		1					1	15:00	87	3//	119	430				206	75
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					91
04:00	1		3					4	16:00	72		182					254	
04:15	3		3					6	16:15	106		193					299	
04:30	5	12	5	16				.0	16:30	82		126					208	
04:45 05:00	3	12	<u>5</u> 8	16				8 28	16:45	75	335	102	603					38
05:15	8		6					.1	17:00	97		118					215	
05:30	12		12					4	17:15 17:30	114 101		110 94					224	
05:45	17	40	28	54				5 94	17:45	115	427	86	408				195	25
06:00	15		19					4	18:00	99	427	95	400				201 83 194	35
06:15	28		15					3	18:15	93		67					160	
06:30	25		23					.8	18:30	78		58					136	
06:45	56	124	25	82				1 206	18:45	80	350	59	279					29
07:00	60		33					3	19:00	76		47					123	
07:15	72		44					16	19:15	54		64					118	
07:30	103	240	74					77	19:30	49		62					111	
07:45 08:00	107 90	342	96 64	247				03 589	19:45	56	235	51	224					59
08:15	86		69					54	20:00	37		67					104	
08:30	97		55					55 52	20:15 20:30	29		69					98	
08:45	119	392	82	270				01 662	20:30	23 21	110	62	247				85	
09:00	93	332	90	270				33	21:00	27	110	49 48	247				70 35 75	57
09:15	93		60					53	21:15	25		38					63	100
09:30	101		60				10		21:30	20		51					71	
09:45	110	397	80	290				0 687	21:45	24	96	25	162					58
10:00	106		71				1	77	22:00	21		24					45	
10:15	88		71				15		22:15	15		16					31	
10:30	83	264	86				16		22:30	19		12					31	
10:45	84	361	95	323			17		22:45	16	71	13	65				29 13	36
11:00 11:15	119 111		59 106				13		23:00	11		5					16	
11:15	105		101				2:		23:15 23:30	15 7		4					19	
11:45	106	441	118	384			22		23:45	6	39	9	24				16	- 2
TOTALS	100	2132	110	1684			2.		STATISTICS OF STREET	0	100000000000000000000000000000000000000	0						53
SPLIT %		55.9%		44.1%				3816	TOTALS SPLIT %		3174		3933					107
31 E11 /0		33.570		44.170					SPLIT %		44.7%		55.3%				65.	5.1%
	D	AILY T	TOTA	LS		NB 5,306		B	EB		WB						Total	
the second second second	ration plant	ada Sangaresa C	THE WAY OF	V-Court (C.)	uers a company or the	3,300	5,	517	0	ing the	0	16U (2) 16		ALCO COLLEGE	rice and	1000	10,923	5
AM Peak Hour		11:00		11:45				11:45	PM Peak Hour		17:15		15:30		MONEY.		15	5:30
AM Pk Volume		441		461				885	PM Pk Volume		429		698				10	040
Pk Hr Factor		0.926		0.907		SIGN SIGN		0.979	Pk Hr Factor		0.933	THE S	0.904			HEALE	3.0	870
7 - 9 Volume		734		517			0	1251	4 - 6 Volume		762		1011		0	0		773
7 - 9 Peak Hour		08:00		07:30				07:30	4 - 6 Peak Hour		17:00		16:00					5:00
7 - 9 Pk Volume		392		303				689	4 - 6 Pk Volume		427		603					38
Pk Hr Factor		0.824		0.789	0.00	0 0	0.000	0.849	Pk Hr Factor		0.928		0.781					784



