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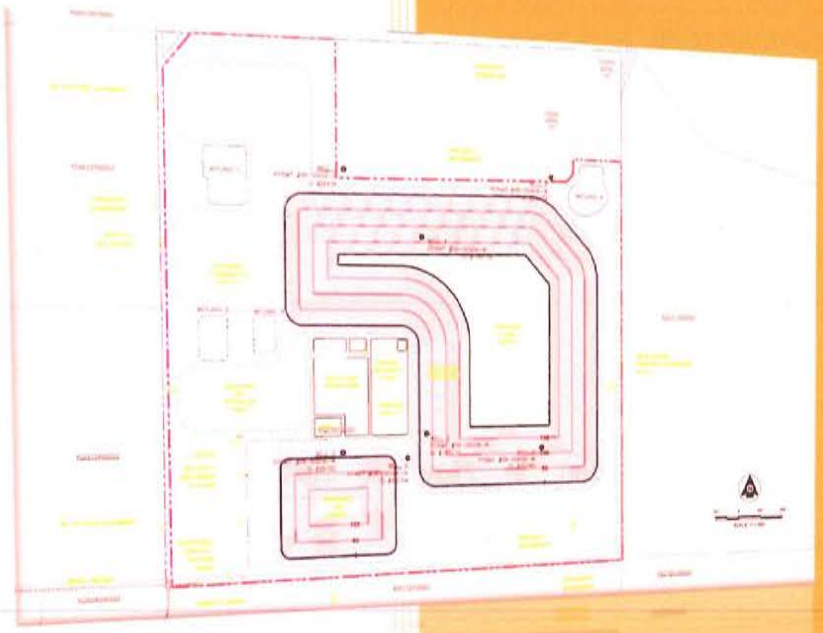
TRAFFIC IMPACT STUDY

CALUSA GREEN SOLID WASTE MANAGEMENT FACILITY

CHARLOTTE COUNTY, FLORIDA



Prepared By:

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, FL 33950

June 2012

PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Florida Transportation Engineering, Inc., a consulting firm in the State of Florida and that I have supervised the preparation and approve the evaluation, findings, opinions, conclusions, and technical advice hereby reported for:

PROJECT:	Calusa Green Solid Waste Management Facility TIS
LOCATION:	NE Quadrant of Neal Road and Chiquita Drive
COUNTY:	Charlotte
STATE:	Florida

This report includes a summary of Trip Generation, Trip Distribution, Intersection Analysis, and Recommendations for **Calusa Green Solid Waste Management Facility TIS.** I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering and planning as applied through professional judgment and experience.

SIGNATURE: _____

Ravi Devaguptapu, P.E., PTOE

DATE: _____

Florida P.E. No. 53150

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1.0 EXECUTIVE SUMMARY

Calusa Green, LLC is proposing 266.8 Acres (bottom and top area) of solid waste management facility on the 554-Acre parcel located at the NE quadrant of Neal Road and Chiquita Drive in Charlotte County. The anticipated build-out year is 2015. The proposed development will have access via Chiquita Drive. This report identifies the development impact on surrounding roadway network and summarizes the findings along with recommendations. This report follows the methodology prepared in accordance with Charlotte County guidelines and based on the approval of Charlotte County staff.

There is no similar Land Use Code available from the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition to estimate trip generation for the solid waste management facility site development. Therefore, the trip generation for this land use was developed using the trip generation from a previously completed traffic study for a similar development, as approved by the County through methodology process. Based on the trip generation, the proposed development would generate 85 new trips during the PM peak hour.

The project trips from the development were distributed and assigned to the adjacent roadway network using local knowledge, engineering judgment, and the discussions with the County staff. Based on the surrounding land use pattern, the project trips from the development were distributed 50% to the south and 10% to the north onto SR 31, and 25% to the east and 15% on the west onto CR 74/Bermont Road.

Based on the Charlotte County's concurrency report, a growth rate of one (1) percent on Bermont Road, and a growth rate of two (2) percent on SR 31 were utilized. The existing traffic was projected to 2015 utilizing the recommended growth rates. The analysis was performed for the year 2015. The 2015 total traffic for the proposed development was then obtained by adding the project trips to the 2015 background traffic.

Based on the roadway link analysis, roadway links on CR 74/Bermont Road and SR 31 would operate at acceptable levels of service with the proposed development in 2015.

Based on the intersection analysis, the intersections of SR 31 at CR 74/Bermont Road and CR 74/Bermont Road at Chiquita Drive currently operate at an acceptable level of service and would continue to operate at an acceptable level of service with the proposed development.

In summary, no additional improvements are recommended.

2.0 INTRODUCTION

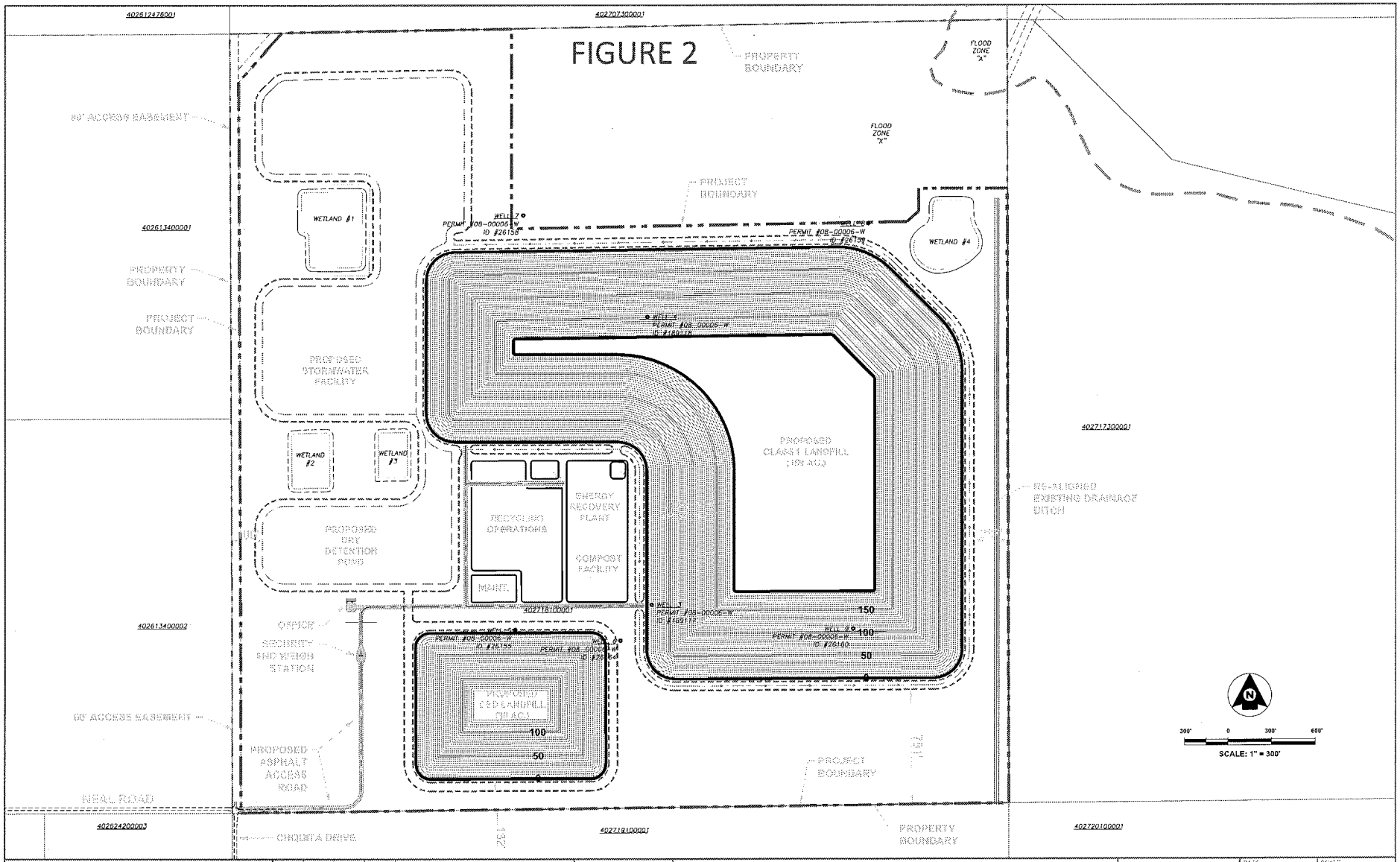
Calusa Green, LLC is proposing 266.8 Acres (bottom and top area) of solid waste management facility on the 554-Acre parcel located at the NE quadrant of Neal Road and Chiquita Drive in Charlotte County. The anticipated build-out year is 2015. The proposed development will have access via Chiquita Drive. This report identifies the development impact on surrounding roadway network and summarizes the findings along with recommendations. This report follows the methodology prepared in accordance with Charlotte County guidelines and based on the approval of Charlotte County staff.

The project location map is provided in Figure 1. The project site plan is provided in Figure 2.

FIGURE 1

CALUSA GREEN SOLID WASTE MANAGEMENT FACILITY
TRAFFIC IMPACT STUDY

PROJECT LOCATION MAP



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REV.	DATE	BY	CHK	DESCRIPTION

Project No.: 10-0109
Proj. Manager: K.H.R.
Prod. Designer: G.W.B.
Drawn By: M.F.G./R.S.
Checked By: B.P.L.
Approved By: G.W.B.

CALUSA GREEN
SITE DEVELOPMENT PLAN

PUNTA GORDA — SECTION 18, TOWNSHIP 40 SOUTH, RANGE 27 EAST — FLORIDA

GARY W. BAYNE, P.E.
FLORIDA REG No. 62374

DATE: APR. 2012
SCALE: 1"=300'
SHEET: C-01
PROJECT No.: 10-0109

3.0 TRIP GENERATION

There is no similar Land Use Code available from the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition to estimate trip generation for the solid waste management facility site development. Therefore, the trip generation for this land use was developed using the trip generation from a previously completed traffic study for a similar development, as approved by the County through methodology process. Based on the trip generation, the proposed development would generate 85 new trips during the PM peak hour. Omni's solid waste management facility report was prepared for 1,276 acres of land with approximately 300 acres of solid waste management facility area. The trip generation was developed based on Omni's study. Table 1 summarizes the estimated raw trips.

Table 1
Trip Generation

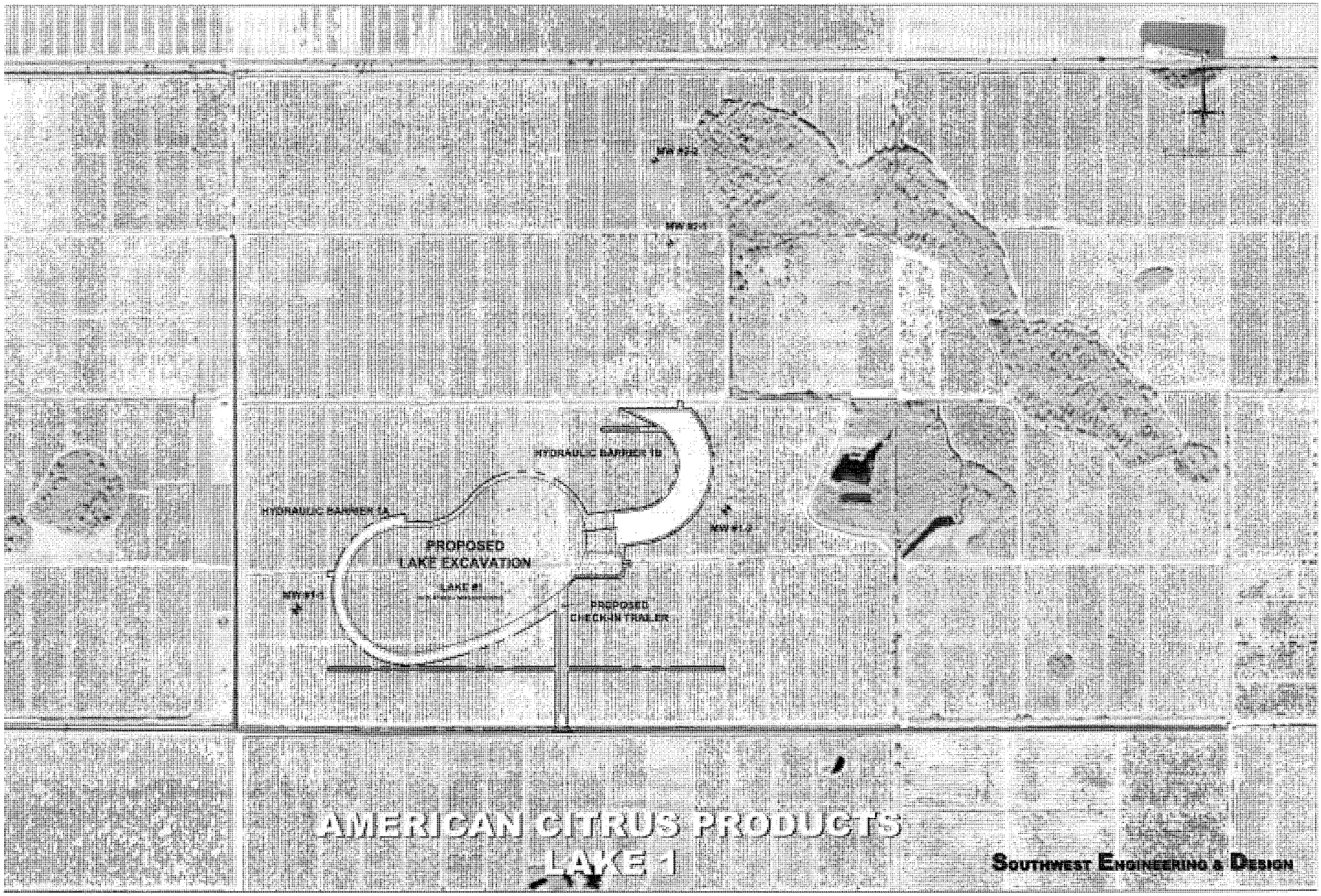
Development	Solid Waste Management Facility Area in Acres	Daily Trips	PM Peak Hour
Omni Solid Waste Management Facility Development (Example)	300	480	96 (48 In/ 48 Out)
Calusa Green Solid Waste Management Facility (Proposed)	266.8	427	85 (43 In/ 42 Out)

As shown in Table 1, the proposed development would generate 427 daily trips and 85 PM Peak Hour trips during a typical weekday.

