TECHNICAL MEMORANDUM

Riverwood DRI

Charlotte County, Florida

ANNUAL TRAFFIC MONITORING REPORT

Prepared by:

Florida Transportation Engineering, Inc.

◆ Punta Gorda ◆ Bradenton ◆ Tampa ◆ Tallahassee ◆ Coral Gables

November 1999

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1.0 Introduction

A traffic monitoring report is required annually for Riverwood Development of Regional Impact Increments I and II located in Charlotte County, Florida. The monitored requirements were identified in the development order, Resolution No. 90-286 and Resolution No. 97-0030A0. A traffic count location map is provided as Figure 1.

The majority of the mitigation for Increment I, identified in Exhibit 4 - Capital Road Facilities Plan, have been completed. Signalization of the project entrance with SR 776 has not been completed. When signalization is warranted and approved by FDOT, the traffic signal will be designed and constructed. At the completion of this improvement, the concurrency obligations for Riverwood Increment I shall be satisfied for transportation impacts.

In regards to monitoring of intersections and roadway segments, the following roadway improvements have been completed by FDOT or Charlotte County:

1. US 41 was widened south of Toledo Blade Boulevard
2. Veterans Boulevard was constructed east of US 41
3. SR 776 was widened from Riverwood to Collingswood Boulevard
4. SR 776 is being widened from San Casa Boulevard to Sunnybrook Boulevard

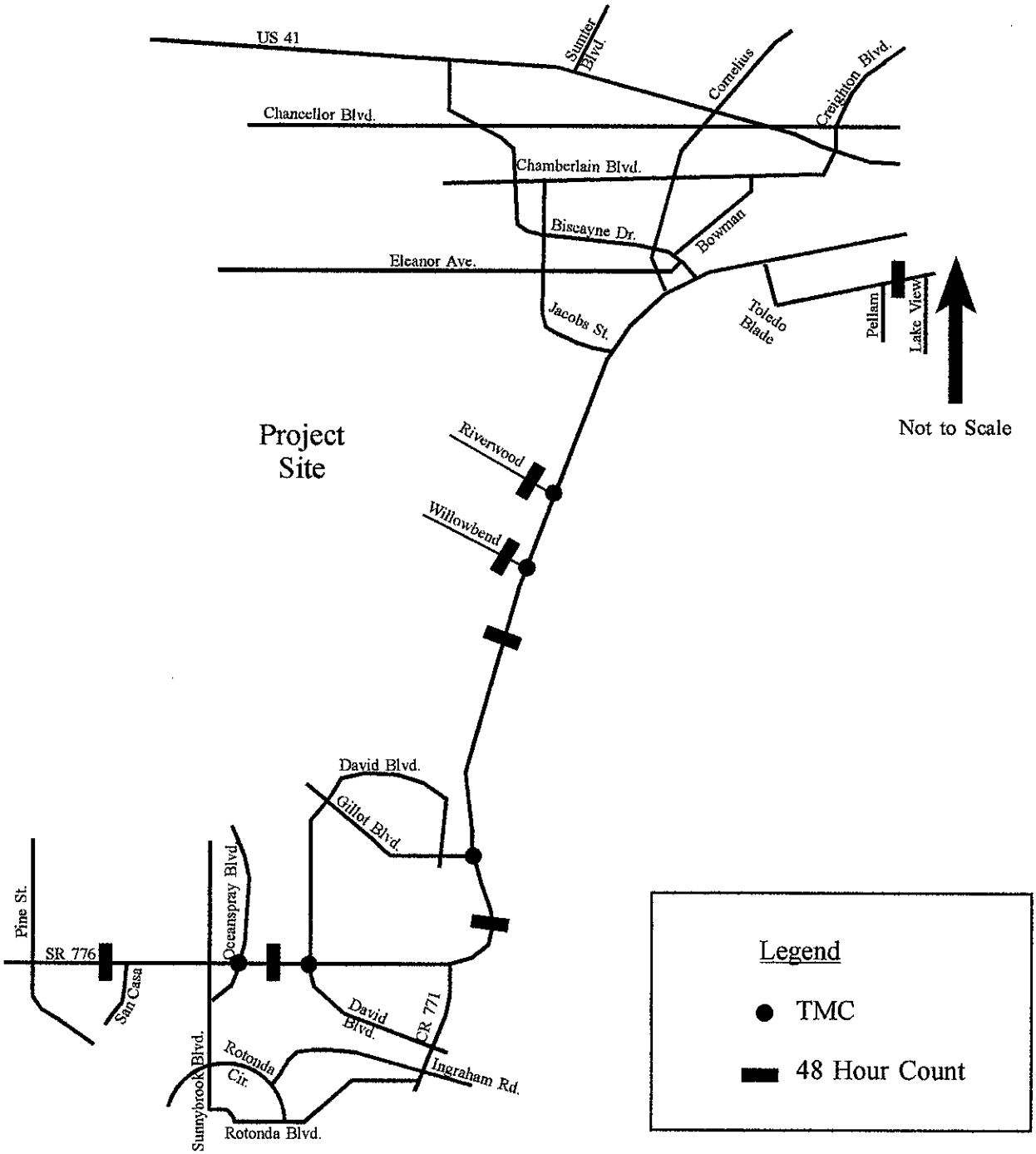
Additionally, SR 776 is programed for widening. The following roadway segments are programed for widening by FDOT:

1. SR 776 from CR 771 to Riverwood, Fiscal Year 1999/2000.
2. SR 776 from Sunnybrook Boulevard to CR 771, Fiscal Year 2000/2001.

The mitigation for Improvement II was compliant with the Charlotte County Impact Fee Ordinance and a lump sum payment. Riverwood will pay the impact fees as development occurs until buildout.

This report contains intersection level of service (LOS) analyses and roadway LOS analyses on SR 776 and Toledo Blade Boulevard.

Figure 1



Riverwood DRI,
Annual Traffic Monitoring Report

Traffic Count Location Map

2.0 Data Collection

Four-hour turning movement counts were collected at five intersections during the AM peak period (10-12 noon) and the PM peak period (3-5 PM). The peak hours were determined from traffic counts collected in September of 1999. The peak hours were approved by Charlotte County. The turning movement counts were collected at the following locations in September 1999:

- SR 776 and Riverwood Drive (Project Entrance East)
- SR 776 and Willowbend Drive (Project Entrance West)
- SR 776 and Gillot Boulevard
- SR 776 and David Boulevard
- SR 776 and Oceanspray Boulevard

All five intersections are currently unsignalized. Condition diagrams showing the intersection configuration were prepared at all five intersections. The condition diagrams are provided in Appendix A. The turning movement counts are summarized by fifteen minute increments with hourly totals and are provided in Appendix B.

48-hour directional volume counts were conducted on six roadway segments identified below from September 13 to September 14, 1999:

- SR 776 from Project Entrance West to Gillot Boulevard
- SR 776 from Gillot Boulevard to CR 771
- SR 776 from CR 771 to Sunnybrook Boulevard
- SR 776 from Sunnybrook Boulevard to Pine Street
- Riverwood Drive (Project Entrance East)
- Willowbend Drive (Project Entrance West)

- Toledo Blade from Pellam to Lakeview

The 48-hour directional volume counts are summarized by fifteen minute increments with hourly totals. These counts are provided in Appendix C. The peak hours were determined to be 10:45AM - 11:45AM and 3:30 PM - 4:30 PM. The peak hour determination is also provided in Appendix C.

3.0 Traffic Adjustments

The traffic data collected in September 1999 was adjusted to peak season conditions using the 1998 FDOT adjustment factors for Charlotte County.

The raw turning movement counts collected in September 1999 were first adjusted to average conditions by applying the FDOT weekly volume adjustment factor of 1.16. The average turning movement volumes were then adjusted to peak season conditions using the Peak Season Factor of 1.136 (average of the highest thirteen weekly volume adjustment factors). The FDOT adjustment factors and the 1999 adjusted turning movement volumes are provided in Appendix D.

The 48-hour directional volume counts collected on September 13, 1999 and September 14, 1999 were averaged to obtain the Average Daily Traffic (ADT). The ADTs were then adjusted to Annual Average Daily Traffic (AADT) by applying the FDOT axle adjustment factor (0.98 for SR 776 from Cornelius to CR 771; 0.96 for SR 776 from CR 771 to Sunnybrook Boulevard; 1.00 for Riverwood Drive and Willowbend Drive) and the FDOT weekly volume adjustment factor (1.16). The AADTs were then converted to peak season conditions using the Peak Season Factor of 1.136.

4.0 Traffic Analysis

The intersection level of service analyses were performed utilizing the procedures in the Highway Capacity Manual, Chapter 8 for unsignalized intersections. The roadway levels of service were determined based on the FDOT Generalized LOS Tables.

Intersection LOS Analysis

The intersection levels of service at the five intersections on SR 776 were determined using the most current Highway Capacity Software (HCS). The HCS analyses were performed for both AM and PM peak hours. Based on the 48-hour directional volume counts, the peak hours were determined to be 10:45 AM - 11:45 AM (AM peak hour) and 3:30 PM - 4:30 PM (PM peak hour).