# APPENDIX C Signal Warrant Analysis

State of Florida Department of Transportation

Form 750-020-01 TRAFFIC ENGINEERING

	TRAFFIC SIGNAL WARRANT SUMMARY							10/15		
City: Fernandina Beach County: 74 - Nassau District: Two						Engineer: D. Barrs Date: May 21, 2019				
Major Street:								r Approach		45
Minor Street: Simmons Road Lanes: 1 Minor Approach Speed: 40  MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf								40		
MUTCD Electronic F	Reference to Cha	pter 4: http	o://mutcd.fr	<u>nwa.dot.gov</u>	<u>//pdfs/2009</u>	9r1r2/part4.	pdf			
Volume Level Crite	<u>ria</u>									
·	speed or 85th-p		•					✓ Yes	☐ No	
2. Is the interse	ction in a built-up	area of an i	solated cor	mmunity wi	th a popul	ation < 10,	000?	Yes	✓ No	
"70%" volume le	evel may be used	if Question	1 <b>or</b> 2 abo	ve is answe	ered "Yes"			✓ 70%	<b>100%</b>	
WARRANT 1 - E	IGHT-HOUR V	EHICULA	R VOLUI	<u>/IE</u>						
W	arrant 1 is satisfic						_	✓ Yes	☐ No	
(should only be a	Warrant 1 is als applied after an a							Yes	✓ No	
,	/ //inimum Vehicu	inconveni			ed to solve		-			
	ntended for applic		tions whor	o a large v	olumo of	100%	% Satisfied:	Yes	✓ No	
	fic is the principal			-		80%	% Satisfied:	Yes	✓ No	
signal.						70%	% Satisfied:	Yes	✓ No	
M	nes for moving ch approach	stree	per hour o t (total of l oproaches	both		per hour o				
Major	Minor	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>			
1	1	500	400	350	150	120	105			
2 or more	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										
<sup>a</sup> Basic Minimum hourly volume <sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures <sup>c</sup> 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										
		-ignic inglies	st Hours							

		Eight Highest Hours						
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** 

#### State of Florida Department of Transportation

#### TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of	Continuous Traffic
-------------------------------	--------------------

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

Applicable:	✓ Yes	☐ No
100% Satisfied:	Yes	✓ No
80% Satisfied:	✓ Yes	☐ No
70% Satisfied:	✓ Yes	☐ No

TO SECURE AND ADDRESS OF THE PARTY OF THE PA	each approach street (total of			Vehicles per hour on major- street (total of both approaches)		per hour o	on minor- on only)
Major	Minor	100% <sup>a</sup> 80% <sup>b</sup> 70% <sup>c</sup>		100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	
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

<sup>&</sup>lt;sup>a</sup> Basic Minimum hourly volume

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

	Eight Highest Hours							
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** 

<sup>&</sup>lt;sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>&</sup>lt;sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

#### TRAFFIC SIGNAL WARRANT SUMMARY

City:	Fernandina Beach	Engineer:		
County:	74 – Nassau	Date:	May 21, 2019	
District:	Two	,		
Major Street:	S. 14th Street	Lanes: 2	Major Approach Speed:	45
Minor Street:	Simmons Road	Lanes: 1	Minor Approach Speed:	40

MUTCD Electronic Reference to Chapter 4:

http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

#### Volume Level Criteria

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

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

Yes	✓ No
✓ Yes	☐ No

✓ Yes No

#### WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

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

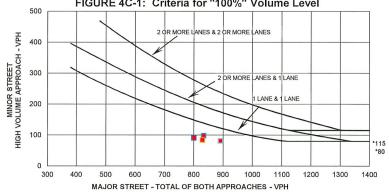
✓ Yes No Applicable: Satisfied: ✓ Yes No

Plot four volume combinations on the applicable figure below.

#### 100% Volume Level

Four	Volumes			
Highest Hours	Major Street	Minor Street		
11:00-12:00PM	800	91		
12:00-1:00PM	834	98		
2:15-3:15PM	830	84		
4:30-5:30PM	891	81		

### FIGURE 4C-1: Criteria for "100%" Volume Level

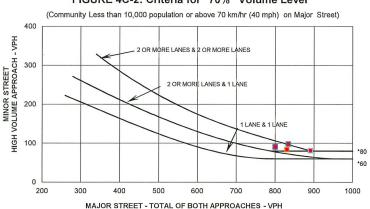


\* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

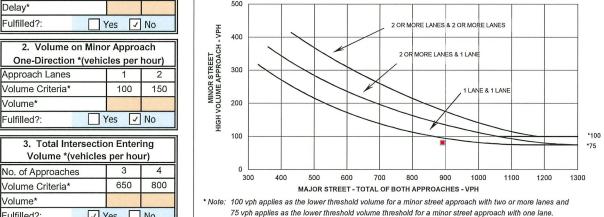
#### 70% Volume Level

Four	Volumes				
Highest Hours	Major Street	Minor Street			
11:00-12:00PM	800	91			
12:00-1:00PM	834	98			
2:15-3:15PM	830	84			
4:30-5:30PM	891	81			