Capture Rates: Based on the specific use of the proposed development, no internal capture rates and pass-by capture rates were anticipated. However, it should be noted that based on the nature of the land use and nearby available American Citrus Products Lake Excavation Site, it is anticipated that approximately 10 percent trips will be directly attracted to /from within Traffic Analysis Zone. This American Citrus Products Development is located on NE quadrant of Neal Road and Graham Road within the same TAZ. The location map for the American Citrus Products Lake Excavation Site is provided

in Figure 3. However, based on the discussions with the County staff, considering very short overlap between the proposed project's life span and the permit validity date of lake excavation site, for the conservative analysis, no capture rates were proposed for this development.

FIGURE 3



AMERICAN CITRUS PRODUCTS
LAKE EXCAVATION SITE LOCATION

4.0 TRIP DISTRIBUTION

The project trips from the development were calculated based on the local knowledge, engineering judgment, and the discussions with the County staff. Project trips from the development were distributed and assigned to the adjacent roadway network. The project trips from the development were distributed and assigned to the adjacent roadway network as follows:

- To/From the south on SR 31: 50%
- To/From the north on SR 31: 10%
- To/From the east on CR 74: 25%
- To/From the west on CR 74 (west of SR 31): 15%

The project trip distribution is provided in Figure 4.

FIGURE

CALUSA GREEN SOLID WASTE MANAGEMENT FACILITY
TRAFFIC IMPACT STUDY

PROJECT TRIP
DISTRIBUTION

5.0 PROJECT TRIPS

Based on the trip generation and trip distribution, the project trips were calculated. The project trips are shown in Figure 5.

FIGURE

NEAL ROAD
PROJECT LOCATION
CHIQUITA DRIVE
SR 31
SR 31
CR 74 (BERMONT RD)
4
4
22
6
22
32
11
11
32

6.0 EXISTING ROADWAY CONDITIONS

SR 31 is a two-lane undivided state road from DeSoto County to Lee County. CR 74/Bermont Road is a two-lane undivided county roadway.

The Average Annual Daily Traffic (AADT) data on CR 74/Bermont Road from US 17 to SR 31, and SR 31 north of CR 74/Bermont road was obtained from the Charlotte County Concurrency Report. The Average Annual Daily Traffic (AADT) data on CR 74/Bermont Road east of SR 31, and SR 31 south of CR 74/Bermont road was obtained from a 24- hour tube counts collected on April 10, 2012. Tube counts were adjusted to reflect annual average conditions utilizing Charlotte County wide seasonal condition factor obtained from the 2010 Florida Traffic Information DVD. The adopted level of service on these both roadways is D. In order to determine the PM peak hour level of service for these roadway links, the AADT was adjusted to 100th hour conditions using the appropriate Charlotte County K-100 factors. Excerpts from the Concurrency Report, 24- hour tube counts, and seasonal condition report from the 2010 traffic DVD are provided in Appendix A.

As shown in Table 2, currently, the roadway links within the project vicinity (including the links providing access to the development) operate at an acceptable level of service for peak hour conditions based on the Charlotte County adopted service volume tables. The Charlotte County Level of Service Table is included in Appendix A.

TABLE 2

Existing Link LOS Analysis

Roadway Segment	Existing AADT	K100 Factor	100th hour	LOS*
CR 74/Bermont Road from US 17 to SR 31	5,408	0.091	492	C
CR 74/Bermont Road from SR 31 to County Road 731 **	2,422	0.091	220	C
SR 31 from Farabee Road to CR 74/Bermont Road	2,945	0.091	268	B
SR 31 from CR 74/Bermont Road to Cook Brown Road **	4,513	0.091	411	B

*** 2012 Data*
**LOS Thresholds:*
(1) CR 74/Bermont Road (Two-Lane Not Divided): "A - --", "B ---", "C – 918", "D – 1,332", "E – 1,413"
(2) SR 31 (Two-Lane Not Divided): "A - ", "B –930", "C –1,500", "D – 1,600", "E – N/A"

7.0 FUTURE TRAFFIC CONDITIONS

7.1 Future Background Traffic

Based on the Charlotte County's concurrency report, a growth rate of one (1) percent on Bermont Road, and a growth rate of two (2) percent on SR 31 were utilized. The excerpts from the Charlotte County's concurrency report are provided in Appendix A. The existing traffic was projected to 2015 utilizing recommended growth rates. The analysis was performed for the year 2015. The 2015 total traffic for the proposed development was then obtained by adding the project trips to the 2015 background traffic.

The build-out year background traffic was determined by applying these growth rates to the existing traffic and then adding the vested trips from the Babcock Ranch Community-Increment 1 –Phase 1 provided by Charlotte County. The 2015 background trips are shown in Figure 6.

7.2 Future Total Traffic

The future traffic conditions for the PM peak hour was determined after combining the future background traffic with the project traffic at build-out. The project trips were determined from the trip generation and the trip distribution provided earlier in this report. The 2015 total trips are shown in Figure 7.

The 100th hour traffic (shown in Table 2) was projected to year 2015 to determine a build-out year analysis using the growth rates discussed above.

Based on the Charlotte County adopted service volumes, the roadway links were analyzed for the expected levels of service in the year 2015. The results of this analysis are provided in Table 3.

FIGURE

CALUSA GREEN SOLID WASTE MANAGEMENT FACILITY
TRAFFIC IMPACT STUDY

2015 BACKGROUND
TRIPS

FIGURE

CALUSA GREEN SOLID WASTE MANAGEMENT FACILITY
TRAFFIC IMPACT STUDY

2015 TOTAL TRIPS

TABLE 3

2015 Link LOS Analysis (100th Hour)

Roadway Segment	2011 100th hour	Growth Rate	Vested Trips	2015 Background		PM Project Trips	2015 Total Traffic	
				Traffic	LOS*		Traffic	LOS*
CR 74/Bermont Road from US 17 to SR 31	492	1.00%	26	538	C	12	550	C
CR 74/Bermont Road from SR 31 to County Road 731 **	220	1.00%	12	227	C	64	291	C
SR 31 from Farabee Road to CR 74/Bermont Road	268	2.00%	56	345	B	8	353	B
SR 31 from CR 74/Bermont Road to Cook Brown Road **	411	2.00%	95	441	B	44	485	B

*** 2012 Data*
**LOS Thresholds:*
(1) CR 74/Bermont Road (Two-Lane Not Divided): "A - --", "B---", "C – 918", "D – 1,332", "E – 1,413"
(2) SR 31 (Two-Lane Not Divided): "A - ", "B –930", "C –1,500", "D – 1,600", "E – N/A"

As shown in Table 3, the roadway links would continue to operate at acceptable levels of service with the proposed development.

In addition to future analysis, the FDOT five year work programs was reviewed. There were no other planned roadway improvements in the project vicinity included the Charlotte County and FDOT five year work programs. Therefore, with the proposed development, no additional modifications would be required for the FDOT Adopted Five Year Capital Improvement Plan. A copy of the excerpt from the FDOT adopted five year work program are provided in Appendix B.

8.0 INTERSECTION ANALYSIS

Based on the discussion with Charlotte County staff, an analysis was performed at the intersection of SR 31 at CR 74/Bermont Road and CR 74/Bermont Road at Chiquita Drive using the Highway Capacity Software (HCS+). PM peak hour turning movement count data was collected on April 10, 2012. The traffic count data is provided in Appendix C. The raw count data was adjusted to seasonal conditions using the FDOT Seasonal Factor of 0.90. As discussed earlier in the report, Charlotte County suggested growth rates obtained from Charlotte County concurrency report were utilized. The adjusted count data was projected to the build-out year of 2015 using the growth rate. The 2015 total traffic was obtained by adding project trips to 2015 background traffic. Vested trips from the Babcock development Phase 1 was provided by the County and included in the background traffic.

Based on the analysis, intersections on CR 74 at SR 31 and Chiquita Drive would operate at an acceptable level of service with the proposed development. The summary of intersection analysis is shown in Table 4. The HCS analysis worksheets are provided in Appendix D.

Table 4
Summary of Intersection Analysis

Intersection	Year	NB				SB				EB				WB			
		L	T	R	Approach LOS	L	T	R	Approach LOS	L	T	R	Approach LOS	L	T	R	Approach LOS
SR 31 at CR 74/Bermont Rd	2012 Existing	A	A	A	--	A	A	A	--	B	B	B	B	B	B	B	B
	2015 Total	A	A	A	--	A	A	A	--	B	B	B	B	B	B	B	B
CR 74/Bermont Rd at Chiquita Drive	2012 Existing	--	--	--	--	A	A	A	--	A	A	--	A	--	A	A	A
	2015 Total	--	--	--	--	A	A	A	--	B	B	--	B	--	B	B	B

9.0 CONCLUSION

Based on the roadway link analysis, currently the roadway links on CR 74/Bermont Road and SR 31 operate at an acceptable level of service and will continue to operate at an acceptable level of service with the proposed development.

Based on the intersection analysis, SR 31 at CR 74/Bermont Road and CR 74/Bermont Road at Chiquita Drive intersections would operate at an acceptable level of service with the proposed development.

The proposed development does not create significant impact on the surrounding roadway network.