The HCS analyses are summarized in Table 1. The percent of trucks during the peak hours as well as the peak hour factors (PHF) at the intersections were determined. The five intersections are currently stop controlled. As shown in Table 1, all intersections currently operate at acceptable levels of service (LOS "D" or better) except the intersection of SR 776 and Gillot which operates at LOS "F" in PM Peak Hour. At this intersection, the delay is primarily experienced by the side street traffic. The delay is not experienced by the percent SR 776 traffic. This intersection should be monitored to see if a traffic signal is warranted. The percent trucks and the peak hour factor calculations as well as the HCS worksheets are provided in Appendix E.

Roadway LOS Analysis

The roadway segments on SR 776 and on the project entrance driveways were analyzed utilizing the 1995 FDOT Generalized LOS Tables. The directional peak season traffic volumes for the AM peak hour (10:45 AM - 11:45 AM) and the PM peak hour (3:30 PM - 4:30 PM) were analyzed. The LOS tables for Urbanized Areas, State Two-Way Arterials, Class Ia were utilized

for the segment on SR 776 between Pine Street and San Casa Blvd. The LOS tables for Transitioning Areas, State Two-Way Arterials, unsignalized conditions were utilized for the other segments on SR 776. The LOS tables for Transitioning Areas, Major City/County Roads were utilized for the project entrance driveways. The roadway LOS analyses are summarized in Table 2. As shown in Table 2, all roadway segments currently operate at acceptable levels of service except for that segment of Toledo Blade from Pellam to Lake View which operates at LOS "F". Charlotte County has this segment of Toledo Blade Boulevard planned for widening. After widening, the segment should operate at acceptable level of service. The FDOT Generalized LOS Tables are provided in Appendix F.

Table 1
Intersection LOS Analysis

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR 776 and Riverwood (Project Entrance East)	1.8	A	12.5	C
SR 776 and Willowbend (Project Entrance West)	0.1	A	0.1	A
SR 776 and Gillot	9.1	B	216.4	F
SR 776 and David	1.2	A	3.0	A
SR 776 and Oceanspray	2.5	A	2.4	A

Table 2
Roadway LOS Analysis

AM Peak Hour

Roadway	From	To	1999 Raw Volumes				1999 Average Traffic		Axle Adj.	Weekly Adj.	Peak Season Factor	1999 Peak Season		Adopted Service Volume	Level of Service	
			EB/NB		WB/SB		EB/NB	WB/SB				EB/NB	WB/SB		EB/NB	WB/SB
			09/13/1999	09/14/1999	09/13/1999	09/14/1999										
SR 776	Project Entrance	Gillot Blvd.	118	125	125	116	122	121	0.98	1.16	1.136	157	156	930	A	A
	Gillot Blvd.	CR 771	482	551	500	469	517	485	0.98	1.16	1.136	667	626	930	B	B
	CR 771	Sunnybrook Blvd	377	409	409	422	393	416	0.96	1.16	1.136	497	526	930	B	B
	San Casa Road	Pine	951	848	931	883	900	907	0.96	1.16	1.136	1138	1147	1640	B	B
Riverwood Dr	North of SR 776	SR 776	27	25	42	40	26	41	1.00	1.16	1.136	34	54	520	C	C
Willowbend Dr	North of SR 776	SR 776	25	8	12	8	17	10	1.00	1.16	1.136	22	13	520	C	C
Toledo Blade	Pellam	Lakeview Blvd.	440	387	372	398	697	512	1.00	1.16	1.136	918	675	520	F	D

PM Peak Hour

Roadway	From	To	1999 Raw Volumes				1999 Average Traffic		Axle Adj.	Weekly Adj.	Peak Season Factor	1999 Peak Season		Adopted Service Volume	Level of Service	
			EB/NB		WB/SB		EB/NB	WB/SB				EB/NB	WB/SB		EB/NB	WB/SB
			09/13/1999	09/14/1999	09/13/1999	09/14/1999										
SR 776	Project Entrance	Gillot Blvd	195	215	92	81	205	87	0.98	1.16	1.136	265	112	930	A	A
	David Blvd	CR 771	716	579	536	554	648	545	0.98	1.16	1.136	836	704	930	C	C
	CR 771	Sunnybrook Blvd	476	402	482	462	439	472	0.96	1.16	1.136	555	597	930	B	B
	San Casa Road	Pine	1079	1057	846	827	1068	837	0.96	1.16	1.136	1351	1058	1640	B	B
Riverwood Dr	North of SR 776	SR 776	36	30	35	34	33	35	1.00	1.16	1.136	43	45	520	C	C
Willowbend Dr	North of SR 776	SR 776	6	12	9	12	9	11	1.00	1.16	1.136	12	14	520	C	C
Toledo Blade	Pellam	Lakeview Blvd.	590	535	573	566	617	636	1.00	1.16	1.136	813	838	520	F	F

s:\199023\01\tab\table2.wk4

5.0 Conclusion

It has been determined that all the intersections and roadway segments identified in Resolution No. 90-286 currently operate at acceptable levels of service except for the intersection of SR 776 and Gillot and the roadway segment on Toledo Blade Boulevard from Pellam to Lake View. Based on the analyses performed, no off-site improvements are required.

The intersection at Gillot and SR 776 should be studied to determine if signalization is needed. The delay is experienced by traffic on Gillot during PM peak hour.

The roadway section monitored on Toledo Blade was below standard. This section of Toledo Blade is being considered by Charlotte County for widening with no date set for improvement.

APPENDIX A

Condition Diagrams

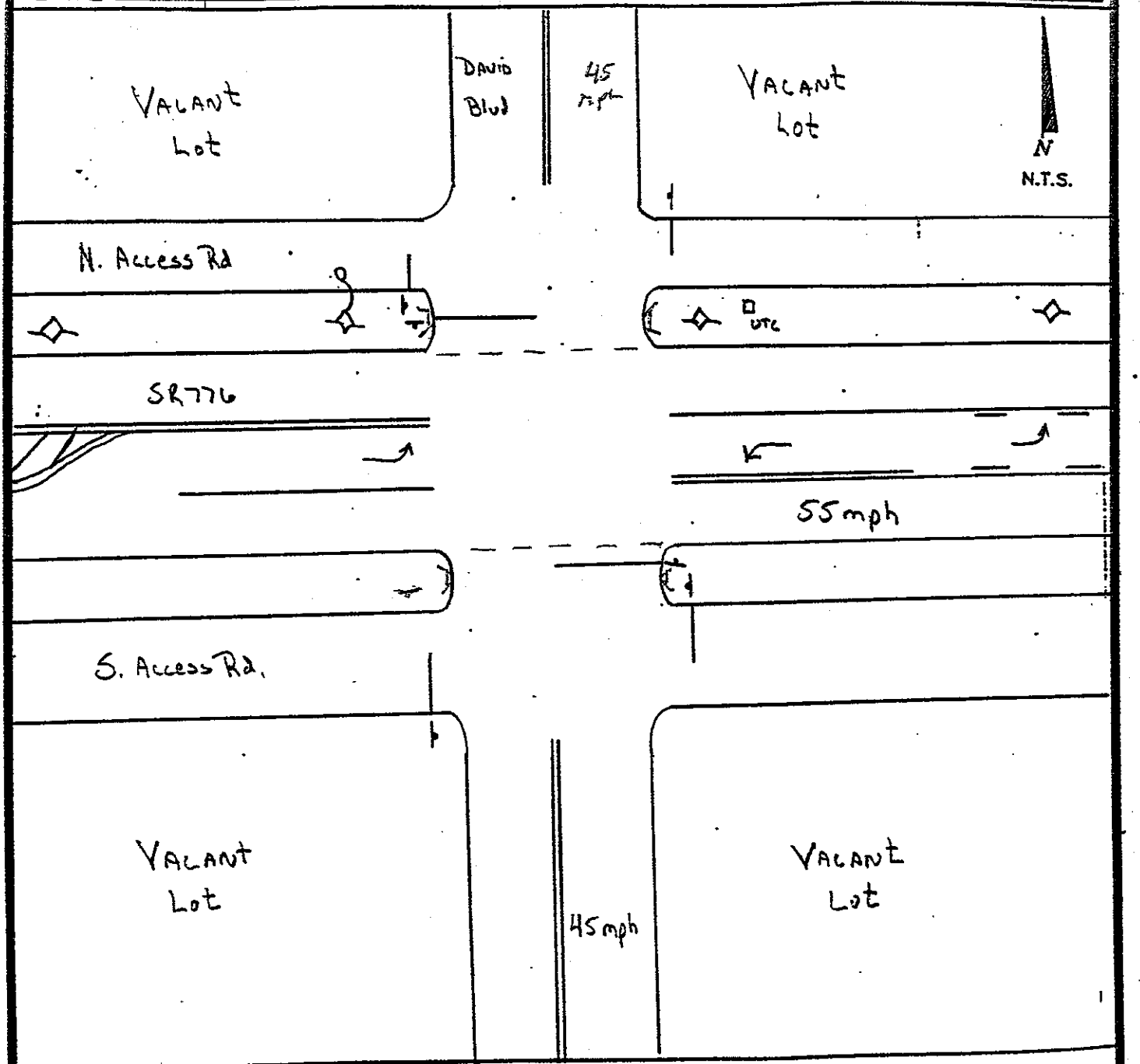
FLORIDA TRANSPORTATION ENGINEERING (FTE), INC.