#### FIGURE 4C-2: Criteria for "70%" Volume Level



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



-ulfilled?:

✓ Yes No

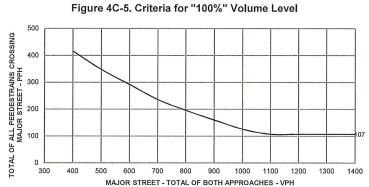
Form 750-020-01 TRAFFIC ENGINEERING

TRA	FFIC SIGNAL WARRA		10/15
City: Fernandina E County: 74 – Nass District: Two		Engineer: Date:	D. Barrs May 21, 2019
Major Street: S.	. 14th Street	Lanes: 2	Major Approach Speed: 45
Minor Street: Sir	mmons Road	Lanes: 1	Minor Approach Speed: 40
MUTCD Electronic Reference to Chapter	4: http://mutcd.fhwa.dot.gov/pdfs	/2009r1r2/part4.pdf	
Volume Level Criteria			
<ol> <li>Is the posted speed or 85th-perce</li> </ol>	entile of major street > 40 mph (70 ki	m/h)?	✓ Yes  No
2. Is the intersection in a built-up are	ea of an isolated community with a p	opulation < 10,000?	Yes V No
"70%" volume level <b>may</b> be used if 0	Question 1 <b>or</b> 2 above is answered "	Yes"	70% 100%
WARRANT 4 - PEDESTRIAN VOL	<u>UME</u>		
For each of any 4 hours of an averag		he Applica	able: Yes 🗸 No
appropriate line, then the warrant is a	satisfied.	Satis	fied: Yes 🗸 No
	Plot four volume	combinations on the applic	able figure below.

#### 100% Volume Level

100 /0 VOIUITIE LEVEI					
	Volumes				
Four Highest Hours	Major Street	Pedestrian Total			

#### **-**



\* Note: 107 pph applies as the lower threshold volume

#### 70% Volume Level

	Vol	umes
Four Highest Hours	Major Street	Pedestrian Total
11:00-12:00PM	800	
12:00-1:00PM	834	
2:15-3:15PM	830	
4:30-5:30PM	891	

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



\* Note: 75 pph applies as the lower threshold volume

#### **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.

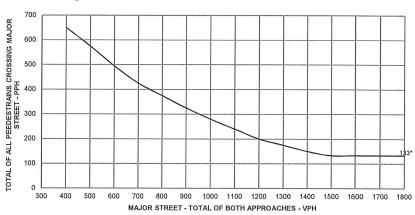
Applicable: Yes No
Satisfied: Yes No

Plot one volume combination on the applicable figure below.