FTE
8250 PASCAL DR
PUNTA GORDA, FL 33950
PH# (800) 639-4851, FAX# (941) 639-4851
WWW.FTEINC.NET

Site Code: 140082720000
Station ID: 017401311100
CR 74, 6MI E/O SR 31

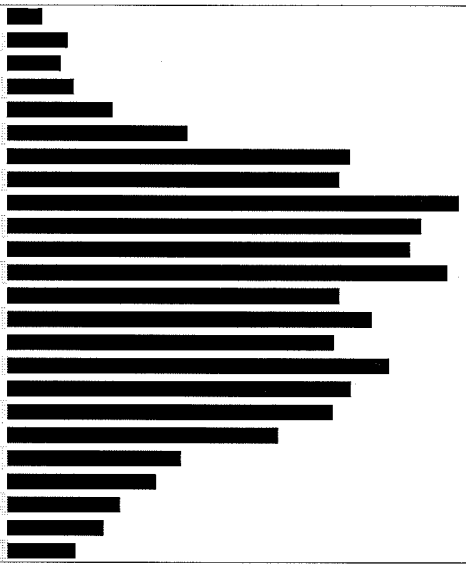
Start Time	10-Apr-12 Tue	EB	WB	Combined Total
12:00 AM		23	22	45
01:00		29	42	71
02:00		9	34	43
03:00		18	25	43
04:00		25	25	50
05:00		40	79	119
06:00		77	91	168
07:00		90	72	162
08:00		85	60	145
09:00		97	56	153
10:00		79	69	148
11:00		106	90	196
12:00 PM		64	75	139
01:00		86	91	177
02:00		96	76	172
03:00		91	95	186
04:00		80	67	147
05:00		93	83	176
06:00		72	88	160
07:00		51	48	99
08:00		44	50	94
09:00		17	27	44
10:00		32	35	67
11:00		15	13	28
Total		1419	1413	
Percent		50.1%	49.9%	
Grand Total		1419	1413	
Percentage		50.1%	49.9%	

ADT ADT 2,691 AADT 2,691

FTE
8250 PASCAL DR
PUNTA GORDA, FL 33950
PH# (800) 639-4851, FAX# (941) 639-4851
WWW.FTEINC.NET

Site Code: 140061720000
Station ID: 013101111100
SR 31, S/O CR 74

Start Time	10-Apr-12 Tue	NB	SB	Combined Total
12:00 AM		8	22	30
01:00		16	36	52
02:00		5	41	46
03:00		15	42	57
04:00		40	50	90
05:00		69	86	155
06:00		166	129	295
07:00		186	100	286
08:00		267	122	389
09:00		178	179	357
10:00		216	131	347
11:00		222	157	379
12:00 PM		166	120	286
01:00		148	166	314
02:00		140	141	281
03:00		172	157	329
04:00		160	136	296
05:00		137	143	280
06:00		101	132	233
07:00		73	76	149
08:00		67	60	127
09:00		62	34	96
10:00		44	38	82
11:00		35	23	58
Total		2693	2321	
Percent		53.7%	46.3%	
Grand Total		2693	2321	
Percentage		53.7%	46.3%	



ADT ADT 5,014 AADT 5,014

2010 Peak Season Factor Category Report - Report Type: ALL
Category: 0100 CHARLOTTE COUNTYWIDE

MOCF: 0.89

Week	Dates	SF	PSCF
	01/01/2010 - 01/02/2010	1.03	1.16
	01/03/2010 - 01/09/2010	1.00	1.12
3	01/10/2010 - 01/16/2010	0.97	1.09
4	01/17/2010 - 01/23/2010	0.95	1.07
* 5	01/24/2010 - 01/30/2010	0.93	1.05
* 6	01/31/2010 - 02/06/2010	0.91	1.02
* 7	02/07/2010 - 02/13/2010	0.90	1.01
* 8	02/14/2010 - 02/20/2010	0.88	0.99
* 9	02/21/2010 - 02/27/2010	0.87	0.98
*10	02/28/2010 - 03/06/2010	0.87	0.98
*11	03/07/2010 - 03/13/2010	0.86	0.97
*12	03/14/2010 - 03/20/2010	0.85	0.96
*13	03/21/2010 - 03/27/2010	0.87	0.98
*14	03/28/2010 - 04/03/2010	0.88	0.99
*15	04/04/2010 - 04/10/2010	0.90	1.01
*16	04/11/2010 - 04/17/2010	0.91	1.02
*17	04/18/2010 - 04/24/2010	0.93	1.05
18	04/25/2010 - 05/01/2010	0.95	1.07
19	05/02/2010 - 05/08/2010	0.98	1.10
20	05/09/2010 - 05/15/2010	1.00	1.12
21	05/16/2010 - 05/22/2010	1.01	1.14
22	05/23/2010 - 05/29/2010	1.03	1.16
23	05/30/2010 - 06/05/2010	1.04	1.17
24	06/06/2010 - 06/12/2010	1.05	1.18
25	06/13/2010 - 06/19/2010	1.07	1.20
26	06/20/2010 - 06/26/2010	1.07	1.20
27	06/27/2010 - 07/03/2010	1.08	1.21
28	07/04/2010 - 07/10/2010	1.08	1.21
29	07/11/2010 - 07/17/2010	1.09	1.23
30	07/18/2010 - 07/24/2010	1.10	1.24
31	07/25/2010 - 07/31/2010	1.11	1.25
32	08/01/2010 - 08/07/2010	1.12	1.26
33	08/08/2010 - 08/14/2010	1.13	1.27
34	08/15/2010 - 08/21/2010	1.14	1.28
35	08/22/2010 - 08/28/2010	1.14	1.28
36	08/29/2010 - 09/04/2010	1.15	1.29
	09/05/2010 - 09/11/2010	1.16	1.30
	09/12/2010 - 09/18/2010	1.16	1.30
39	09/19/2010 - 09/25/2010	1.14	1.28
40	09/26/2010 - 10/02/2010	1.12	1.26
41	10/03/2010 - 10/09/2010	1.10	1.24
42	10/10/2010 - 10/16/2010	1.08	1.21
43	10/17/2010 - 10/23/2010	1.07	1.20
44	10/24/2010 - 10/30/2010	1.06	1.19
45	10/31/2010 - 11/06/2010	1.04	1.17
46	11/07/2010 - 11/13/2010	1.03	1.16
47	11/14/2010 - 11/20/2010	1.02	1.15
48	11/21/2010 - 11/27/2010	1.02	1.15
49	11/28/2010 - 12/04/2010	1.02	1.15
50	12/05/2010 - 12/11/2010	1.03	1.16
51	12/12/2010 - 12/18/2010	1.03	1.16
52	12/19/2010 - 12/25/2010	1.00	1.12
53	12/26/2010 - 12/31/2010	0.97	1.09

* Peak Season

CHARLOTTE COUNTY: ROADWAY LEVEL OF SERVICE DATA (AS OF 06/30/2011)

LOS Report ID	Roadway	From	To	Fed. Func. Class.	Lanes	2011 AADT	Date of Last Count	Sugg. Gr. Rate	Level of Service Calculations[1]								
									K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
											B	C	D	E	Adopted	Current	
15	Cochran Blvd. (Toledo)	Education Way	Collingswood Blvd.	MA	2	6,768	May-11	1.00%	0.091	616	837	1,350	1,440	n/a	D	B	43%
94	Cochran Blvd. (Toledo)	Pellam Blvd.	Education Way	MA	2	10,044	May-11	1.00%	0.091	914	837	1,350	1,440	n/a	D	C	63%
92	Cochran Blvd. (Toledo)	Lakeview Blvd.	Pellam Blvd.	MA	2	14,061	May-11	1.00%	0.091	1,280	837	1,350	1,440	n/a	D	C	89%
93	Cochran Blvd. (Toledo)	U.S. 41	Lakeview Blvd.	MA	4	14,384	May-11	1.00%	0.091	1,309	2,556	3,096	3,204	n/a	D	B	41%
257	Cochran Blvd. (Toledo)	U.S. 41 S.	Veteran's Blvd.	MA	4	18,714	Apr-11	1.40%	0.091	1,703	2,556	3,096	3,204	n/a	D	B	53%
260	Collingswood Blvd	S.R. 776	Hillsborough Blvd.	UC	2	975	May-11	1.00%	0.091	89	n/a	918	1,332	1,413	D	C	7%
4	Collingswood Blvd	Toledo Blade Blvd.	S.R. 776	UC	2	4,429	May-11	1.00%	0.091	403	n/a	918	1,332	1,413	D	C	30%
5	Collingswood Blvd	Wintergarden Ave.	Toldeo Blade Blvd.	UC	2	5,717	May-11	1.00%	0.091	520	n/a	918	1,332	1,413	D	C	39%
29	Collingswood Blvd	Edgewater Dr.	Wintergarden Ave.	UC	2	3,684	Mar-11	1.00%	0.091	335	n/a	918	1,332	1,413	D	C	25%
30	Collingswood Blvd	O'Hara Dr.	Edgewater Dr.	UC	2	2,664	Mar-11	1.00%	0.091	242	n/a	918	1,332	1,413	D	C	18%
240	Como Street	Flamingo Blvd.	Wintergarden Ave.	L	2	430	Mar-11	1.00%	0.091	39	n/a	918	1,332	1,413	D	C	3%
245	Como Street	Wintergarden Ave.	S.R. 776	L	2	819	Mar-11	1.00%	0.091	75	n/a	918	1,332	1,413	D	C	6%
31	Conway Blvd	U.S. 41	Olean Blvd	L	2	4,271	May-11	1.00%	0.091	389	n/a	918	1,332	1,413	D	C	29%
149	Cooper Street	Airport Rd.	Taylor Rd.	UC	2	2,512	Jun-11	1.00%	0.091	229	n/a	918	1,332	1,413	D	C	17%
150	Cooper Street	Carmalita St.	U.S. 17 N	UC	2	6,055	Jun-11	1.00%	0.091	551	n/a	918	1,332	1,413	D	C	41%
249	Cooper Street	U.S. 17 N	U.S. 17 S	UC	2	3,522	Jan-11	1.00%	0.091	320	n/a	918	1,332	1,413	D	C	24%
6	Cornelius Blvd	SR-776	Biscayne Dr.	RJC	2	2,746	Feb-11	1.00%	0.091	250	n/a	918	1,332	1,413	D	C	19%
261	Cornelius Blvd	Biscayne Dr.	U.S. 41	RJC	2	3,236	Feb-11	1.00%	0.091	294	n/a	918	1,332	1,413	D	C	22%
109	CR 74 / Bermont Road	U.S. 17	County Line	RJC	2	5,408	Jan-11	1.00%	0.091	492	n/a	918	1,332	1,413	D	C	37%
154	CR 771	CR 775	Appleton Blvd.	RJC	2	4,637	Mar-11	1.00%	0.091	422	n/a	918	1,332	1,413	D	C	32%
156	CR 771	Appleton Blvd.	Rotonda Blvd. E	RJC	2	7,039	Mar-11	3.00%	0.091	641	n/a	918	1,332	1,413	D	C	48%
155	CR 771	Rotonda Blvd. E	Ingraham Blvd.	RJC	2	9,027	Mar-11	1.00%	0.091	821	n/a	918	1,332	1,413	D	C	62%
153	CR 771	Ingraham Blvd.	Marathon Blvd.	RJC	2	12,104	Mar-11	3.00%	0.091	1,102	n/a	918	1,332	1,413	D	D	83%
157	CR 771	Marathon Blvd.	S.R. 776	RJC	2	12,751	Feb-11	3.00%	0.091	1,160	n/a	918	1,332	1,413	D	D	87%
161	CR 775	C.R. 771	Boca Grande Causeway	RJC	2	5,405	Mar-11	1.00%	0.085	459	n/a	918	1,332	1,413	D	C	34%
162	CR 775	Boca Grande Causeway	Gaspar Dr.	RJC	2	6,390	Mar-11	1.00%	0.085	543	n/a	918	1,332	1,413	D	C	41%
163	CR 775	Gaspar Dr.	Cape Haze Dr.	RJC	2	6,602	Mar-11	1.00%	0.085	561	n/a	918	1,332	1,413	D	C	42%
164	CR 775	Cape Haze Dr.	Esther St.	RJC	2	7,267	Mar-11	1.00%	0.085	618	n/a	918	1,332	1,413	D	C	46%
139	CR 775	Esther St.	Rotonda Blvd. W	RJC	2	9,861	Mar-11	1.00%	0.085	838	n/a	918	1,332	1,413	D	C	63%
138	CR 775	Rotonda Blvd. W	Short St.	UC	4	11,952	Mar-11	1.00%	0.085	1,016	n/a	2,178	2,898	3,060	D	C	35%
126	CR 775	Short St.	San Casa Dr.	UC	4	14,057	Mar-11	1.00%	0.085	1,195	n/a	2,178	2,898	3,060	D	C	41%
125	CR 775	San Casa Dr.	Mississippi Ave.	UC	4	13,337	Mar-11	1.00%	0.085	1,134	n/a	2,178	2,898	3,060	D	C	39%
123	CR 775	Mississippi Ave.	Ainger Creek	UC	4	14,243	Mar-11	1.00%	0.085	1,211	n/a	2,178	2,898	3,060	D	C	42%
124	CR 775	Ainger Creek	S.R. 776	UC	4	15,142	Mar-11	1.00%	0.085	1,287	n/a	2,178	2,898	3,060	D	C	44%
215	Cornelius Blvd	U.S. 41	Hillsborough Blvd.	L	2	10,727	Feb-11	1.50%	0.091	976	n/a	918	1,332	1,413	D	D	73%
195	David Blvd	Marathon Blvd.	Gulfstream Blvd.	UC	2	187	Mar-11	1.00%	0.091	17	n/a	918	1,332	1,413	D	C	1%
196	David Blvd	S.R. 776	Marathon Blvd.	UC	2	644	Feb-11	1.00%	0.091	59	n/a	918	1,332	1,413	D	C	4%
207	David Blvd	Kevitt Blvd.	S.R. 776	UC	2	1,588	Feb-11	2.42%	0.091	145	n/a	918	1,332	1,413	D	C	11%
208	David Blvd	Lafitte Waterway	Willmington Blvd.	UC	2	2,457	Mar-11	1.00%	0.091	224	n/a	918	1,332	1,413	D	C	17%
223	Deep Creek Blvd	Rio De Janeiro Ave.	Sandhill Blvd.	UC	2	5,638	Apr-11	1.00%	0.091	513	n/a	918	1,332	1,413	D	C	39%

Florida Department Of Transportation

Office of Work Program and Budget
Lisa Saliba - Director

Five Year Work Program

2012-2017 - Tentative
(Updated: 2/15/2012)
District 01 - Charlotte County

Optional Search Items:
Type of Work: (All Types of Work)
Transportation System: (All Transportation Systems)
Strategic Intermodal System (SIS): (All SIS and Non SIS Projects)
Only Funds in Fiscal Years: 2012 2013 2014 2015 2016 2017
Search for Description:
Search for Item Number:
Submit Reset

Detail Item Report of Selected Records.
Detail Schedule Activities Report of Selected Records.