CONDITION DIAGRAM

LOCATION I.D. SR776 & David Blvd

COUNTY Charlotte CITY

DATE 9/10/96 PREPARED BY: FTE



SYMBOLS -

	TREES		STREET LIGHT		SIGN (1 POST)
	SHRUBS		POWER POLE		SIGN (2 POST)
	HEDGE		TELEPHONE POLE		SIGN (O'HEAD)
	BUILDING		COMBINATION POLE		SIGNAL HEAD
	RIGHT OF WAY		TRAFFIC SIGNAL POLE		PED HEAD
	FENCE		FIRE HYDRANT		PED BUTTON
	GUARDRAIL		CONTROLLER CABINET		R.R. SIGNAL

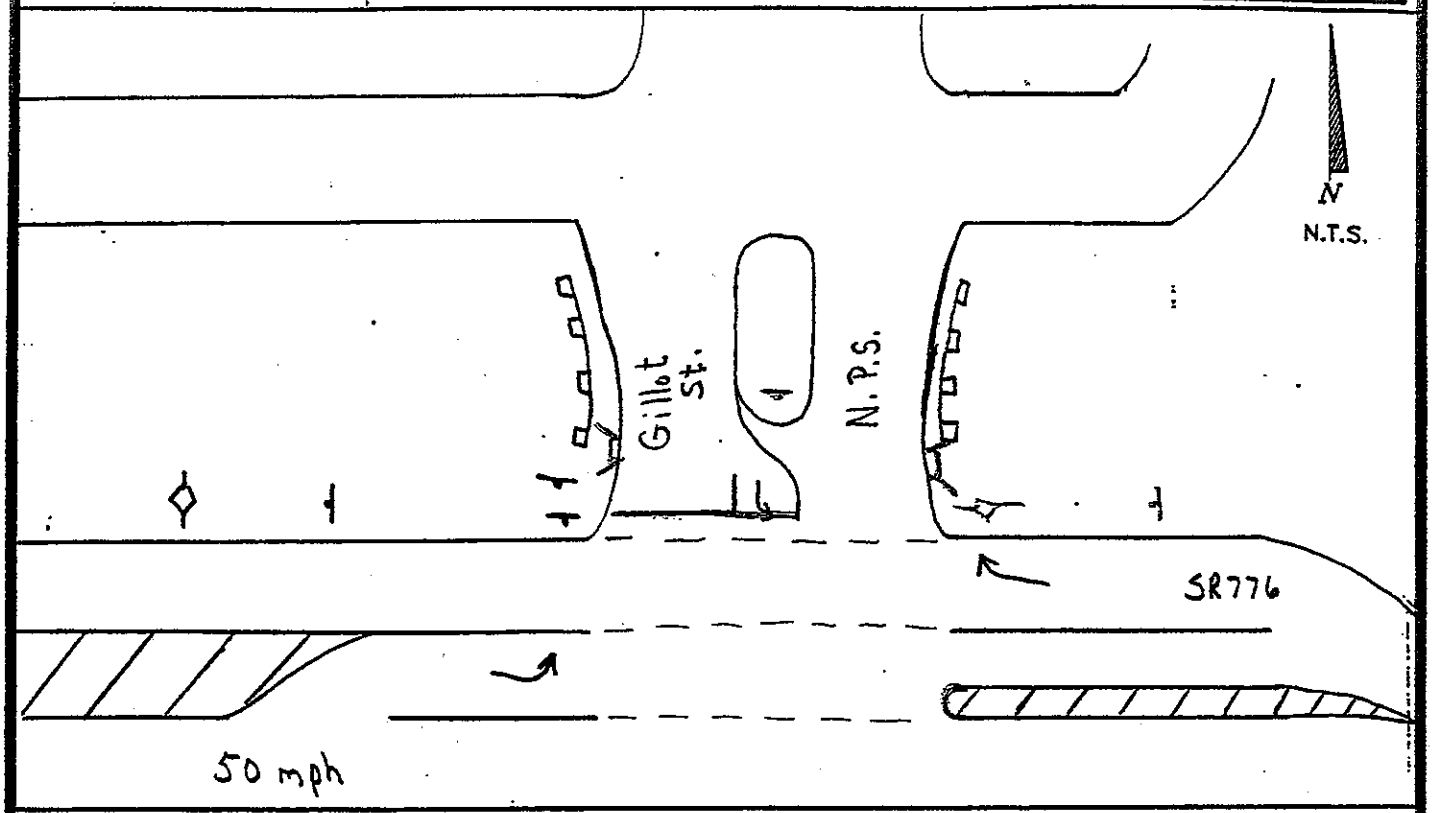
FLORIDA TRANSPORTATION ENGINEERING (FTE), INC.

CONDITION DIAGRAM

LOCATION I.D. SR776 & Gillot St

COUNTY Charlotte CITY

DATE 9/10/96 PREPARED BY: FTE



Wooded Lot

SYMBOLS

	TREES		STREET LIGHT		SIGN (1 POST)
	SHRUBS		POWER POLE		SIGN (2 POST)
	HEDGE		TELEPHONE POLE		SIGN (O'HEAD)
	BUILDING		COMBINATION POLE		SIGNAL HEAD
	RIGHT OF WAY		TRAFFIC SIGNAL POLE		PED HEAD
	FENCE		FIRE HYDRANT		PED BUTTON
	GUARDRAIL		CONTROLLER CABINET		R.R. SIGNAL

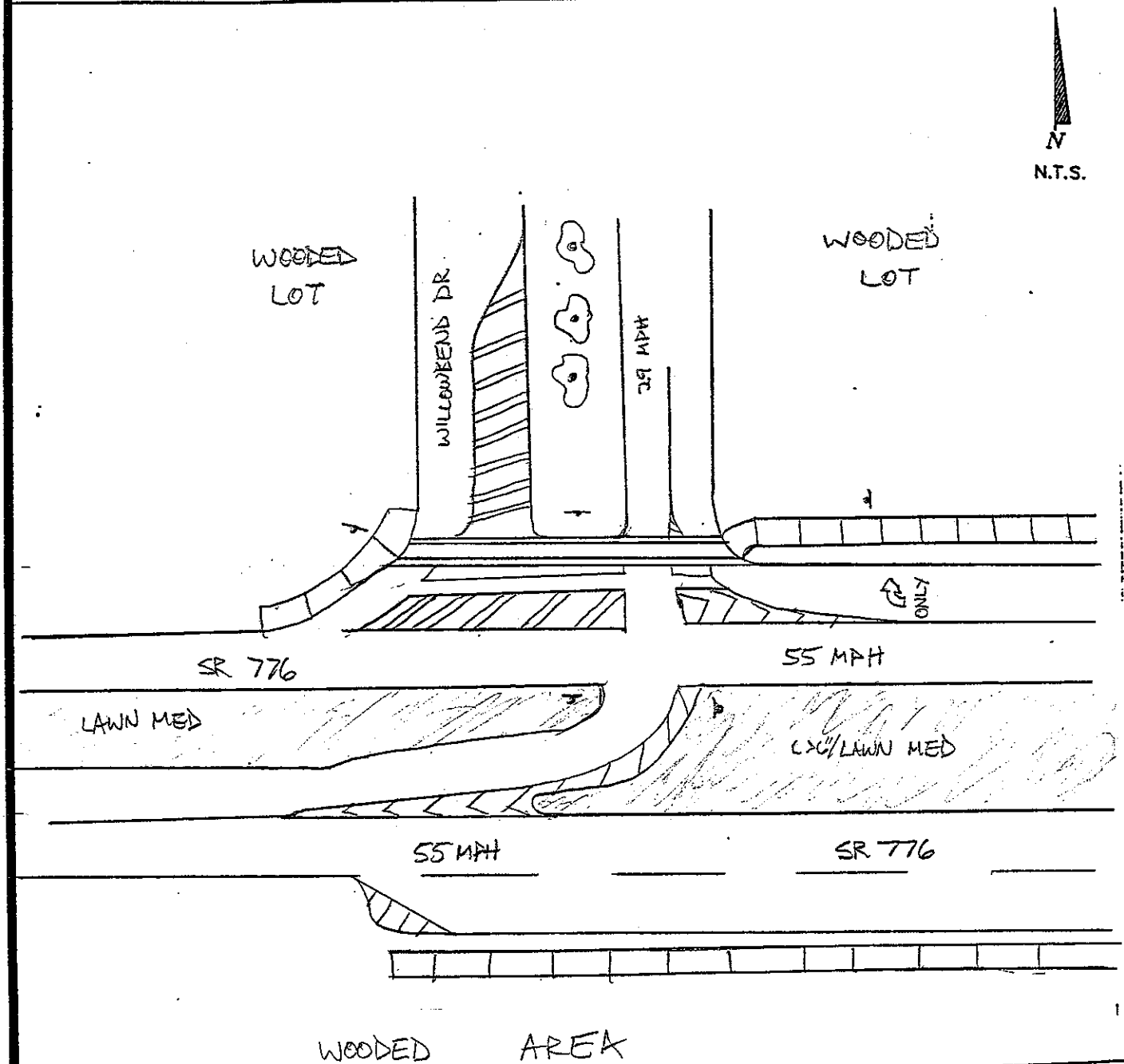
FLORIDA TRANSPORTATION ENGINEERING (FTE), INC.