100% Volume Level

	Volumes					
Peak Hour	Major Street	Pedestrian Total				

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

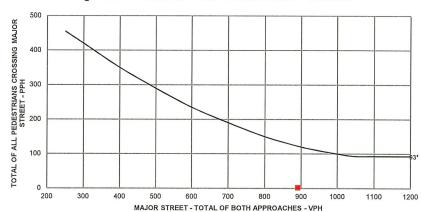


\* Note: 133 pph applies as the lower threshold volume

70% Volume Level

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

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



\* Note: 93 pph applies as the lower threshold volume

Form 750-020-01

City: Fernandina Beach County: 74 - Nassau District: Two  Major Street: S. 14th Street Lanes: 2 Major Approach Speed: 4 Minor Street: Simmons Road MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf  WARRANT 5 - SCHOOL CROSSING  Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.  Criteria  Criteria  Fulfilled? Yes No  1. There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of	City: Fernandina Beach County: 74 - Nassau District: Two  Major Street: S. 14th Street Minor Street: Simmons Road  UTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf  MARRANT 5 - SCHOOL CROSSING  Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.  Criteria  Criteria  Criteria  Students: Hour:  There are a minimum of 20 students crossing the major street during  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest	City: Fernandina Beach District: Two  May 21, 2019  Date: May 21,	State of Florida Department of TRAFFIC SIGNAL WARR		MADV			ENGINEER 10		
County: 74 - Nassau District: Two  Major Street: S. 14th Street Lanes: 2 Major Approach Speed: 4 Minor Street: Simmons Road Lanes: 1 Minor Approach Speed: 4 MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf  WARRANT 5 - SCHOOL CROSSING  Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.  Criteria  Criteria  Students: Hour:  There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of Minutes: Gaps:	County: Two  Major Street: S. 14th Street Lanes: 2 Major Approach Speed: 44  Minor Street: Simmons Road Lanes: 1 Minor Approach Speed: 44  Minor Street: Simmons Road Lanes: 1 Minor Approach Speed: 44  UTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf  MARRANT 5 - SCHOOL CROSSING  Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.  Criteria  Criteria  Students: Hour:  There are a minimum of 20 students crossing the major street during Students: Hour:  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	County: Two  Major Street: S. 14th Street Lanes: 2 Major Approach Speed: 45 Minor Street: Simmons Road Lanes: 1 Minor Approach Speed: 45 Minor Street: Simmons Road Lanes: 1 Minor Approach Speed: 45 Minor Approach Speed: 40  MITCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf  WARRANT 5 - SCHOOL CROSSING  Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.  Criteria  Criteria  Criteria  Students: Hour:  There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period.  when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away, or the nearest is signal is within 300 ft. (90 m) away is nearest in the same period.			VIAI	D Par				
Major Street:  Simmons Road  Lanes:  Lanes:  Major Approach Speed:  Minor Approach Speed:  MARRANT 5 - SCHOOL CROSSING  Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.  Criteria  Criteria  Criteria  Students:  Hour:  There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of	Major Street: S. 14th Street   Lanes: 2   Major Approach Speed: 4th Minor Street: Simmons Road   Lanes: 1   Minor Approach Speed: 4th Minor Approach	Major Street: S. 14th Street Lanes: 2 Major Approach Speed: 45 Minor Street: Simmons Road Lanes: 1 Minor Approach Speed: 40  NUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf  NARRANT 5 - SCHOOL CROSSING  Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.  Criteria  Criteria  Criteria  Students: Hour:  There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal will not restrict the progressive movement of								
MUTCD Electronic Reference to Chapter 4: <a href="http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf">http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf</a> WARRANT 5 - SCHOOL CROSSING  Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.  Criteria  Criteria  1. There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of highest crossing the minimum of 20 students crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing	Minor Street: Simmons Road Lanes: 1 Minor Approach Speed: 40  UTCD Electronic Reference to Chapter 4: <a href="http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf">http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf</a> ### Applicable: Yes  No    No	Minor Street: Simmons Road Lanes: 1 Minor Approach Speed: 40  MUTCD Electronic Reference to Chapter 4: <a href="http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf">http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf</a> WARRANT 5 - SCHOOL CROSSING  Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.  Criteria  Criteria  Students: Hour:  There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	District: Two							
MUTCD Electronic Reference to Chapter 4: <a href="http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf">http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf</a> WARRANT 5 - SCHOOL CROSSING  Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.  Criteria  Criteria  1. There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of highest crossing the minimum of 20 students crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing than the number of highest crossing the stablished school crossing	Minor Street: Simmons Road Lanes: 1 Minor Approach Speed: 40  UTCD Electronic Reference to Chapter 4: <a href="http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf">http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf</a> ### Applicable: Yes  No    No	Minor Street: Simmons Road Lanes: 1 Minor Approach Speed: 40  MUTCD Electronic Reference to Chapter 4: <a href="http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf">http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf</a> WARRANT 5 - SCHOOL CROSSING  Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.  Criteria  Criteria  Students: Hour:  There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	Major Street: S. 14th Street	Lanes: 2	Ma	ior Approa	ch Speed:	45		
WARRANT 5 - SCHOOL CROSSING  Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.  Criteria  Criteria  Students: Hour:  There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of	Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.    Applicable:	Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.    Applicable:								
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Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.    Applicable:	Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.    Applicable:	Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.    Criteria	IARRANT 5 - SCHOOL CROSSING							
There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of the criteria Satisfied:  Yes No  Satisfied: Yes Vo	There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of		e or gap	Annlicable:	□ vos	[] No			
Criteria  Criteria  Fulfilled?  Yes No  1. There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of	Criteria  Criteria  Students: Hour:  There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	Criteria  Criteria  Students: Hour:  There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of		the criteria						
There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of	There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	are fulfilled.		Satisfied:	Yes	✓ No			
There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of	There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	There are a minimum of 20 students crossing the major street during the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	Criteria							
the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period  when the children are using the established school crossing than the number of  Minutes: Gaps:	There are fewer adequate gaps in the major street traffic stream during the period . when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	the highest crossing hour.  There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of		C444			res	NO		
There are fewer adequate gaps in the major street traffic stream during the period  2. when the children are using the established school crossing than the number of	There are fewer adequate gaps in the major street traffic stream during the period . when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	There are a minimum of 20 students crossing the major street during	Students:	Но	ur:				
2. when the children are using the established school crossing than the number of	when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	when the children are using the established school crossing than the number of minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	the highest crossing hour.							
	minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	minutes in the same period.  The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of			Minutes:	Gaps:				
	The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of								
	. signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	s. signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of		800 ft (90 m) aw	av or the n	earest				
3. signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of	traffic.	traffic.								
traffic.			traffic.							