Description		Type of Work
Cape Haze Pioneer Trail At Various Location S		BIKE PATH/TRAIL
Charlotte Voluntary Dollar Commission Td		TD COMMISSION - CAPITAL
Charlotte Co Roadway & Bridge Maint Interstate System	SIS	ROUTINE MAINTENANCE
Charlotte Co Roadway & Bridge Maint Primary System		ROUTINE MAINTENANCE
Charlotte Co. Lcb Assistance Commission Td		TD COMMISSION - CAPITAL
Charlotte Co. Td Commission Trip And Equipment		TD COMMISSION - CAPITAL
Charlotte County Airport		AVIATION SAFETY PROJECT
Charlotte County Airport Capital Improvements		AVIATION PRESERVATION PROJECT
Charlotte County Airport Capital Improvements		AVIATION REVENUE/OPERATIONAL
Charlotte County Airport Capital Improvements		AVIATION REVENUE/OPERATIONAL
Charlotte County Airport Capital Improvements		AVIATION PRESERVATION PROJECT
Charlotte County Airport Captial Improvements		AVIATION PRESERVATION PROJECT
Charlotte County Highway Lighting		ROUTINE MAINTENANCE
Charlotte County Transit (Cct) Capital Assistance		TRANSIT SERVICE DEMONSTRATION
Charlotte County Transit (Cct) Operating Assistance		OPERATING/ADMIN. ASSISTANCE
Charlotte County Transit (Cct) Operating Assistance Fta 5307		OPERATING FOR FIXED ROUTE
Charlotte County - Punta Gorda Mpo Transit Planning		MODAL SYSTEMS PLANNING
Charlotte County/ Punta Gorda Mpo Fy 2010/2011 Upwp		TRANSPORTATION PLANNING
Charlotte County/ Punta Gorda Mpo Fy 2013/2014 Upwp		TRANSPORTATION PLANNING
Charlotte County-cct Fta 5307		OPERATING/ADMIN. ASSISTANCE
Charlotte/Punta Fy 2017/2018 Upwp		TRANSPORTATION PLANNING
Charlotte/Punta Gorda Mpo Fy 2015/2016 Upwp		TRANSPORTATION PLANNING
Concrete Ditch Pavement		ROUTINE MAINTENANCE
Cr 765 (Burnt Store) From Lee C/L To Zemel Road		ADD LANES & REHABILITATE PVMNT
Cr 765(Burnt Store) At Zemel Road		PD&E/EMO STUDY
Harborwalk At Gilchrist		BIKE PATH/TRAIL
I-75 At Jones Loop Road Rest Area Access	SIS	MISCELLANEOUS CONSTRUCTION
I-75 From Lee C/L To Tuckers Grade	SIS	ADD LANES & RECONSTRUCT
I-75 From Lee County Line To Us 41	SIS	PRELIMINARY ENGINEERING
I-75 From N Jones Loop Rd To Kings Highway	SIS	OVERHEAD SIGNING
I-75 From S Of Harborview Road To North Of Kings Hwy	SIS	PRELIM ENG FOR FUTURE CAPACITY
I-75 From S Of N Jones Loop To N Of Us 17	SIS	PRELIM ENG FOR FUTURE CAPACITY
I-75 From S Of S Jones Loop Rd To North Of Airport Road	SIS	GUARDRAIL
I-75 From Tucker'S Grade To Jones Loop Road	SIS	SIGNING/PAVEMENT MARKINGS
I-75 From Tucker'S Grade To N Jones Loop Road	SIS	ADD LANES & RECONSTRUCT
I-75 (Sr 93) Bridge Painting At Various Locations	SIS	BRIDGE - PAINTING
I-75 (Sr 93) From N Of S Jones Loop Rd To S Of N Jones Loop Road	SIS	BRIDGE - PAINTING

Its Devices Electric	SIS	OTHER ITS
Kings Highway From I-75 To Desoto County Line		ADD LANES & RECONSTRUCT
Kingsway Elementary School Srts Sidewalk Safety		SIDEWALK
Linear Park Phase Ii		BIKE PATH/TRAIL
Mechanical Sweeping		ROUTINE MAINTENANCE
Moa Charlotte County		ROUTINE MAINTENANCE
Moa Punta Gorda		ROUTINE MAINTENANCE
Mowing And Litter Removal		ROUTINE MAINTENANCE
Mowing, Litter Removal, And Edging And Sweeping		ROUTINE MAINTENANCE
Npdes Dep Ms4 Permit Fees		ENVIRONMENTAL TEST/MITIGATE
Npdes Ms4 Stormwater Agreement		ROUTINE MAINTENANCE
Port Charlotte Operations Center Renovations		FIXED CAPITAL OUTLAY
Punta Gorda Highway Lighting		ROUTINE MAINTENANCE
Punta Gorda Traffic Signals Reimbursement		TRAFFIC SIGNALS
Punta Gorda Airport Capital Improvements		AVIATION CAPACITY PROJECT
Punta Gorda Airport Terminal Area Expansion.		AVIATION CAPACITY PROJECT
Signal Timing Analysis And Implementation		TRAFFIC SIGNAL UPDATE
Sr 31 From Lee County Line To Cr 74		RESURFACING
Sr 31 & Cr 74 Charlotte Co. Vws W/Pull Off Scale		MCCO WEIGH STATION STATIC/WIM
Sr 776 At Gulfstream Blvd		ADD RIGHT TURN LANE(S)
Sr 776 From Willow Bend Dr To Collingswood Blvd		RESURFACING
Sr 776 (McCall Rd) At Cr 771		INTERSECTION IMPROVEMENT
Sr 776 (McCall Rd) Cr 775 (Placida Rd) To Spinnaker Blvd		PD&E/EMO STUDY
Sr 776 (McCall Rd) From Cr 775 (Placida Rd) To San Casa Drive		PRELIM ENG FOR FUTURE CAPACITY
Sr 776 (McCall Rd) From San Casa Drive To Spinnaker Blvd		PRELIM ENG FOR FUTURE CAPACITY
Substructure Repair For Charlotte County Bridges	SIS	BRIDGE-REPAIR/REHABILITATION
Traffic Signals Charlotte County Reimbursement		TRAFFIC SIGNALS
Us 17 (Olympia Ave) East Of Marlympia Way To West Of Copley Drive	SIS	RESURFACING
Us 17 (Olympia Ave) From Northeast Of I-75 To North Of Bermont Road	SIS	RESURFACING
Us 17 Mast Arm Repairs		TRAFFIC SIGNAL UPDATE
Us 41 From Oakley Street To Nw Of N Tarpon Blvd		SIGNING/PAVEMENT MARKINGS
Us 41 (Sr 45) At Conway Blvd		INTERSECTION IMPROVEMENT
Us 41 (Sr 45) At Gateway Project		CONSTRUCT SPECIAL STRUCTURE
Us 41 (Sr 45) At Hancock Avenue		INTERSECTION IMPROVEMENT
Us 41 (Sr 45) At Kings Highway-parmely Street		ADD TURN LANE(S)
Us 41 (Sr 45) At Olean Blvd		ADD TURN LANE(S)
Us 41 (Sr 45) At Tarpon Boulevard		ADD TURN LANE(S)
Us 41 (Sr 45) From Enterprise Drive To Sarasota County Line		ADD LANES & REHABILITATE PVMNT
Us 41 (Sr 45) From Lee C/L To St Pierre Road		RIGID PAVEMENT REHABILITATION
Us 41 (Sr 45) From Taylor Road To Aquiesta Drive		LIGHTING
Us 41 (Sr 45) Gateway Project Boardwalk		CONSTRUCT SPECIAL STRUCTURE
Us 41 (Sr 45) Sidewalk		BIKE PATH/TRAIL
Us 41 (Sr 45) At Harbor View Rd/Edgewater Dr		INTERSECTION IMPROVEMENT
Us 41 / Sr 45 At Harbor Blvd		INTERSECTION IMPROVEMENT
Us 41/ Sr 45 At Cochran Blvd		INTERSECTION IMPROVEMENT
Us 41/Tamiami Trail From Cross Street To Cochran Blvd		RESURFACING
Vineland Elementary School Srts Sidewalk		SIDEWALK
Winchester Blvd From Cr 775 To Sr 776		NEW ROAD CONSTRUCTION

Accessibility | Acronyms | Frequently Asked Questions | Governor's Office | Privacy Policy | Statement of Agency

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605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:
(Lisa Saliba: Lisa.Saliba@dot.state.fl.us or call 850-414-4622)

View Contact Information for Office of Work Program and Budget
Application Home: Work Program

Office Home: Office of Work Program and Budget
Florida Department of Transportation Home
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CHARLOTTE COUNTY: ROADWAY LEVEL OF SERVICE DATA (AS OF 06/30/2011)