CONDITION DIAGRAM

LOCATION I.D. SR 776 + WILLOWBEND DR.

COUNTY CHARLOTTE CITY PT. CHARLOTTE

DATE 9/22/99 PREPARED BY: FTE



SYMBOLS

	TREES		STREET LIGHT		SIGN (1 POST)
	SHRUBS		POWER POLE		SIGN (2 POST)
	HEDGE		TELEPHONE POLE		SIGN (O'HEAD)
	BUILDING		COMBINATION POLE		SIGNAL HEAD
	RIGHT OF WAY		TRAFFIC SIGNAL POLE		PED HEAD
	FENCE		FIRE HYDRANT		PED BUTTON
	GUARDRAIL		CONTROLLER CABINET		R.R. SIGNAL

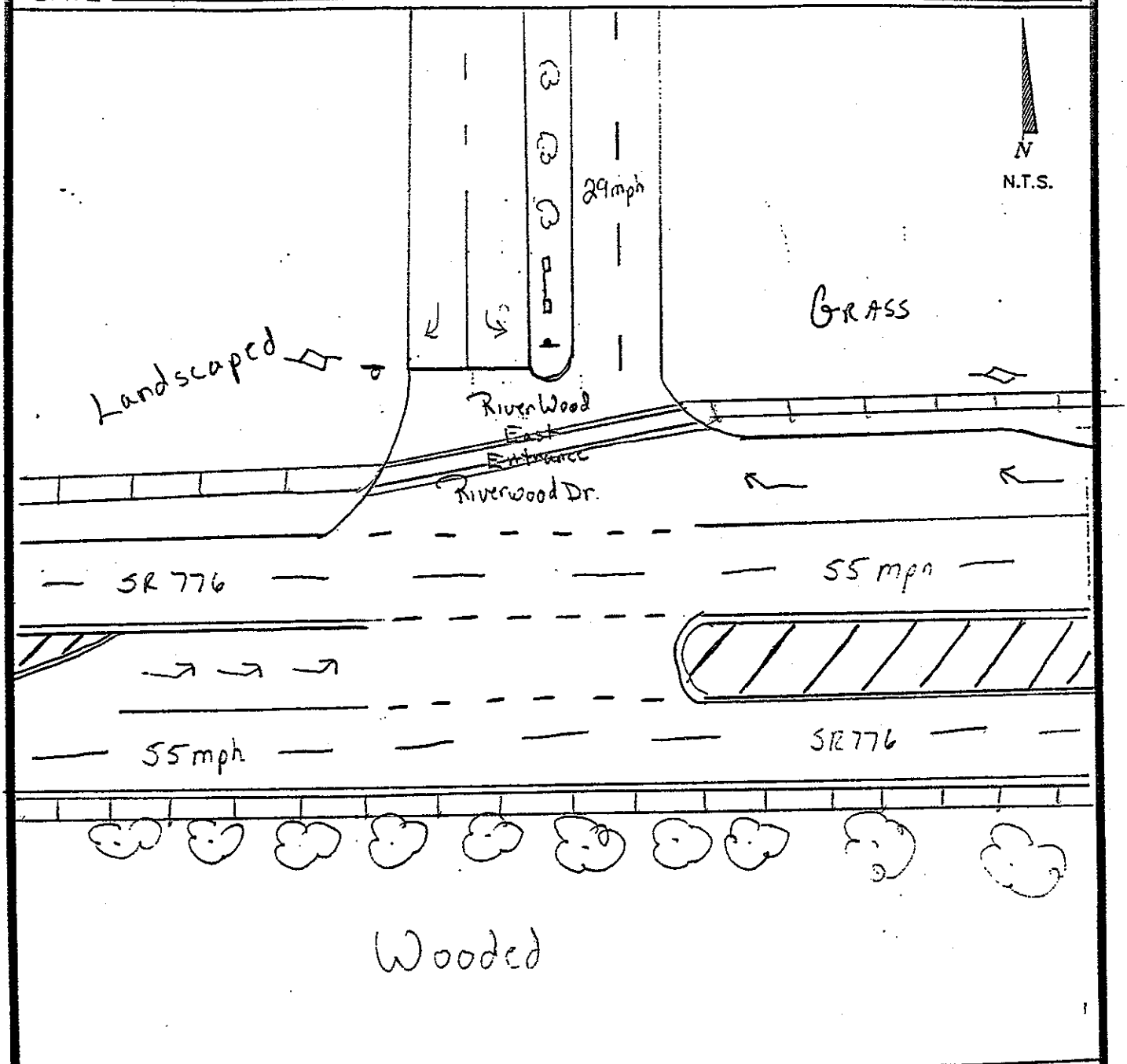
FLORIDA TRANSPORTATION ENGINEERING (FTE), INC.

CONDITION DIAGRAM

LOCATION I.D. SR 776 + Riverwood East

COUNTY Charlotte CITY

DATE 5/16 PREPARED BY: FTE



SYMBOLS

	TREES		STREET LIGHT		SIGN (1 POST)
	SHRUBS		POWER POLE		SIGN (2 POST)
	HEDGE		TELEPHONE POLE		SIGN (O'HEAD)
	BUILDING		COMBINATION POLE		SIGNAL HEAD
	RIGHT OF WAY		TRAFFIC SIGNAL POLE		PED HEAD
	FENCE		FIRE HYDRANT		PED BUTTON
	GUARDRAIL		CONTROLLER CABINET		R.R. SIGNAL

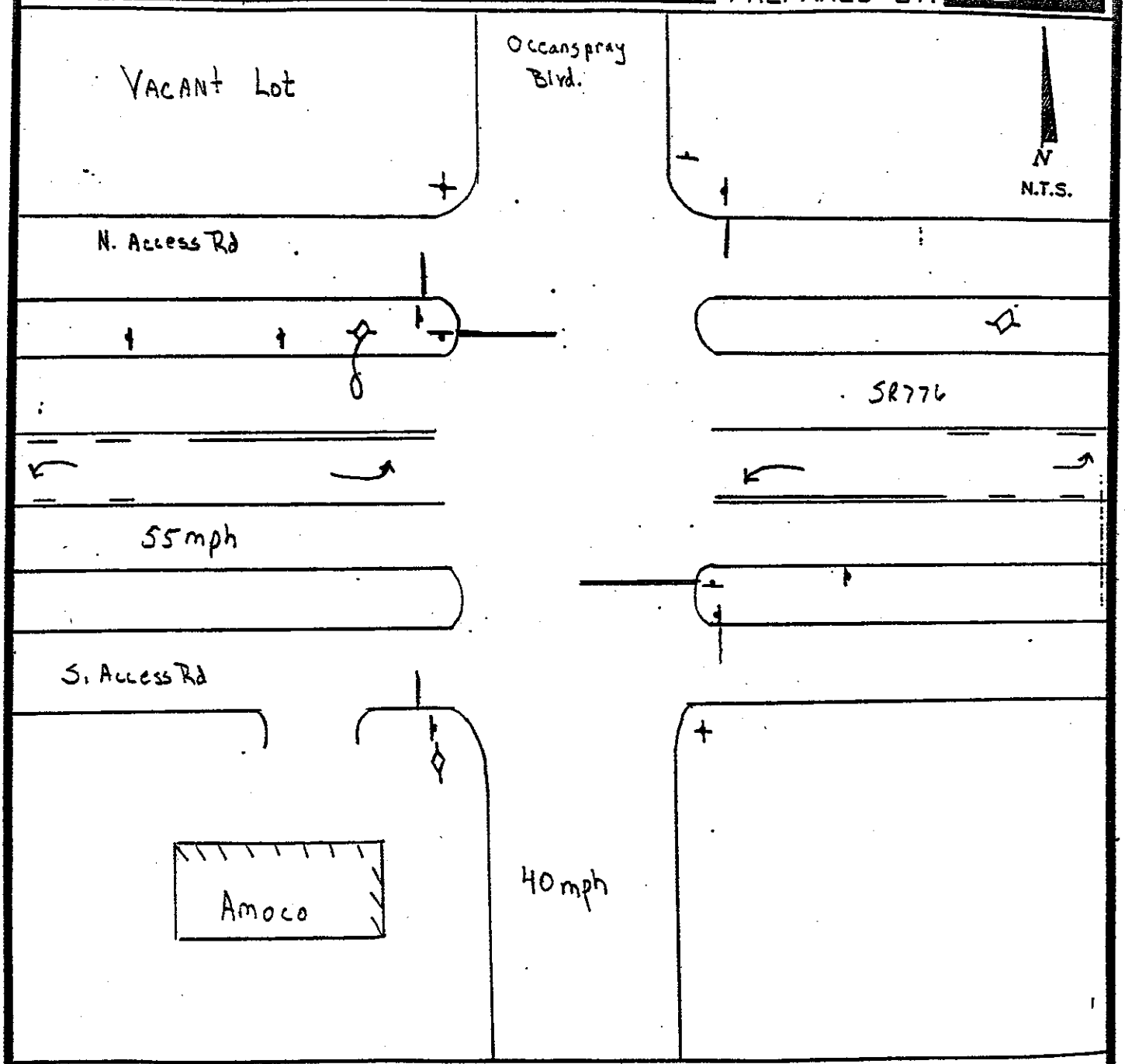
FLORIDA TRANSPORTATION ENGINEERING (FTE), INC.