State of Florida Department of Transportation TRAFFIC SIGNAL WARRANT SUMMARY							
City:Fernandina BeachEngineer:D. BarrsCounty:74 – NassauDate:May 21, 2019District:Two	9						
Major Street:       S. 14th Street       Lanes:       2       Major Approach         Minor Street:       Simmons Road       Lanes:       1       Minor Approach         MUTCD Electronic Reference to Chapter 4: <a href="http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf">http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf</a>		45 40					
aither criteria in the Cineria are infilled in the boxes provided. The warrant is satisfied in	✓ No ✓ No						
Criteria							
On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.							
On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.							

#### State of Florida Department of Transportation

Form 750-020-01 TRAFFIC ENGINEERING 10/15

#### TRAFFIC SIGNAL WARRANT SUMMARY

	TRAFFIC SIGN	AL WARRANT SUMMA	KY
City:	Fernandina Beach	Engineer:	D. Barrs
County:	74 - Nassau	Date:	May 21, 2019
District:	Two		
Major Street:	S. 14th Street Simmons Road	Lanes: 2 Lanes: 1	Major Approach Speed: 45 Minor Approach Speed: 40
MUTCD Electro	onic Reference to Chapter 4: http://mu	utcd.fhwa.dot.gov/pdfs/2009r1r2/part4	ł.pdf

#### **WARRANT 7 - CRASH EXPERIENCE**

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

Applicable: 

Yes No

Γ		Criteria			Нс	ur			Vol	ume		et?	Fulfi	lled?
L		Ontena				,ui			Major	Minor	Yes	No	Yes	No
	One of	Warrant 1, Condition A (80% satisfied)										No		
	the	Warrant 1, Condition B (80% satisfied)									Yes			
1	. warrants to the right is met.	Warrant 4, Pedestrian Volume at 80% of volume requirements: # ped/hr for four (4) hours or # ped/hr for one (1) hour.										No	Yes	
2		rial of other remedial measure has failed crash frequency.	Mea tried	 е				ı	Jnknown					
3		re reported crashes, of types susceptible on by signal, have occurred within a 12-od.	Obs Cra Typ	 ed	А	ngle : T	and urn	Left-	Number per 12 r		nes	6	Yes	

	City: County: District:	74 - Nassau	ch				eer: ate:		D. May	Barrs 21, 20	19	
Mir	jor Street: nor Street:		Ath Street nons Road 4: http://muto	cd fhwa d		Lanes: Lanes:	1	М	ajor App inor App			
<b>NA</b> I	RRANT	8 - ROADWAY NETWO	DRK  ed, and the correse warrant is satis	sponding sfied if at	volume or least one	other		Арр	olicable:		Yes ✓	
		and if all intersecting routes tics listed.	Criteria	re of the I	Major Rou	<u> </u>				et?		lled?
t	Both of he	a. Total entering volume typical weekday peak l	of at least 1,000	veh/hr du	uring a	Ente	ring Vo	lume:	Yes	No	Yes	No
t	criteria to he right are met.	b. Five-year projected vo or more of Warrants 1		y one	Warrant: Satisfied?:	1	2	3				
		ing volume at least 1,000 each of any 5 hrs of a non-							← Ho			
V		iness day (Sat. or Sun.)							1			_
V			orietics of Major	r Routes						et?	Fulfi	lled?
r	normal bus	Charact	eristics of Major				M	011-		et? No	Fulfi Yes	lled? No
r	ormal bus							Street:	Me			
1. F	Part of the	Charact	nat serves as the	principal	l roadway		Minor	Street: Street: Street:	Me			