LOS Report ID	Roadway	From	To	Fed. Func. Class.	Lanes	2011 AADT	Date of Last Count	Sugg. Gr. Rate	Level of Service Calculations[1]								
									K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
											B	C	D	E	Adopted	Current	
190	Rampart Blvd	Kings Highway	I-75	L	2	11,277	Apr-11	1.00%	0.091	1,026	n/a	918	1,332	1,413	D	D	77%
104	Rio De Janeiro Avenue	Harborview Rd.	Rampart Blvd.	RJC	2	6,527	Apr-11	1.00%	0.091	594	n/a	918	1,332	1,413	D	C	45%
105	Rio De Janeiro Avenue	Rampart Blvd.	Sandhill Blvd.	RJC	2	4,160	Apr-11	1.00%	0.091	379	n/a	918	1,332	1,413	D	C	28%
174	Rio Villa Drive	Deltona Dr.	U.S. 41	L	2	2,947	Jan-11	1.00%	0.091	268	n/a	918	1,332	1,413	D	C	20%
106	Riverside Drive	I-75 Overpass	U.S. 17	L	2	649	Jan-11	1.00%	0.091	59	n/a	918	1,332	1,413	D	C	4%
204	Robin Road	C.R. 771	Yellowhammer Dr.	L	2	98	Mar-11	1.00%	0.091	9	n/a	918	1,332	1,413	D	C	1%
152	Rotonda Blvd E	Boundary Blvd.	C.R. 771	UC	2	3,121	Mar-11	1.00%	0.091	284	n/a	918	1,332	1,413	D	C	21%
120	Rotonda Blvd N	Parade Cir.	Rotonda Cir.	RJC	2	1,851	Mar-11	1.26%	0.091	168	n/a	918	1,332	1,413	D	C	13%
135	Rotonda Blvd W	C.R. 775	Normandy Way	RJC	4	6,325	Mar-11	1.00%	0.091	576	n/a	2,178	2,898	3,060	D	C	20%
133	Rotonda Blvd W	Normandy Way	Boundary Blvd.	RJC	4	6,270	Mar-11	1.00%	0.091	571	n/a	2,178	2,898	3,060	D	C	20%
134	Rotonda Blvd W	Boundary Blvd.	Parade Cir.	RJC	4	2,233	Mar-11	1.00%	0.091	203	n/a	2,178	2,898	3,060	D	C	7%
191	Jones Loop Road S	Taylor Rd.	I-75	RJC	2	1,660	Jun-11	1.00%	0.091	151	n/a	918	1,332	1,413	D	C	11%
136	San Casa Drive	Worth Ave.	C.R. 775	RJC	2	7,205	Mar-11	1.00%	0.091	656	n/a	918	1,332	1,413	D	C	49%
137	San Casa Drive	S.R. 776	Worth Ave.	RJC	2	9,210	Feb-11	1.00%	0.091	838	n/a	918	1,332	1,413	D	C	63%
203	San Domingo Blvd	San Cruz Waterway	CR 771	L	2	1,275	Mar-11	5.00%	0.091	116	n/a	918	1,332	1,413	D	C	9%
107	Sandhill Blvd	Kings Highway	Deep Creek Blvd.	UC	2	13,756	Apr-11	1.50%	0.091	1,252	n/a	918	1,332	1,413	D	D	94%
108	Sandhill Blvd	Deep Creek Blvd.	Rio De Janeiro Ave.	UC	2	5,481	Apr-11	1.50%	0.091	499	n/a	918	1,332	1,413	D	C	37%
229	Sheehan Blvd	Midway Blvd.	Alton Rd.	L	2	2,519	Apr-11	1.65%	0.091	229	n/a	918	1,332	1,413	D	C	17%
235	Sheehan Blvd	Alton Ad.	Peachland Blvd.	L	2	1,784	Apr-11	1.00%	0.091	162	n/a	918	1,332	1,413	D	C	12%
148	Shreve Street	Henry St.	Pompano Ter.	L	2	5,226	Jan-11	1.00%	0.091	476	n/a	918	1,332	1,413	D	C	36%
213	Spinnaker Blvd	Cougar Way	Gulfstream Blvd.	RJC	2	3,176	Mar-11	1.00%	0.091	289	n/a	918	1,332	1,413	D	C	22%
212	Spinnaker Blvd	Gulfstream Blvd.	S.R. 776	RJC	2	2,468	Feb-11	1.00%	0.091	225	n/a	918	1,332	1,413	D	C	17%
147	Spinnaker Blvd	S.R. 776	Willmington Blvd.	RJC	2	955	Feb-11	1.00%	0.091	87	n/a	918	1,332	1,413	D	C	7%
320	SR 31	C.R. 74	DeSoto Co Line	MA	2	2,945	Jan-00	2.00%	0.091	268	930	1,500	1,600	n/a	D	B	17%
304	SR 776	Murdock Cir./Enterprise Dr.	U.S. 41	MA	4	22,589	Feb-11	2.00%	0.091	2,056	2,840	3,440	3,560	n/a	D	B	58%
84	SR 776	Biscayne Dr.	Murdock Cir/Enterprise Dr.	MA	4	24,492	Feb-11	2.00%	0.091	2,229	2,840	3,440	3,560	n/a	D	B	63%
14	SR 776	El Jobean Bridge	Biscayne Dr.	MA	4	25,374	Feb-11	2.00%	0.091	2,309	2,840	3,440	3,560	n/a	D	B	65%
13	SR 776	C.R. 771	El Jobean Bridge	MA	4	26,057	Feb-11	2.00%	0.091	2,371	2,840	3,440	3,560	n/a	D	B	67%
158	SR 776	Coliseum Blvd.	C.R. 771	MA	4	19,676	Feb-11	2.00%	0.091	1,791	2,840	3,440	3,560	n/a	D	B	50%
192	SR 776	Oceanspray Blvd.	Coliseum Blvd.	MA	4	18,988	Feb-11	2.00%	0.091	1,728	2,840	3,440	3,560	n/a	D	B	49%
143	SR 776	Sunnybrook Blvd.	Oceanspray Blvd.	MA	4	20,807	Feb-11	2.00%	0.091	1,893	2,840	3,440	3,560	n/a	D	B	53%
144	SR 776	Spinnaker Blvd.	Sunnybrook Blvd.	MA	4	23,253	Feb-11	2.00%	0.091	2,116	2,840	3,440	3,560	n/a	D	B	59%
141	SR 776	Gulfstream Blvd.	Spinnaker Blvd.	MA	4	25,898	Feb-11	2.00%	0.091	2,357	2,840	3,440	3,560	n/a	D	B	66%
142	SR 776	Oriole Blvd.	Gulfstream Blvd.	MA	4	30,697	Feb-11	2.00%	0.091	2,793	2,840	3,440	3,560	n/a	D	B	78%
140	SR 776	Pine St.	Oriole Blvd.	MA	4	31,354	Feb-11	2.00%	0.091	2,853	2,840	3,440	3,560	n/a	D	C	80%
118	SR 776	Beach Rd.	Pine St.	MA	4	27,591	Feb-11	2.00%	0.091	2,511	2,840	3,440	3,560	n/a	D	B	71%
127	SR 776	Sarasota Co Line	Beach Rd.	MA	4	22,610	Feb-11	2.00%	0.091	2,057	2,840	3,440	3,560	n/a	D	B	58%
205	St. Paul Drive	Appleton Blvd.	Ingraham Blvd.	L	2	277	Mar-11	1.00%	0.091	25	n/a	918	1,332	1,413	D	C	2%
206	St. Paul Drive	Ingraham Blvd.	Calument Blvd.	L	2	267	Mar-11	1.00%	0.091	24	n/a	918	1,332	1,413	D	C	2%
230	Sulstone Drive	Sunnybrook Rd.	Adams St.	L	2	1,176	Apr-11	1.00%	0.091	107	n/a	918	1,332	1,413	D	C	8%

8250 PASCAL DR,
PUNTA GORDA, FL 33950
PH# (800) 639-4851, FAX# (941) 639-4851
WWW.FTEINC.NET

File Name : SR 31 at CR 74
Site Code :
Start Date : 4/10/2012
Page No : 1

Groups Printed- Car - Truck - Ped

	SR 31 Southbound					CR 74 Westbound					SR 31 Northbound					CR 74 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	7	14	1	0	22	1	7	5	0	13	1	27	2	0	30	0	5	3	0	8	73
07:15 AM	4	14	2	0	20	2	7	4	0	13	3	23	2	0	28	1	9	2	0	12	73
07:30 AM	3	13	1	0	17	1	4	1	0	6	3	38	6	0	47	3	5	5	0	13	83
07:45 AM	12	12	2	0	26	1	7	3	0	11	1	23	4	0	28	3	4	1	0	8	73
Total	26	53	6	0	85	5	25	13	0	43	8	111	14	0	133	7	23	11	0	41	302
08:00 AM	1	10	1	0	12	6	4	5	0	15	6	37	4	0	47	3	10	2	0	15	89
08:15 AM	2	12	2	0	16	2	6	0	0	8	5	20	6	0	31	2	5	1	0	8	63
08:30 AM	7	20	2	0	29	1	2	3	0	6	2	31	3	0	36	2	6	2	0	10	81
08:45 AM	2	19	1	0	22	4	5	6	0	15	3	50	4	0	57	3	7	4	0	14	108
Total	12	61	6	0	79	13	17	14	0	44	16	138	17	0	171	10	28	9	0	47	341
04:00 PM	5	29	1	0	35	1	5	4	0	10	5	21	3	0	29	1	7	3	0	11	85
04:15 PM	4	21	2	0	27	2	9	3	0	14	5	15	2	0	22	1	5	2	0	8	71
04:30 PM	2	19	2	0	23	6	8	7	0	21	1	31	5	0	37	1	7	2	0	10	91
04:45 PM	2	19	1	0	22	4	5	4	0	13	1	22	3	0	26	1	5	2	0	8	69
Total	13	88	6	0	107	13	27	18	0	58	12	89	13	0	114	4	24	9	0	37	316
05:00 PM	3	18	2	0	23	6	2	2	0	10	4	20	3	0	27	3	7	3	0	13	73
05:15 PM	1	22	1	0	24	1	6	10	0	17	2	20	2	0	24	5	8	2	0	15	80
05:30 PM	3	21	3	0	27	1	4	4	0	9	3	18	0	0	21	5	10	3	0	18	75
05:45 PM	5	21	1	0	27	8	5	7	0	20	0	22	3	0	25	0	6	2	0	8	80
Total	12	82	7	0	101	16	17	23	0	56	9	80	8	0	97	13	31	10	0	54	308
Grand Total	63	284	25	0	372	47	86	68	0	201	45	418	52	0	515	34	106	39	0	179	1267
Apprch %	16.9	76.3	6.7	0		23.4	42.8	33.8	0		8.7	81.2	10.1	0		19	59.2	21.8	0		
Total %	5	22.4	2	0	29.4	3.7	6.8	5.4	0	15.9	3.6	33	4.1	0	40.6	2.7	8.4	3.1	0	14.1	
Car	37	207	20	0	264	40	55	40	0	135	32	282	44	0	358	24	58	22	0	104	861
% Car	58.7	72.9	80	0	71	85.1	64	58.8	0	67.2	71.1	67.5	84.6	0	69.5	70.6	54.7	56.4	0	58.1	68
Truck	26	77	5	0	108	7	31	28	0	66	13	136	8	0	157	10	48	17	0	75	406
% Truck	41.3	27.1	20	0	29	14.9	36	41.2	0	32.8	28.9	32.5	15.4	0	30.5	29.4	45.3	43.6	0	41.9	32
Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Ped	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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File Name : SR 31 at CR 74
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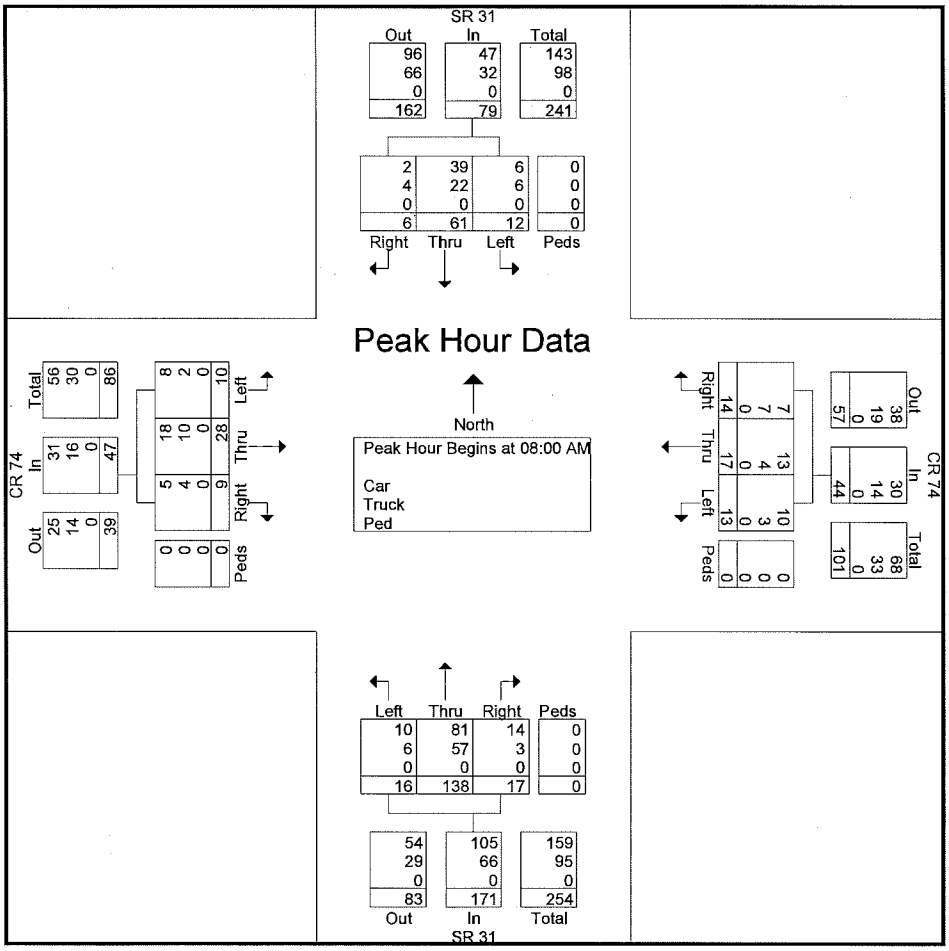
	SR 31 Southbound					CR 74 Westbound					SR 31 Northbound					CR 74 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	10	1	0	12	6	4	5	0	15	6	37	4	0	47	3	10	2	0	15	89
08:15 AM	2	12	2	0	16	2	6	0	0	8	5	20	6	0	31	2	5	1	0	8	63
08:30 AM	7	20	2	0	29	1	2	3	0	6	2	31	3	0	36	2	6	2	0	10	81
08:45 AM	2	19	1	0	22	4	5	6	0	15	3	50	4	0	57	3	7	4	0	14	108
Total Volume	12	61	6	0	79	13	17	14	0	44	16	138	17	0	171	10	28	9	0	47	341
% App. Total	15.2	77.2	7.6	0		29.5	38.6	31.8	0		9.4	80.7	9.9	0		21.3	59.6	19.1	0		
PHF	.429	.763	.750	.000	.681	.542	.708	.583	.000	.733	.667	.690	.708	.000	.750	.833	.700	.563	.000	.783	.789
Car	6	39	2	0	47	10	13	7	0	30	10	81	14	0	105	8	18	5	0	31	213
% Car	50.0	63.9	33.3	0	59.5	76.9	76.5	50.0	0	68.2	62.5	58.7	82.4	0	61.4	80.0	64.3	55.6	0	66.0	62.5
Truck	6	22	4	0	32	3	4	7	0	14	6	57	3	0	66	2	10	4	0	16	128
% Truck	50.0	36.1	66.7	0	40.5	23.1	23.5	50.0	0	31.8	37.5	41.3	17.6	0	38.6	20.0	35.7	44.4	0	34.0	37.5
Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Ped	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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File Name : SR 31 at CR 74
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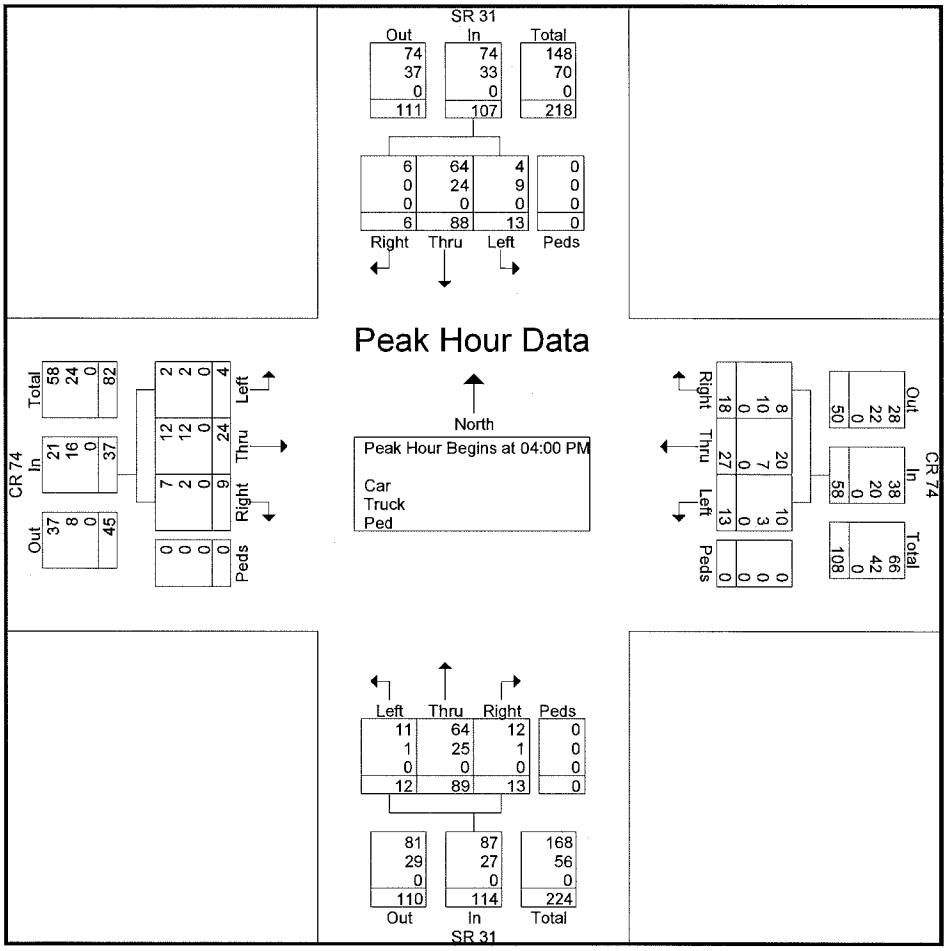
	SR 31 Southbound					CR 74 Westbound					SR 31 Northbound					CR 74 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	5	29	1	0	35	1	5	4	0	10	5	21	3	0	29	1	7	3	0	11	85
04:15 PM	4	21	2	0	27	2	9	3	0	14	5	15	2	0	22	1	5	2	0	8	71
04:30 PM	2	19	2	0	23	6	8	7	0	21	1	31	5	0	37	1	7	2	0	10	91
04:45 PM	2	19	1	0	22	4	5	4	0	13	1	22	3	0	26	1	5	2	0	8	69
Total Volume	13	88	6	0	107	13	27	18	0	58	12	89	13	0	114	4	24	9	0	37	316
% App. Total	12.1	82.2	5.6	0		22.4	46.6	31	0		10.5	78.1	11.4	0		10.8	64.9	24.3	0		
PHF	.650	.759	.750	.000	.764	.542	.750	.643	.000	.690	.600	.718	.650	.000	.770	1.00	.857	.750	.000	.841	.868
Car	4	64	6	0	74	10	20	8	0	38	11	64	12	0	87	2	12	7	0	21	220
% Car	30.8	72.7	100	0	69.2	76.9	74.1	44.4	0	65.5	91.7	71.9	92.3	0	76.3	50.0	50.0	77.8	0	56.8	69.6
Truck	9	24	0	0	33	3	7	10	0	20	1	25	1	0	27	2	12	2	0	16	96
% Truck	69.2	27.3	0	0	30.8	23.1	25.9	55.6	0	34.5	8.3	28.1	7.7	0	23.7	50.0	50.0	22.2	0	43.2	30.4
Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Ped	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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File Name : SR 31 at Neal Rd
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Groups Printed- Car - Truck - Ped