CONDITION DIAGRAM

LOCATION I.D. SR776 + Occanspray Blvd.

COUNTY Charlotte CITY

DATE 9/10/96 PREPARED BY: FTE



SYMBOLS

	TREES		STREET LIGHT		SIGN (1 POST)
	SHRUBS		POWER POLE		SIGN (2 POST)
	HEDGE		TELEPHONE POLE		SIGN (O'HEAD)
	BUILDING		COMBINATION POLE		SIGNAL HEAD
	RIGHT OF WAY		TRAFFIC SIGNAL POLE		PED HEAD
	FENCE		FIRE HYDRANT		PED BUTTON
	GUARDRAIL		CONTROLLER CABINET		R.R. SIGNAL

APPENDIX B

Turning Movement Counts

Weather : GOOD
Counted by: JASON
Board # : 328
Other :

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Study Name: 776-RVWD
Site Code : 00000328
Start Date: 09/22/99
Page : 1

Cars,Trucks,Peds

Start Time	Southbound Left	Thru	Right	Peds	SR 776 Westbound Left	Thru	Right	Peds	RIVERWOOD DR Northbound Left	Thru	Right	Peds	SR 776 Eastbound Left	Thru	Right	Peds	Intvl. Total
09/22/99																	
10:00	5	1	0	0	0	112	4	0	0	0	0	0	2	121	0	0	245
10:15	3	0	0	0	0	100	4	0	0	0	0	0	0	122	0	0	229
10:30	8	0	0	0	0	132	5	0	0	0	0	0	1	127	0	0	273
10:45	3	0	0	0	2	122	8	0	0	0	0	0	2	124	0	0	261
Hour	19	1	0	0	2	466	21	0	0	0	0	0	5	494	0	0	1008
11:00	10	0	0	0	3	121	4	0	0	0	0	0	0	138	0	0	276
11:15	7	0	0	0	0	122	7	0	0	0	0	0	0	125	0	0	261
11:30	11	1	0	0	0	139	5	0	0	0	0	0	1	114	0	0	271
11:45	4	0	1	0	1	113	5	0	0	0	0	0	1	106	0	0	231
Hour	32	1	1	0	4	495	21	0	0	0	0	0	2	483	0	0	1039
[BREAK]																	
15:00	10	0	0	0	0	165	4	0	0	0	0	0	0	155	0	0	334
15:15	4	0	0	0	0	162	12	0	0	0	0	0	0	171	0	0	349
15:30	9	0	0	0	0	156	5	0	0	0	0	0	0	168	0	0	338
15:45	9	0	1	0	1	194	13	0	0	0	0	0	0	184	0	0	402
Hour	32	0	1	0	1	677	34	0	0	0	0	0	0	678	0	0	1423
16:00	9	0	0	0	0	160	7	0	0	0	0	0	0	190	0	0	366
16:15	7	0	0	0	1	162	10	0	0	0	0	0	0	179	0	0	359
16:30	6	0	0	0	1	159	7	0	0	0	0	0	0	193	0	0	366
[BREAK]																	
Hour	22	0	0	0	2	481	24	0	0	0	0	0	0	562	0	0	1091
17:00	7	0	0	0	1	161	8	0	0	0	0	0	1	155	0	0	333
Total	112	2	2	0	10	2280	108	0	0	0	0	0	8	2372	0	0	4894
% Apr.	96.5	1.7	1.7	-	0.4	95.0	4.5	-	-	-	-	-	0.3	99.6	-	-	-
% Int.	2.2	-	-	-	0.2	46.5	2.2	-	-	-	-	-	0.1	48.4	-	-	-

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Weather : GOOD
Counted by: JASON
Board # : 328
Other :

Study Name: 776-RVWD
Site Code : 00000328
Start Date: 09/22/99

Cars,Trucks,Peds

Start Time	Southbound Left	Southbound Thru	Southbound Right	Southbound Peds	SR 776 Westbound Left	SR 776 Westbound Thru	SR 776 Westbound Right	SR 776 Westbound Peds	RIVERWOOD DR Northbound Left	RIVERWOOD DR Northbound Thru	RIVERWOOD DR Northbound Right	RIVERWOOD DR Northbound Peds	SR 776 Eastbound Left	SR 776 Eastbound Thru	SR 776 Eastbound Right	SR 776 Eastbound Peds	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 10:00 on 09/22/99 to 11:45 on 09/22/99																	
Time	10:30				10:30				10:30				10:30				
Vol.	28	0	0	0	5	497	24	0	0	0	0	0	3	514	0	0	
Pct.	100.0	0.0	0.0	0.0	0.9	94.4	4.5	0.0	0.0	0.0	0.0	0.0	0.5	99.4	0.0	0.0	
Total	28				526				0				517				
High	11:00				10:30				10:30				11:00				
Vol.	10	0	0	0	0	132	5	0	0	0	0	0	0	138	0	0	
Total	10				137				0				138				
PHF	0.700				0.959				0.000				0.936				
Peak Hour Analysis By Entire Intersection for the Period: 15:00 on 09/22/99 to 16:45 on 09/22/99																	
Time	15:45				15:45				15:45				15:45				
Vol.	31	0	1	0	3	675	37	0	0	0	0	0	0	746	0	0	
Pct.	96.8	0.0	3.1	0.0	0.4	94.4	5.1	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
Total	32				715				0				746				
High	15:45				15:45				15:45				16:30				
Vol.	9	0	1	0	1	194	13	0	0	0	0	0	0	193	0	0	
Total	10				208				0				193				
PHF	0.800				0.859				0.000				0.966				

Weather : GOOD
Counted by: JASON
Board # : 328
Other :

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Study Name: 776-RVWD
Site Code : 00000328
Start Date: 09/22/99
Page : 1

Trucks & Bikes

Start Time	Southbound Left	Southbound Thru	Southbound Right	Southbound Bikes	SR 776 Westbound Left	SR 776 Westbound Thru	SR 776 Westbound Right	SR 776 Westbound Bikes	RIVERWOOD DR Northbound Left	RIVERWOOD DR Northbound Thru	RIVERWOOD DR Northbound Right	RIVERWOOD DR Northbound Bikes	SR 776 Eastbound Left	SR 776 Eastbound Thru	SR 776 Eastbound Right	SR 776 Eastbound Bikes	Intvl. Total
09/22/99																	
10:00	0	0	0	0	0	8	1	0	0	0	0	0	0	3	0	0	12
10:15	0	0	0	0	0	6	0	0	0	0	0	0	0	7	0	0	13
10:30	0	0	0	0	0	15	0	0	0	0	0	0	0	6	0	0	21
10:45	0	0	0	0	0	6	1	0	0	0	0	0	0	9	0	0	16
Hour	0	0	0	0	0	35	2	0	0	0	0	0	0	25	0	0	62
11:00	1	0	0	0	0	7	0	0	0	0	0	0	0	17	0	0	25
11:15	1	0	0	0	0	8	0	0	0	0	0	0	0	4	0	0	13
11:30	0	0	0	0	0	7	1	0	0	0	0	0	0	8	0	0	16
11:45	0	0	0	0	0	5	0	0	0	0	0	0	0	9	0	0	14
Hour	2	0	0	0	0	27	1	0	0	0	0	0	0	38	0	0	68
[BREAK]																	
15:00	0	0	0	0	0	4	0	0	0	0	0	0	0	6	0	0	10
15:15	0	0	0	0	0	8	0	0	0	0	0	0	0	2	0	0	10
15:30	0	0	0	0	0	9	0	0	0	0	0	0	0	10	0	0	19
15:45	0	0	0	0	0	4	0	0	0	0	0	0	0	9	0	0	13
Hour	0	0	0	0	0	25	0	0	0	0	0	0	0	27	0	0	52
16:00	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	7
16:15	0	0	0	0	0	5	1	0	0	0	0	0	0	8	0	0	14
16:30	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	7
[BREAK]																	
Hour	0	0	0	0	0	11	1	0	0	0	0	0	0	16	0	0	28
17:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
Total	2	0	0	0	0	100	4	0	0	0	0	0	0	108	0	0	214
% Apr.	100.0	-	-	-	-	96.1	3.8	-	-	-	-	-	-	100.0	-	-	-
% Int.	0.9	-	-	-	-	46.7	1.8	-	-	-	-	-	-	50.4	-	-	-