#### State of Florida Department of Transportation

	TRAFFIC SIG	GNAL \	WARRANT SUMMARY	<b>′</b>		10/15	
City: For County: District:	ernandina Beach 74 – Nassau Two		Engineer: Date:	D. Barrs May 21, 201	19		
Major Street: Minor Street: MUTCD Electronic Refere	S. 14th Street Simmons Road	mutcd.fhw		Major Approach Minor Approach		45 40	
Approach Lane Criteria	noc to chapter 4. http://	matoa	a.a.ogov/paio/2000/112/paic+.pai				
	ch lanes are there at the tra	ck crossin	9?	1		2 or	
If there is 1 lane, use	Figure 4C-9 and if there are	e 2 or more	, use Figure 4C-10.	Fig 40	C-9 🔲	Fig 4C-10	
This signal warrant s of an a	alternative has failed to allever a are fulfilled in the boxes pr	adequate o	consideration has been given to othe fety concerns associated with the g	grade crossing.	es 🔲	No	
Fulfilled?							
		Criteria			Yes	No	
	on an approach controlled by a ) feet of the stop line or yield lir		IELD sign and the center of the track n proach; and	earest to the			
2. During the highest traffic volume hour during which the rail uses the crossing, the plotted point falls above the applicable curve for the existing combination of approach lanes over the track and the distance D (clear storage distance).							
Use the following tables (4C-2, 4C-3, and 4C-4 to appropriately adjust the minor-street approach volume).  Inputs  Adjustment Factors from Tables							
Inputs Occurrences of Rail traffic pe	ar day		Adjustri	ient Factors froi	m rabies	i	
% of High Occupancy Buses	•			1.00			
Enter D (feet)							
% of Tractor-Trailer Trucks o	n Minor-Street Approach			0.50			
	ctor for Daily Frequency of		Table 4C-3. Adjustment Factor fo Occupancy Bu		High-		
Rail Traffic per Day	Adjustment Factor		% of High-Occupancy Buses* on	Adjustment F	actor		
1	0.67		Minor Street Approach				
2 3 to 5	0.91		0%	1.00			

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

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

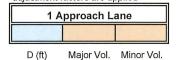
<sup>\*</sup> A high-occupancy bus is defined as a bus occupied by at least 20 people

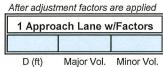
Table 4C-4. Adjustment Factor for Percentage of Tractor-Trailer Trucks

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

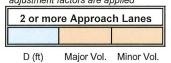
Form 750-020-01 TRAFFIC ENGINEERING

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

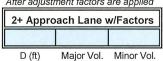


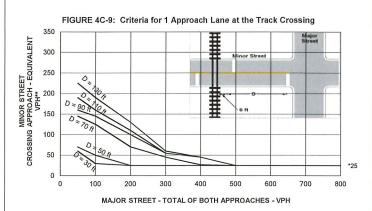


Input D and the major and minor street volumes before adjustment factors are applied



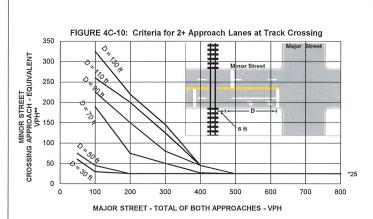
After adjustment factors are applied





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

#### Form 750-020-01 TRAFFIC ENGINEERING State of Florida Department of Transportation TRAFFIC SIGNAL WARRANT SUMMARY Fernandina Beach Engineer: D. Barrs County: 74 - Nassau Date: May 21, 2019 District: Two Major Street: S. 14th Street Lanes: 2 Major Approach Speed: Minor Street: Simmons Road Lanes: Minor Approach Speed: 40 MUTCD Electronic Reference to Chapter 4: <a href="http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf">http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf</a> **CONCLUSIONS** Remarks: | ✓ | Warrant 1 | Not Applicable **WARRANTS SATISFIED:** ✓ Warrant 2 Not Applicable | | Warrant 3 √ Not Applicable Warrant 4 ✓ Not Applicable | | Warrant 5 ✓ Not Applicable Warrant 6 √ Not Applicable Warrant 7 Not Applicable | | Warrant 8 √ Not Applicable