	SR 31 Southbound				Neal Rd Westbound				SR 31 Northbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	6	20	0	26	1	1	0	2	31	2	0	33	61
07:15 AM	5	15	0	20	1	1	0	2	27	0	0	27	49
07:30 AM	4	18	0	22	0	0	0	0	35	2	0	37	59
07:45 AM	6	26	0	32	0	2	0	2	24	5	0	29	63
Total	21	79	0	100	2	4	0	6	117	9	0	126	232
08:00 AM	1	16	0	17	0	0	0	0	36	3	0	39	56
08:15 AM	1	18	0	19	0	0	0	0	32	2	0	34	53
08:30 AM	6	31	0	37	0	1	0	1	31	0	0	31	69
08:45 AM	5	24	0	29	1	0	0	1	56	2	0	58	88
Total	13	89	0	102	1	1	0	2	155	7	0	162	266
04:00 PM	0	26	0	26	1	5	0	6	24	0	0	24	56
04:15 PM	1	28	0	29	1	4	0	5	27	2	0	29	63
04:30 PM	1	24	0	25	0	3	0	3	33	2	0	35	63
04:45 PM	1	25	0	26	1	7	0	8	26	1	0	27	61
Total	3	103	0	106	3	19	0	22	110	5	0	115	243
05:00 PM	0	21	0	21	0	4	0	4	24	1	0	25	50
05:15 PM	0	26	0	26	1	1	0	2	26	3	0	29	57
05:30 PM	0	27	0	27	0	7	0	7	30	3	0	33	67
05:45 PM	2	31	0	33	1	3	0	4	28	2	0	30	67
Total	2	105	0	107	2	15	0	17	108	9	0	117	241
Grand Total	39	376	0	415	8	39	0	47	490	30	0	520	982
Apprch %	9.4	90.6	0		17	83	0		94.2	5.8	0		
Total %	4	38.3	0	42.3	0.8	4	0	4.8	49.9	3.1	0	53	
Car	33	261	0	294	5	30	0	35	319	22	0	341	670
% Car	84.6	69.4	0	70.8	62.5	76.9	0	74.5	65.1	73.3	0	65.6	68.2
Truck	6	115	0	121	3	9	0	12	171	8	0	179	312
% Truck	15.4	30.6	0	29.2	37.5	23.1	0	25.5	34.9	26.7	0	34.4	31.8
Ped	0	0	0	0	0	0	0	0	0	0	0	0	0
% Ped	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : SR 31 at Neal Rd
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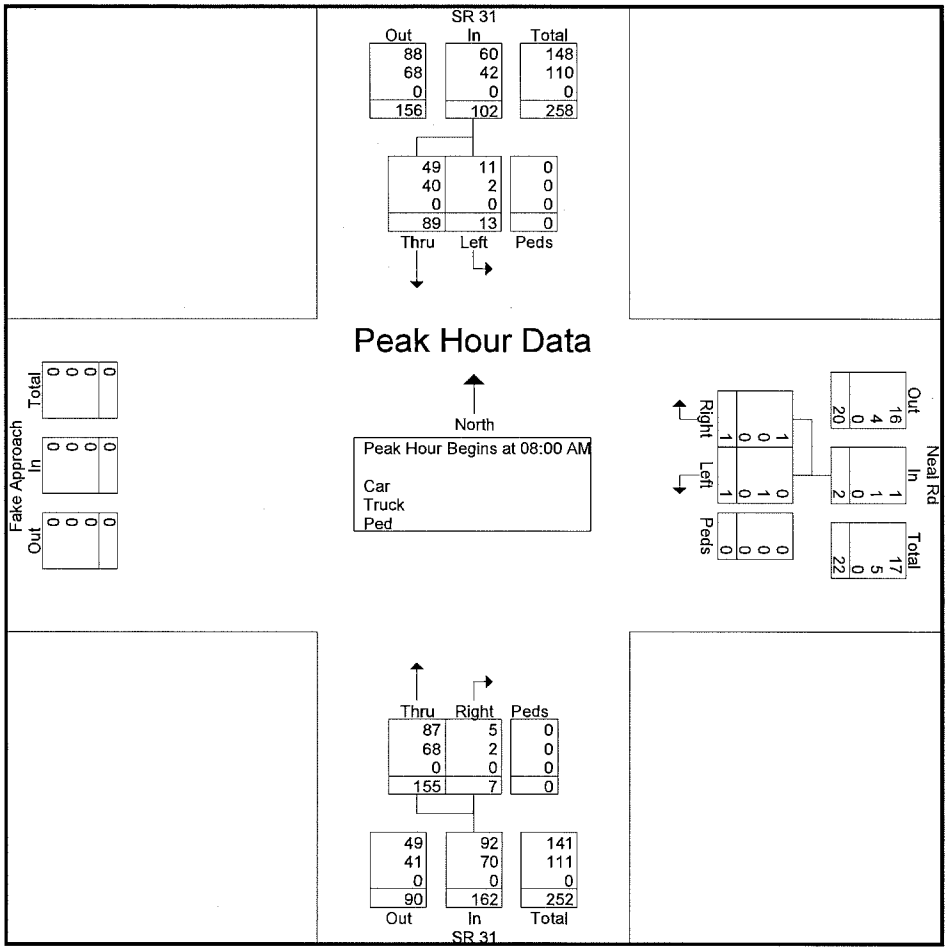
	SR 31 Southbound				Neal Rd Westbound				SR 31 Northbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	1	16	0	17	0	0	0	0	36	3	0	39	56
08:15 AM	1	18	0	19	0	0	0	0	32	2	0	34	53
08:30 AM	6	31	0	37	0	1	0	1	31	0	0	31	69
08:45 AM	5	24	0	29	1	0	0	1	56	2	0	58	88
Total Volume	13	89	0	102	1	1	0	2	155	7	0	162	266
% App. Total	12.7	87.3	0		50	50	0		95.7	4.3	0		
PHF	.542	.718	.000	.689	.250	.250	.000	.500	.692	.583	.000	.698	.756
Car	11	49	0	60	0	1	0	1	87	5	0	92	153
% Car	84.6	55.1	0	58.8	0	100	0	50.0	56.1	71.4	0	56.8	57.5
Truck	2	40	0	42	1	0	0	1	68	2	0	70	113
% Truck	15.4	44.9	0	41.2	100	0	0	50.0	43.9	28.6	0	43.2	42.5
Ped	0	0	0	0	0	0	0	0	0	0	0	0	0
% Ped	0	0	0	0	0	0	0	0	0	0	0	0	0