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Weather : GOOD
Counted by: JASON
Board # : 328
Other :

Study Name: 776-RVWD
Site Code : 00000328
Start Date: 09/22/99
Page : 2

Trucks & Bikes

	Southbound				SR 776 Westbound				RIVERWOOD DR Northbound				SR 776 Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 10:00 on 09/22/99 to 11:45 on 09/22/99																	
Time	10:15				10:15				10:15				10:15				
Vol.	1	0	0	0	0	34	1	0	0	0	0	0	0	39	0	0	
Pct.	100.0	0.0	0.0	0.0	0.0	97.1	2.8	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
Total	1				35				0				39				
High	11:00				10:30				10:30				11:00				
Vol.	1	0	0	0	0	15	0	0	0	0	0	0	0	17	0	0	
Total	1				15				0				17				
PHF	0.250				0.583				0.000				0.573				
Peak Hour Analysis By Entire Intersection for the Period: 15:00 on 09/22/99 to 16:45 on 09/22/99																	
Time	15:30				15:30				15:30				15:30				
Vol.	0	0	0	0	0	20	1	0	0	0	0	0	0	32	0	0	
Pct.	0.0	0.0	0.0	0.0	0.0	95.2	4.7	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
Total	0				21				0				32				
High	11:00				15:30				15:30				15:30				
Vol.	1	0	0	0	0	9	0	0	0	0	0	0	0	10	0	0	
Total	1				9				0				10				
PHF	0.000				0.583				0.000				0.800				

Weather : GOOD
Counted by: MICHELLE
Board # : 7
Other :

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Study Name: 776-WILW
Site Code : 00000007
Start Date: 09/23/99
Page : 1

Cars,Trucks,Peds

	Southbound				SR 776 Westbound				WILLOWBEND DR Northbound				SR 776 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Intvl. Total
09/23/99																	
10:00	0	0	3	0	0	120	0	0	0	0	0	0	0	137	0	0	260
10:15	0	0	3	0	0	107	2	0	0	0	0	0	2	135	0	0	249
10:30	0	0	3	0	0	100	2	0	0	0	0	0	2	127	0	0	234
10:45	0	0	4	0	0	110	0	0	0	0	0	0	0	165	0	0	279
Hour	0	0	13	0	0	437	4	0	0	0	0	0	4	564	0	0	1022
11:00	0	0	2	0	0	112	1	0	0	0	0	0	1	129	0	0	245
11:15	0	0	4	0	0	135	2	0	0	0	0	0	2	109	0	0	252
11:30	0	0	2	0	0	131	0	0	0	0	0	0	0	137	0	0	270
11:45	0	0	8	0	0	135	0	0	0	0	0	0	0	138	0	0	281
Hour	0	0	16	0	0	513	3	0	0	0	0	0	3	513	0	0	1048
[BREAK]																	
15:00	0	0	3	0	0	161	2	0	0	0	0	0	3	158	0	0	327
15:15	0	0	3	0	0	169	0	0	0	0	0	0	1	169	0	0	342
15:30	0	0	1	0	1	172	0	0	0	0	0	0	1	156	0	0	331
15:45	0	0	1	0	0	159	0	0	0	0	0	0	0	187	0	0	347
Hour	0	0	8	0	1	661	2	0	0	0	0	0	5	670	0	0	1347
16:00	0	0	3	0	0	191	0	0	0	0	0	0	0	183	0	0	377
16:15	0	0	2	0	0	169	0	0	0	0	0	0	1	175	0	0	347
16:30	0	0	0	0	0	188	0	0	0	0	0	0	1	192	0	0	381
16:45	0	0	2	0	0	146	0	0	0	0	0	0	1	170	0	0	319
Hour	0	0	7	0	0	694	0	0	0	0	0	0	3	720	0	0	1424
Total	0	0	44	0	1	2305	9	0	0	0	0	0	15	2467	0	0	4841
% Apr.	-	-	100.0	-	-	99.5	0.3	-	-	-	-	-	0.6	99.3	-	-	-
% Int.	-	-	0.9	-	-	47.6	0.1	-	-	-	-	-	0.3	50.9	-	-	-

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Weather : GOOD
Counted by: MICHELLE
Board # : 7
Other :

Study Name: 776-WILW
Site Code : 00000007
Start Date: 09/23/99
Page : 2

Cars,Trucks,Peds

	Southbound				SR 776 Westbound				WILLOWBEND DR Northbound				SR 776 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 10:00 on 09/23/99 to 11:45 on 09/23/99																	
Time	11:00				11:00				11:00				11:00				
Vol.	0	0	16	0	0	513	3	0	0	0	0	0	3	513	0	0	
Pct.	0.0	0.0	100.0	0.0	0.0	99.4	0.5	0.0	0.0	0.0	0.0	0.0	0.5	99.4	0.0	0.0	
Total	16				516				0				516				
High	11:45				11:15				11:15				11:45				
Vol.	0	0	8	0	0	135	2	0	0	0	0	0	0	138	0	0	
Total	8				137				0				138				
PHF	0.500				0.941				0.000				0.934				
Peak Hour Analysis By Entire Intersection for the Period: 15:00 on 09/23/99 to 16:45 on 09/23/99																	
Time	15:45				15:45				15:45				15:45				
Vol.	0	0	6	0	0	707	0	0	0	0	0	0	2	737	0	0	
Pct.	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	99.7	0.0	0.0	
Total	6				707				0				739				
High	16:00				16:00				16:00				16:30				
Vol.	0	0	3	0	0	191	0	0	0	0	0	0	1	192	0	0	
Total	3				191				0				193				
PHF	0.500				0.925				0.000				0.957				

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Weather : GOOD
Counted by: MICHELLE
Board # : 7
Other :

Study Name: 776-WILW
Site Code : 00000007
Start Date: 09/23/99
Page : 1

Trucks & Bikes

	Southbound				SR 776 Westbound				WILLOWBEND DR Northbound				SR 776 Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Intvl. Total
09/23/99																	
10:00	0	0	0	0	0	7	0	0	0	0	0	0	0	6	0	0	13
10:15	0	0	1	0	0	6	1	0	0	0	0	0	0	8	0	0	16
10:30	0	0	1	0	0	11	0	0	0	0	0	0	0	12	0	0	24
10:45	0	0	0	0	0	5	0	0	0	0	0	0	0	14	0	0	19
Hour	0	0	2	0	0	29	1	0	0	0	0	0	0	40	0	0	72
11:00	0	0	0	0	0	9	1	0	0	0	0	0	0	12	0	0	22
11:15	0	0	1	0	0	11	0	0	0	0	0	0	1	9	0	0	22
11:30	0	0	1	0	0	8	0	0	0	0	0	0	0	13	0	0	22
11:45	0	0	1	0	0	16	0	0	0	0	0	0	0	8	0	0	25
Hour	0	0	3	0	0	44	1	0	0	0	0	0	1	42	0	0	91
[BREAK]																	
15:00	0	0	0	0	0	13	0	0	0	0	0	0	0	7	0	0	20
15:15	0	0	0	0	0	7	0	0	0	0	0	0	0	13	0	0	20
15:30	0	0	0	0	0	5	0	0	0	0	0	0	0	8	0	0	13
15:45	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	7
Hour	0	0	0	0	0	27	0	0	0	0	0	0	0	33	0	0	60
16:00	0	0	0	0	0	5	0	0	0	0	0	0	0	14	0	0	19
16:15	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0	9
16:30	0	0	0	0	0	6	0	0	0	0	0	0	0	5	0	0	11
16:45	0	0	0	0	0	6	0	0	0	0	0	0	0	1	0	0	7
Hour	0	0	0	0	0	21	0	0	0	0	0	0	0	25	0	0	46
Total	0	0	5	0	0	121	2	0	0	0	0	0	1	140	0	0	269
% Apr.	-	-	100.0	-	-	98.3	1.6	-	-	-	-	-	0.7	99.2	-	-	-
% Int.	-	-	1.8	-	-	44.9	0.7	-	-	-	-	-	0.3	52.0	-	-	-

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Weather : GOOD
Counted by: MICHELLE
Board # : 7
Other :