✓ Not Applicable

Warrant 9

# APPENDIX D Crash Data And Crash Diagram

Reporting_Agency	Crash_Date		County	Crash_Street	Intersecting_Street	Crash_Type	Vehicles	injuries	Alcohol_R	Distraction	Drug_Relat	Estimated	Weather	Light Con	Crash_Type_De	tlCrash Tvp	Crash Severity	Manner of Collision
Nassau Co SO	1/6/2012	1:17 PM	Nassau	SOUTH 14TH STREET	SIMMONS ROAD	Angle	2	2	N	N	Υ		Clear		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	N	N	N	\$7,000	Clear	Daylight	Right Angle	NW		Sideswipe, Opposite Direction
Nassau Co SO	2/18/2013	5:09 PM	Nassau	SOUTH 14TH STREET	SIMMONS ROAD	Angle	3	1	N	N	N	\$8,001	Clear	Daylight	Right Angle	SW		Sideswipe, Opposite Direction
FHP	3/15/2013	10:10 PM	Nassau	SIMMONS RD	14TH ST	Angle	2	1	N N	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	Υ	N	\$20,000	Clear	Daylight	Left Entering	W		Angle
FHP	6/12/2014	3:45 PM	Nassau	S 14TH ST	SIMMONS RD	Angle	3	1	N	Υ	N	\$12,500	Cloudy		Right Angle	NE		Angle
Nassau Co SO	10/17/2014	5:05 PM	Nassau	SOUTH 14TH STREET		Other	2	2	N N	N	N	\$2	Clear	Daylight	Other			Angle
FHP	5/25/2015	5:03 PM	Nassau	S. 14TH STREET	SIMMONS ROAD	Unknown	2	4	N	N	N	\$20,000	Clear	Daylight	Unknown			Angle
FHP	7/2/2015	1:15 PM	Nassau	S 14TH STREET	SIMMONS ROAD	Left Turn	2	C	N	N	N		Clear	Daylight	Left Leaving	W	Property Damage C	
FHP	7/25/2015	10:44 AM	Nassau	14TH STREET	SIMMONS ROAD	Angle	2	2	N	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	C	N	Y	N	\$5,000	Clear	Dark - Not		W	Property Damage C	
FHP	2/11/2016	11:27 AM	Nassau	S 14TH ST	SIMMONS ROAD	Left Turn	2	C	N	N	N	\$3,500	Clear	Daylight	Left Entering	s	Property Damage C	
Nassau Co SO	6/11/2016	3:35 AM	Nassau	S 14TH ST	SIMMONS RD	Rear End	2	C	Y	N	N	\$5,200	Clear	Dark - Not	Rear End	N	Property Damage C	
Nassau Co SO	7/14/2016	9:29 PM	Nassau	S 14TH ST	SIMMONS RD	Angle	2	1	N	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	N	N	N	\$20,000	Fog, Smog	Dark - Not		W		Angle
FHP	12/26/2017	3:30 PM	Nassau	SOUTH 14TH ST.	SIMMONS RD.	Angle	2	C	N	N	N	\$5,000	Cloudy	Daylight	Right Angle	NE	Property Damage C	
Nassau Co SO	3/10/2018	4:24 PM	Nassau	S 14TH STREET	SIMMONS ROAD	Left Turn	2	C	N	N	N	\$5,000	Clear	Daylight	Left Leaving	W	Property Damage C	
FHP	3/13/2018	5:40 PM	Nassau	SOUTH 14TH STREET	SIMMONS ROAD	Angle	2	C	N	N	N	\$27,500	Clear	Daylight	Right Angle	NW	Property Damage C	
FHP	5/1/2018	12:12 PM	Nassau	S 14TH ST	SIMMONS RD	Angle	3	1	N	N	N	\$17,500	Clear	Daylight	Right Angle	NW		Angle
Nassau Co SO	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		Angle
Nassau Co SO	1/9/2019	7:58 AM	Nassau	SOUTH 14TH STREET	SIMMONS RD	Angle	2	C	N	Υ	N	\$15,000	Clear	Daylight	Right Angle	SW	Property Damage C	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		w		Angle
Nassau Co SO	5/14/2019	10:55 AM	Nassau	SIMMONS RD	S 14TH ST	Angle	2	2	Υ	N	N	\$9,700	Clear	Daylight	Right Angle	NW		Angle





REAR END

ANGLE

#### YEAR 2015

NUMBER OF CRASHES

2015 2016 2017

1

2018 2019

#### **CRASH SUMMARY**

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



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