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File Name : SR 31 at Neal Rd
Site Code :
Start Date : 4/10/2012
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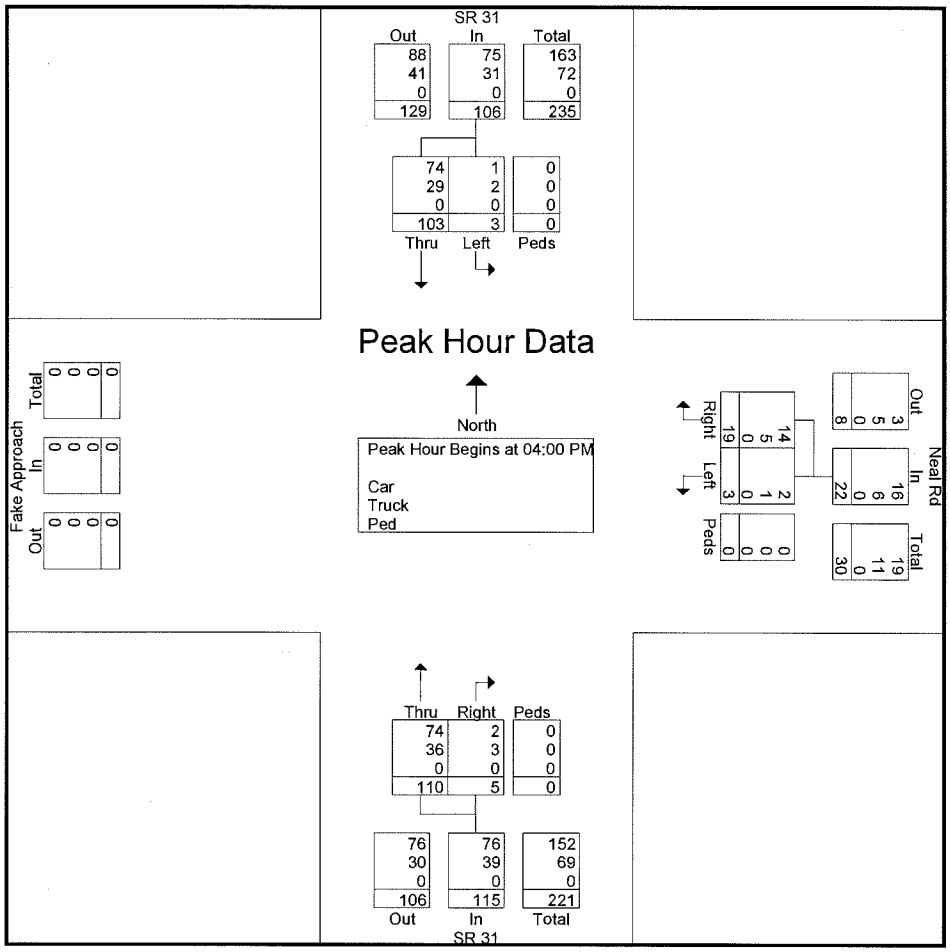
	SR 31 Southbound				Neal Rd Westbound				SR 31 Northbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	26	0	26	1	5	0	6	24	0	0	24	56
04:15 PM	1	28	0	29	1	4	0	5	27	2	0	29	63
04:30 PM	1	24	0	25	0	3	0	3	33	2	0	35	63
04:45 PM	1	25	0	26	1	7	0	8	26	1	0	27	61
Total Volume	3	103	0	106	3	19	0	22	110	5	0	115	243
% App. Total	2.8	97.2	0		13.6	86.4	0		95.7	4.3	0		
PHF	.750	.920	.000	.914	.750	.679	.000	.688	.833	.625	.000	.821	.964
Car	1	74	0	75	2	14	0	16	74	2	0	76	167
% Car	33.3	71.8	0	70.8	66.7	73.7	0	72.7	67.3	40.0	0	66.1	68.7
Truck	2	29	0	31	1	5	0	6	36	3	0	39	76
% Truck	66.7	28.2	0	29.2	33.3	26.3	0	27.3	32.7	60.0	0	33.9	31.3
Ped	0	0	0	0	0	0	0	0	0	0	0	0	0
% Ped	0	0	0	0	0	0	0	0	0	0	0	0	0



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File Name : CR 74 at Chiquita Dr
Site Code :
Start Date : 4/10/2012
Page No : 1

Groups Printed- Car - Truck - Ped

	CHIQUITA DR Southbound				CR 74 Westbound				CHIQUITA DR Northbound				CR 74 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	0	0	0	0	0	14	0	0	0	0	0	0	0	10	0	0	24
07:15 AM	0	0	0	0	0	8	0	0	0	0	0	0	0	13	0	0	21
07:30 AM	0	0	0	0	0	10	0	0	0	0	0	0	0	11	0	0	21
07:45 AM	0	0	0	0	0	11	0	0	0	0	0	0	0	15	0	0	26
Total	0	0	0	0	0	43	0	0	0	0	0	0	0	49	0	0	92
08:00 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	8	0	0	15
08:15 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	18	0	0	24
08:30 AM	0	0	0	0	0	21	0	0	0	0	0	0	0	9	0	0	30
08:45 AM	0	0	0	0	0	14	1	0	0	0	0	0	1	15	0	0	31
Total	0	0	0	0	0	48	1	0	0	0	0	0	1	50	0	0	100
04:00 PM	0	0	0	0	0	10	0	0	0	0	0	0	0	15	0	0	25
04:15 PM	0	0	1	0	0	10	0	0	0	0	0	0	0	6	0	0	17
04:30 PM	0	0	0	0	0	13	0	0	0	0	0	0	1	8	0	0	22
04:45 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	12	0	0	18
Total	0	0	1	0	0	39	0	0	0	0	0	0	1	41	0	0	82
05:00 PM	0	0	0	0	0	12	0	0	0	0	0	0	0	20	0	0	32
05:15 PM	2	0	0	0	0	10	0	0	0	0	0	0	0	14	0	0	26
05:30 PM	0	0	0	0	0	12	0	0	0	0	0	0	0	15	0	0	27
05:45 PM	0	0	0	0	0	19	0	0	0	0	0	0	1	15	0	0	35
Total	2	0	0	0	0	53	0	0	0	0	0	0	1	64	0	0	120
Grand Total	2	0	1	0	0	183	1	0	0	0	0	0	3	204	0	0	394
Apprch %	66.7	0	33.3	0	0	99.5	0.5	0	0	0	0	0	1.4	98.6	0	0	
Total %	0.5	0	0.3	0	0	46.4	0.3	0	0	0	0	0	0.8	51.8	0	0	
Car	2	0	1	0	0	115	1	0	0	0	0	0	1	124	0	0	244
% Car	100	0	100	0	0	62.8	100	0	0	0	0	0	33.3	60.8	0	0	61.9
Truck	0	0	0	0	0	68	0	0	0	0	0	0	2	80	0	0	150
% Truck	0	0	0	0	0	37.2	0	0	0	0	0	0	66.7	39.2	0	0	38.1
Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : CR 74 at Chiquita Dr
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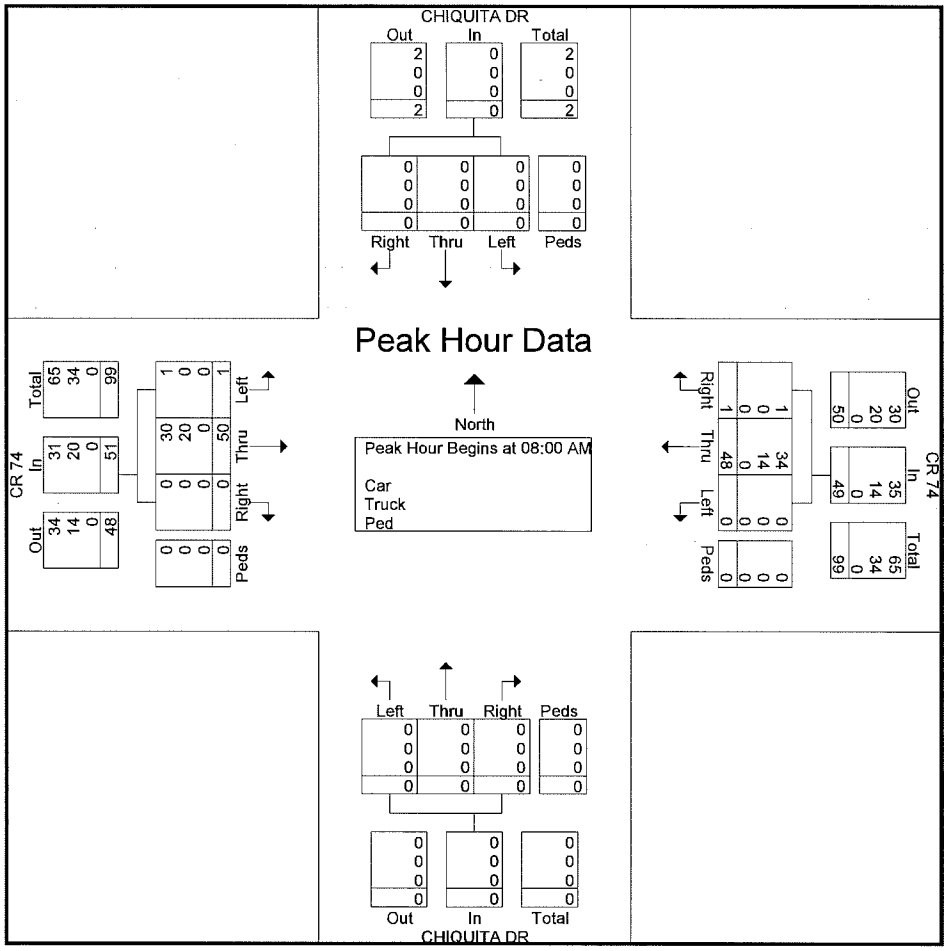
	CHIQUITA DR Southbound					CR 74 Westbound					CHIQUITA DR Northbound					CR 74 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	15
08:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	18	0	0	18	24
08:30 AM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	9	0	0	9	30
08:45 AM	0	0	0	0	0	0	14	1	0	15	0	0	0	0	0	1	15	0	0	16	31
Total Volume	0	0	0	0	0	0	48	1	0	49	0	0	0	0	0	1	50	0	0	51	100
% App. Total	0	0	0	0		0	98	2	0		0	0	0	0		2	98	0	0		
PHF	.000	.000	.000	.000	.000	.000	.571	.250	.000	.583	.000	.000	.000	.000	.000	.250	.694	.000	.000	.708	.806
Car	0	0	0	0	0	0	34	1	0	35	0	0	0	0	0	1	30	0	0	31	66
% Car	0	0	0	0	0	0	70.8	100	0	71.4	0	0	0	0	0	100	60.0	0	0	60.8	66.0
Truck	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	20	0	0	20	34
% Truck	0	0	0	0	0	0	29.2	0	0	28.6	0	0	0	0	0	0	40.0	0	0	39.2	34.0
Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Ped	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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File Name : CR 74 at Chiquita Dr
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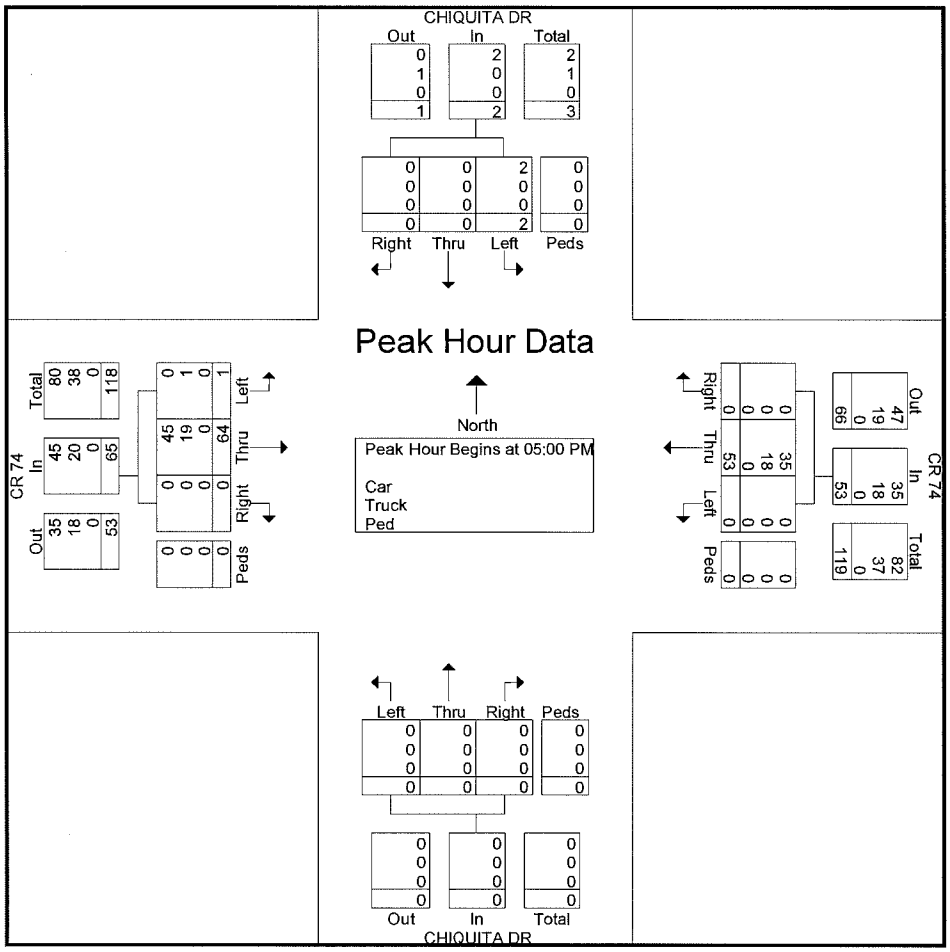
	CHIQUITA DR Southbound					CR 74 Westbound					CHIQUITA DR Northbound					CR 74 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	20	0	0	20	32
05:15 PM	2	0	0	0	2	0	10	0	0	10	0	0	0	0	0	0	14	0	0	14	26
05:30 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	15	0	0	15	27
05:45 PM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	1	15	0	0	16	35
Total Volume	2	0	0	0	2	0	53	0	0	53	0	0	0	0	0	1	64	0	0	65	120
% App. Total	100	0	0	0		0	100	0	0		0	0	0	0		1.5	98.5	0	0		
PHF	.250	.000	.000	.000	.250	.000	.697	.000	.000	.697	.000	.000	.000	.000	.000	.250	.800	.000	.000	.813	.857
Car	2	0	0	0	2	0	35	0	0	35	0	0	0	0	0	0	45	0	0	45	82
% Car	100	0	0	0	100	0	66.0	0	0	66.0	0	0	0	0	0	0	70.3	0	0	69.2	68.3
Truck	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	1	19	0	0	20	38
% Truck	0	0	0	0	0	0	34.0	0	0	34.0	0	0	0	0	0	100	29.7	0	0	30.8	31.7
Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