Study Name: 776-WILW
Site Code : 00000007
Start Date: 09/23/99
Page : 2

Trucks & Bikes

	Southbound				SR 776 Westbound				WILLOWBEND DR Northbound				SR 776 Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 10:00 on 09/23/99 to 11:45 on 09/23/99																	
Time	11:00				11:00				11:00				11:00				
Vol.	0	0	3	0	0	44	1	0	0	0	0	0	1	42	0	0	
Pct.	0.0	0.0	100.0	0.0	0.0	97.7	2.2	0.0	0.0	0.0	0.0	0.0	2.3	97.6	0.0	0.0	
Total	3				45				0				43				
High	11:15				11:45				11:45				11:30				
Vol.	0	0	1	0	0	16	0	0	0	0	0	0	0	13	0	0	
Total	1				16				0				13				
PHF	0.750				0.703				0.000				0.826				
Peak Hour Analysis By Entire Intersection for the Period: 15:00 on 09/23/99 to 16:45 on 09/23/99																	
Time	15:00				15:00				15:00				15:00				
Vol.	0	0	0	0	0	27	0	0	0	0	0	0	0	33	0	0	
Pct.	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
Total	0				27				0				33				
High	11:30				15:00				15:00				15:15				
Vol.	0	0	1	0	0	13	0	0	0	0	0	0	0	13	0	0	
Total	1				13				0				13				
PHF	0.000				0.519				0.000				0.634				

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Weather : GOOD
Counted by: ERIN
Board # : 331
Other :

Study Name: 776-GILL
Site Code : 00000331
Start Date: 09/23/99
Page : 1

Cars,Trucks,Peds

Start Time	Southbound Left	Southbound Thru	Southbound Right	Southbound Peds	SR 776 Westbound Left	SR 776 Westbound Thru	SR 776 Westbound Right	SR 776 Westbound Peds	GILLOT BLVD Northbound Left	GILLOT BLVD Northbound Thru	GILLOT BLVD Northbound Right	GILLOT BLVD Northbound Peds	SR 776 Eastbound Left	SR 776 Eastbound Thru	SR 776 Eastbound Right	SR 776 Eastbound Peds	Intvl. Total
09/23/99																	
10:00	20	0	6	0	0	100	14	0	0	0	0	0	5	111	0	0	256
10:15	18	0	9	0	0	101	13	0	0	0	0	0	4	131	0	0	276
10:30	20	0	4	0	0	78	18	0	0	0	0	0	4	100	0	0	224
10:45	14	0	7	0	0	91	11	0	0	0	0	0	9	132	0	0	264
Hour	72	0	26	0	0	370	56	0	0	0	0	0	22	474	0	0	1020
11:00	25	0	7	0	0	95	13	0	0	0	0	0	6	107	0	0	253
11:15	6	0	6	0	0	122	26	0	0	0	0	0	15	126	0	0	301
11:30	17	0	5	0	0	92	15	0	0	0	0	0	3	98	0	0	230
11:45	8	0	6	0	0	107	14	0	0	0	0	0	3	111	0	0	249
Hour	56	0	24	0	0	416	68	0	0	0	0	0	27	442	0	0	1033
[BREAK]																	
15:00	9	0	5	0	1	105	20	0	0	0	0	0	8	132	0	0	280
15:15	8	0	5	0	0	116	17	0	0	0	0	0	6	112	0	0	264
15:30	18	1	11	0	2	165	24	0	0	0	0	0	14	185	0	0	420
15:45	18	0	7	0	0	104	25	0	0	0	0	0	6	120	0	0	280
Hour	53	1	28	0	3	490	86	0	0	0	0	0	34	549	0	0	1244
16:00	17	0	3	0	1	128	21	0	0	0	0	0	5	167	0	0	342
16:15	20	0	8	0	0	142	32	0	0	0	0	0	7	127	0	0	336
16:30	29	0	11	0	0	167	25	0	0	0	0	0	17	231	0	0	480
16:45	13	0	5	0	0	171	20	0	0	0	0	0	22	181	0	0	412
Hour	79	0	27	0	1	608	98	0	0	0	0	0	51	706	0	0	1570
Total	260	1	105	0	4	1884	308	0	0	0	0	0	134	2171	0	0	4867
% Apr.	71.0	0.2	28.6	-	0.1	85.7	14.0	-	-	-	-	-	5.8	94.1	-	-	-
% Int.	5.3	-	2.1	-	-	38.7	6.3	-	-	-	-	-	2.7	44.6	-	-	-

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Weather : GOOD
Counted by: ERIN
Board # : 331
Other :

Study Name: 776-GILL
Site Code : 00000331
Start Date: 09/23/99

Cars,Trucks,Peds

	Southbound				SR 776 Westbound				GILLOT BLVD Northbound				SR 776 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 10:00 on 09/23/99 to 11:45 on 09/23/99																	
Time	10:45				10:45				10:45				10:45				
Vol.	62	0	25	0	0	400	65	0	0	0	0	0	33	463	0	0	
Pct.	71.2	0.0	28.7	0.0	0.0	86.0	13.9	0.0	0.0	0.0	0.0	0.0	6.6	93.3	0.0	0.0	
Total	87				465				0				496				
High	11:00				11:15				11:15				10:45				
Vol.	25	0	7	0	0	122	26	0	0	0	0	0	9	132	0	0	
Total	32				148				0				141				
PHF	0.679				0.785				0.000				0.879				
Peak Hour Analysis By Entire Intersection for the Period: 15:00 on 09/23/99 to 16:45 on 09/23/99																	
Time	16:00				16:00				16:00				16:00				
Vol.	79	0	27	0	1	608	98	0	0	0	0	0	51	706	0	0	
Pct.	74.5	0.0	25.4	0.0	0.1	85.9	13.8	0.0	0.0	0.0	0.0	0.0	6.7	93.2	0.0	0.0	
Total	106				707				0				757				
High	16:30				16:30				16:30				16:30				
Vol.	29	0	11	0	0	167	25	0	0	0	0	0	17	231	0	0	
Total	40				192				0				248				
PHF	0.662				0.920				0.000				0.763				

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Weather : GOOD
Counted by: ERIN
Board # : 331
Other :

Study Name: 776-GILL
Site Code : 00000331
Start Date: 09/23/99
Page : 1

Trucks & Bikes

	Southbound				SR 776 Westbound				GILLOT BLVD Northbound				SR 776 Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Intvl. Total
09/23/99																	
10:00	0	0	0	0	0	8	0	0	0	0	0	0	0	6	0	0	14
10:15	0	0	0	0	0	12	0	0	0	0	0	0	0	9	0	0	21
10:30	1	0	0	0	0	10	2	0	0	0	0	0	0	8	0	0	21
10:45	0	0	0	0	0	4	0	0	0	0	0	0	2	15	0	0	21
Hour	1	0	0	0	0	34	2	0	0	0	0	0	2	38	0	0	77
11:00	0	0	0	0	0	8	1	0	0	0	0	0	0	13	0	0	22
11:15	1	0	0	0	0	12	0	0	0	0	0	0	1	11	0	0	25
11:30	1	0	0	0	0	5	1	0	0	0	0	0	0	9	0	0	16
11:45	0	0	0	0	0	12	0	0	0	0	0	0	0	5	0	0	17
Hour	2	0	0	0	0	37	2	0	0	0	0	0	1	38	0	0	80
[BREAK]																	
15:00	0	0	1	0	0	9	2	0	0	0	0	0	0	7	0	0	19
15:15	1	0	1	0	0	10	0	0	0	0	0	0	0	10	0	0	22
15:30	0	0	0	0	0	5	1	0	0	0	0	0	0	13	0	0	19
15:45	0	0	0	0	0	3	0	0	0	0	0	0	0	5	0	0	8
Hour	1	0	2	0	0	27	3	0	0	0	0	0	0	35	0	0	68
16:00	0	0	0	0	0	7	0	0	0	0	0	0	0	12	0	0	19
16:15	1	0	1	0	0	7	0	0	0	0	0	0	0	9	0	0	18
16:30	0	0	0	0	0	6	0	0	0	0	0	0	0	5	0	0	11
16:45	0	0	0	0	0	7	0	0	0	0	0	0	0	5	0	0	12
Hour	1	0	1	0	0	27	0	0	0	0	0	0	0	31	0	0	60
Total	5	0	3	0	0	125	7	0	0	0	0	0	3	142	0	0	285
% Apr.	62.5	-	37.5	-	-	94.6	5.3	-	-	-	-	-	2.0	97.9	-	-	-
% Int.	1.7	-	1.0	-	-	43.8	2.4	-	-	-	-	-	1.0	49.8	-	-	-

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Weather : GOOD
Counted by: ERIN
Board # : 331
Other :