HCS+: Unsignalized Intersections Release 5.21

TWO-WAY STOP CONTROL SUMMARY

alyst: FTE
Agency/Co.: FTE
Date Performed: 4/30/2012
Analysis Time Period: PM Peak
Intersection: CR 74/Bermont Rd and SR 31
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: 2012 Existing
Project ID: 112010-01 Calusa Green Landfill TIS
East/West Street: CR 74/Bermont Rd
North/South Street: SR 31
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	11	80	12	12	79	5
Peak-Hour Factor, PHF	0.60	0.72	0.65	0.65	0.76	0.75
Hourly Flow Rate, HFR	18	111	18	18	103	6
Percent Heavy Vehicles	8	--	--	69	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	12	24	16	4	22	8
Peak Hour Factor, PHF	0.54	0.75	0.64	1.00	0.86	0.75
Hourly Flow Rate, HFR	22	32	25	4	25	10
Percent Heavy Vehicles	23	26	56	50	50	22
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	18	18		79			39	
C(m) (vph)	1445	1130		617			578	
v/c	0.01	0.02		0.13			0.07	
95% queue length	0.04	0.05		0.44			0.22	
Control Delay	7.5	8.2		11.7			11.7	
LOS	A	A		B			B	
Approach Delay				11.7			11.7	
Approach LOS				B			B	

HCS+: Unsignalized Intersections Release 5.21

TWO-WAY STOP CONTROL SUMMARY

alyst: FTE
Agency/Co.: FTE
Date Performed: 06/12/2012
Analysis Time Period: PM Peak
Intersection: CR 74/Bermont Rd and SR 31
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: 2015 Total
Project ID: 112010-01 Calusa Green Landfill TIS
East/West Street: CR 74/Bermont Rd
North/South Street: SR 31
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	23	112	39	17	113	6
Peak-Hour Factor, PHF	0.60	0.72	0.65	0.65	0.76	0.75
Hourly Flow Rate, HFR	38	155	60	26	148	8
Percent Heavy Vehicles	8	--	--	69	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	40	32	21	4	29	23
Peak Hour Factor, PHF	0.54	0.75	0.64	1.00	0.86	0.75
Hourly Flow Rate, HFR	74	42	32	4	33	30
Percent Heavy Vehicles	23	26	56	50	50	22
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	38	26		148			67	
C(m) (vph)	1388	1042		514			560	
v/c	0.03	0.02		0.29			0.12	
95% queue length	0.08	0.08		1.18			0.41	
Control Delay	7.7	8.5		14.8			12.3	
LOS	A	A		B			B	
Approach Delay				14.8			12.3	
proach LOS				B			B	

HCS+: Unsignalized Intersections Release 5.21

TWO-WAY STOP CONTROL SUMMARY

Analyst: FTE
Agency/Co.: FTE
Date Performed: 4/30/2012
Analysis Time Period: PM Peak
Intersection: CR 74 and Chiquita Dr
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: 2012 Existing
Project ID: 112010-01 Calusa Green Landfill TIS
East/West Street: CR 74/Bermont Rd
North/South Street: Chiquita Dr
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume				2	0	0
Peak-Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				2	0	0
Percent Heavy Vehicles		--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes				0	0	0
Configuration					LTRLR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume		57	0	1	69	
Peak Hour Factor, PHF		0.70	0.25	0.25	0.80	
Hourly Flow Rate, HFR		81	0	4	86	
Percent Heavy Vehicles		34	0	100	30	
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes		1	0	0	1	
Configuration			TR		LT	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LTR			TR	LT		
v (vph)		2			81	90		
C(m) (vph)		1636			831	831		
v/c		0.00			0.10	0.11		
95% queue length		0.00			0.32	0.36		
Control Delay		7.2			9.8	9.9		
LOS		A			A	A		
Approach Delay				9.8			9.9	
Approach LOS				A			A	

HCS+: Unsignalized Intersections Release 5.21

TWO-WAY STOP CONTROL SUMMARY

alyst: FTE
Agency/Co.: FTE
Date Performed: 06/12/2012
Analysis Time Period: PM Peak
Intersection: CR 74 and Chiquita Dr
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: 2015 Total
Project ID: 112010-01 Calusa Green Landfill TIS
East/West Street: CR 74/Bermont Rd
North/South Street: Chiquita Dr
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume				13	0	32
Peak-Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				13	0	32
Percent Heavy Vehicles		--	--	100	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes				0	0	0
Configuration					LTRLR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume		64	11	33	74	
Peak Hour Factor, PHF		0.70	0.25	0.25	0.80	
Hourly Flow Rate, HFR		91	44	132	92	
Percent Heavy Vehicles		34	0	100	30	
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes		1	0	0	1	
Configuration			TR		LT	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LTR			TR	LT		
v (vph)		13			135	224		
C(m) (vph)		1161			848	659		
v/c		0.01			0.16	0.34		
95% queue length		0.03			0.56	1.50		
Control Delay		8.1			10.0+	13.2		
LOS		A			B	B		
Approach Delay				10.0+			13.2	
proach LOS				B			B	

Calusa Green, LLC
Application for Planned Development Rezoning

Needs Analysis

MSW Policy 2.3.1 of the 2050 Plan requires any proposed solid waste disposal facility "to prepare a Needs Analysis that supports the added disposal capacity proposed is required in order to service County residents." Charlotte County owns and operates its own Class 1 landfill, the Zemel Road Landfill. MSW Policy 2.3.1 requires an analysis of the existing landfill capacity and its ability to meet the future needs of County residents. The burden is on Calusa Green, LLC to show that disposal capacity beyond that provided by the Charlotte County landfill is needed to service County residents. The 2050 Plan, in FLU Policy 1.2.1, states that the planning horizon for the 2050 Plan is the year 2030, while the vision horizon is the year 2050. Thus, this needs analysis will focus on these two horizons.

In the Infrastructure –Solid Waste-Data and Analysis, that is the backup material to the 2050 Plan, it is stated that the Zemel Road Landfill has sufficient capacity to serve Charlotte County until the year 2027, with space to "expand the landfill and extend its operational life well past 2050." (Infrastructure-Solid Waste-Data and Analysis, July 2010 Adoption, p.1). This conclusion derives from what is described as "the most recent" Landfill Life Report which indicates that, in 2010, the Zemel Road Landfill has a remaining capacity of 4,674,295 cubic yards. (Id., at p. 5) The projection of landfill life is based on a number of factors, including the average per capita solid waste generation. (Id., at p. 6). According to the referenced Landfill Life Report, the per capita solid waste generation rate is 4.2 lbs/person/day. The Landfill Life Report, therefore, multiplied projected permanent populations by 1533 lbs/person/year (365 days x 4.2 lbs/person/day and then subtracted that product from the remaining cubic yard capacity. That calculation was repeated for each subsequent year in order to arrive at the 2027 landfill life date.

However, MSW Policy 1.1.2 of the 2050 Plan states that "(t)he County shall provide for the disposal of no less than 5.0 pounds of solid waste per permanent resident per day within the County's landfill. Charlotte County's standard procedure for reviewing zoning applications utilizes the adopted level of service numbers for demonstrating adequate capacity. This is consistent with general land use planning best practices. For example, new residential development must establish that there is sufficient water and sewer capacity at the plant that will service the proposed development. Though actual water and sewer usage may be below the County's adopted level of service, Charlotte County, consistent with best planning practice, requires the analysis to utilize the level of service and not actual usage when calculating water and sewer plant capacity. This is the same when Charlotte County analyzes each zoning application for approval or denial. Solid waste capacity is analyzed based on 5.0 pounds per permanent resident.

Consequently, the County's landfill life analysis for the 2050 Plan was flawed, inconsistent with MSW Policy 1.1.2, and inconsistent with best planning practice. If Charlotte County intends to meet its adopted level of service for Municipal Solid Waste, in compliance with MSW Policy 1.1.2, there is not enough capacity in the Zemel Road landfill. The analysis of landfill capacity must utilize adopted level of service similar to the County's analysis of every other prior zoning case.

Further, the County relies on land it owns adjacent to the landfill to support its contention that there is sufficient landfill capacity to meet the 2030 planning horizon and the 2050 vision horizon. The County does not have a Florida Department of Environmental Protection permit to expand its landfill operation onto the adjacent site. Funding to pursue such permit is not included in the County's five-year Capital Improvements Plan. Contrary again to best planning practice, facilities that are not funded, without a dedicated funding source and not even permitted cannot be included as committed in any level of service analysis. For instance, Charlotte County's review of rezoning cases does not allow sidestepping a lack of water and sewer capacity by stating that the County owns sufficient property adjacent to its treatment plant to expand that plant's capacity. Similarly, if traffic generated by a developer's project will exceed the adopted level of service on a particular two-lane road, a developer may not claim that there is actually ample roadway capacity because the County owns sufficient right-of-way to widen the pavement to four lanes.

When reviewing a needs analysis submitted by a private sector developer, the County does not permit the developer to assume that state and federal agencies will grant permits or that the County will allocate funds for necessary improvements. Future improvements may only be taken into consideration when they are a "committed" improvement where "committed" is defined as underway or funded in the County's five-year Capital Improvements Plan ("CIP").

Calusa Green, therefore, conducted a needs analysis by projecting capacity based on the County's population projections and the County's adopted level of service for Solid Waste. When the County's adopted level of service is used, rather than the lower level of service assumed in the 2050 Plan of 4.2 pounds of solid waste per permanent resident per day, there is an expected shortfall. The spread sheet replicating the data in the Infrastructure –Solid Waste-Data and Analysis is at Exhibit 15-1. A spread sheet utilizing the same data, but correcting the usage to 5.0 pounds of solid waste per permanent resident per day is at Exhibit 15-2.

When utilizing the adopted level of service, the life of the Zemel Road landfill is reduced from 2027 to 2026. Again utilizing adopted level of service together with the County's population projections, Charlotte County has a landfill capacity deficiency of 1,148,299 cubic yards from 2026 until the conclusion of the 2030 planning horizon. Additionally, since the expansion of the Zemel Road landfill is not a committed improvement, Calusa Green may assume in its analysis that County residents will have a need for additional disposal capacity through the 2050 vision horizon. Utilizing the most recent population projections provided by Charlotte County staff, the County will have a need for

7,125,297 cubic yards of disposal capacity from 2030 through 2050. The Calusa Green landfill is proposed to provide 30,000,000 cubic yards of capacity through its useful life. Therefore, the proposed Calusa Green solid waste disposal facility will provide the added disposal capacity required to service County residents through both the 2030 planning horizon and the 2050 vision horizon.

It is also noted that the current population projections are greatly diminished from those utilized in the 2050 Plan analysis. The declining projections likely result from the reduced growth experienced by Charlotte County and the State of Florida during the current economic recession. However, the efforts of the Charlotte County Board of County Commissioners and the Economic Development staff have placed Charlotte County in a better position to experience higher growth in the future than the recent past would predict. Consequently, Charlotte County is likely to require even greater solid waste disposal capacity than what is shown in this needs analysis.