Study Name: 776-GILL
Site Code : 00000331
Start Date: 09/23/99

Trucks & Bikes

	Southbound				SR 776 Westbound				GILLOT BLVD Northbound				SR 776 Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 10:00 on 09/23/99 to 11:45 on 09/23/99																	
Time	10:30				10:30				10:30				10:30				
Vol.	2	0	0	0	0	34	3	0	0	0	0	0	3	47	0	0	
Pct.	100.0	0.0	0.0	0.0	0.0	91.8	8.1	0.0	0.0	0.0	0.0	0.0	6.0	94.0	0.0	0.0	
Total	2				37				0				50				
High	10:30				11:15				11:15				10:45				
Vol.	1	0	0	0	0	12	0	0	0	0	0	0	2	15	0	0	
Total	1				12				0				17				
PHF	0.500				0.770				0.000				0.735				
Peak Hour Analysis By Entire Intersection for the Period: 15:00 on 09/23/99 to 16:45 on 09/23/99																	
Time	15:00				15:00				15:00				15:00				
Vol.	1	0	2	0	0	27	3	0	0	0	0	0	0	35	0	0	
Pct.	33.3	0.0	66.6	0.0	0.0	90.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
Total	3				30				0				35				
High	15:15				15:00				15:00				15:30				
Vol.	1	0	1	0	0	9	2	0	0	0	0	0	0	13	0	0	
Total	2				11				0				13				
PHF	0.375				0.681				0.000				0.673				

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Weather : GOOD
Counted by: JASON
Board # : 329
Other :

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Site Code : 00000329
Start Date: 09/23/99
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Cars,Trucks,Peds

Start Time	Southbound Left	Southbound Thru	Southbound Right	Southbound Peds	SR 776 Westbound Left	SR 776 Westbound Thru	SR 776 Westbound Right	SR 776 Westbound Peds	DAVID BLVD Northbound Left	DAVID BLVD Northbound Thru	DAVID BLVD Northbound Right	DAVID BLVD Northbound Peds	SR 776 Eastbound Left	SR 776 Eastbound Thru	SR 776 Eastbound Right	SR 776 Eastbound Peds	Intvl. Total
09/23/99																	
10:00	2	3	7	0	4	89	1	0	5	0	0	0	6	69	2	0	188
10:15	0	3	3	0	0	70	4	0	4	3	1	0	3	70	6	0	167
10:30	2	1	4	0	0	62	2	0	3	1	0	0	6	83	3	0	167
10:45	3	0	4	0	0	70	4	0	3	2	1	0	4	78	2	0	171
Hour	7	7	18	0	4	291	11	0	15	6	2	0	19	300	13	0	693
11:00	1	0	6	0	0	59	0	0	7	0	0	0	8	66	4	0	151
11:15	2	0	7	0	0	68	0	0	1	2	0	0	6	83	3	0	172
11:30	0	1	6	0	0	74	5	0	12	3	1	0	6	69	7	0	184
11:45	2	1	5	0	2	73	0	0	4	2	0	0	4	73	4	0	170
Hour	5	2	24	0	2	274	5	0	24	7	1	0	24	291	18	0	677
[BREAK]																	
15:00	2	4	6	0	6	80	1	0	3	3	4	0	5	73	5	0	192
15:15	2	0	6	0	0	94	1	0	3	0	1	0	16	80	7	0	210
15:30	0	2	2	0	4	100	2	0	5	4	0	0	13	89	4	0	225
15:45	2	7	11	0	2	84	2	0	5	3	1	0	4	91	4	0	216
Hour	6	13	25	0	12	358	6	0	16	10	6	0	38	333	20	0	843
16:00	2	1	13	0	2	102	4	0	3	4	2	0	11	76	4	0	224
16:15	1	4	10	0	2	87	1	0	1	7	2	0	4	94	5	0	218
16:30	3	1	6	0	1	82	2	0	4	2	1	0	9	121	9	0	241
16:45	1	2	11	0	3	102	3	0	2	2	3	0	9	87	1	0	226
Hour	7	8	40	0	8	373	10	0	10	15	8	0	33	378	19	0	909
Total	25	30	107	0	26	1296	32	0	65	38	17	0	114	1302	70	0	3122
% Apr.	15.4	18.5	66.0	-	1.9	95.7	2.3	-	54.1	31.6	14.1	-	7.6	87.6	4.7	-	-
% Int.	0.8	0.9	3.4	-	0.8	41.5	1.0	-	2.0	1.2	0.5	-	3.6	41.7	2.2	-	-

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Weather : GOOD
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Cars,Trucks,Peds

Start Time	Southbound Left	Thru	Right	Peds	SR 776 Westbound Left	Thru	Right	Peds	DAVID BLVD Northbound Left	Thru	Right	Peds	SR 776 Eastbound Left	Thru	Right	Peds	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 10:00 on 09/23/99 to 11:45 on 09/23/99																	
Time	10:00				10:00				10:00				10:00				
Vol.	7	7	18	0	4	291	11	0	15	6	2	0	19	300	13	0	
Pct.	21.8	21.8	56.2	0.0	1.3	95.0	3.5	0.0	65.2	26.0	8.6	0.0	5.7	90.3	3.9	0.0	
Total	32				306				23				332				
High	10:00				10:00				10:15				10:30				
Vol.	2	3	7	0	4	89	1	0	4	3	1	0	6	83	3	0	
Total	12				94				8				92				
PHF	0.666				0.813				0.718				0.902				
Peak Hour Analysis By Entire Intersection for the Period: 15:00 on 09/23/99 to 16:45 on 09/23/99																	
Time	16:00				16:00				16:00				16:00				
Vol.	7	8	40	0	8	373	10	0	10	15	8	0	33	378	19	0	
Pct.	12.7	14.5	72.7	0.0	2.0	95.3	2.5	0.0	30.3	45.4	24.2	0.0	7.6	87.9	4.4	0.0	
Total	55				391				33				430				
High	16:00				16:00				16:15				16:30				
Vol.	2	1	13	0	2	102	4	0	1	7	2	0	9	121	9	0	
Total	16				108				10				139				
PHF	0.859				0.905				0.825				0.773				

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

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Trucks & Bikes

Start Time	Southbound Left	Southbound Thru	Southbound Right	Southbound Bikes	SR 776 Westbound Left	SR 776 Westbound Thru	SR 776 Westbound Right	SR 776 Westbound Bikes	DAVID BLVD Northbound Left	DAVID BLVD Northbound Thru	DAVID BLVD Northbound Right	DAVID BLVD Northbound Bikes	SR 776 Eastbound Left	SR 776 Eastbound Thru	SR 776 Eastbound Right	SR 776 Eastbound Bikes	Intvl. Total
09/23/99																	
10:00	1	0	0	0	0	9	0	1	0	0	0	0	0	4	0	0	15
10:15	0	1	0	0	0	6	0	0	0	0	0	0	0	5	0	0	12
10:30	0	0	0	0	0	3	1	0	0	0	0	0	0	8	0	0	12
10:45	0	0	0	0	0	2	2	0	0	0	0	0	0	4	0	0	8
Hour	1	1	0	0	0	20	3	1	0	0	0	0	0	21	0	0	47
11:00	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0	7
11:15	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	7
11:30	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	7
11:45	0	0	0	0	0	11	0	0	0	0	0	0	0	7	0	0	18
Hour	1	0	0	0	0	20	0	0	0	0	0	0	0	18	0	0	39
[BREAK]																	
15:00	0	0	0	0	0	8	0	0	0	0	0	0	0	2	0	0	10
15:15	0	0	1	0	0	4	0	0	0	0	0	0	1	7	0	0	13
15:30	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	6
15:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Hour	0	0	1	0	0	14	0	0	0	0	0	0	1	15	0	0	31
16:00	1	0	1	0	0	3	0	0	1	1	0	0	0	1	1	0	9
16:15	0	1	0	0	0	3	0	0	0	0	0	0	0	2	0	0	6
16:30	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
16:45	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Hour	1	1	1	0	0	13	0	0	1	1	0	0	0	4	1	0	23
Total	3	2	2	0	0	67	3	1	1	1	0	0	1	58	1	0	140
% Apr.	42.8	28.5	28.5	-	-	94.3	4.2	1.4	50.0	50.0	-	-	1.6	96.6	1.6	-	-
% Int.	2.1	1.4	1.4	-	-	47.8	2.1	0.7	0.7	0.7	-	-	0.7	41.4	0.7	-	-

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

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Trucks & Bikes

	Southbound				SR 776 Westbound				DAVID BLVD Northbound				SR 776 Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 10:00 on 09/23/99 to 11:45 on 09/23/99																	
Time	10:00				10:00				10:00				10:00				
Vol.	1	1	0	0	0	20	3	1	0	0	0	0	0	21	0	0	
Pct.	50.0	50.0	0.0	0.0	0.0	83.3	12.5	4.1	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
Total	2				24				0				21				
High	10:00				10:00				10:00				10:30				
Vol.	1	0	0	0	0	9	0	1	0	0	0	0	0	8	0	0	
Total	1				10				0				8				
PHF	0.500				0.600				0.000				0.656				
Peak Hour Analysis By Entire Intersection for the Period: 15:00 on 09/23/99 to 16:45 on 09/23/99																	
Time	15:00				15:00				15:00				15:00				
Vol.	0	0	1	0	0	14	0	0	0	0	0	0	1	15	0	0	
Pct.	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2	93.7	0.0	0.0	
Total	1				14				0				16				
High	15:15				15:00				15:00				15:15				
Vol.	0	0	1	0	0	8	0	0	0	0	0	0	1	7	0	0	
Total	1				8				0				8				
PHF	0.250				0.437				0.000				0.500				

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

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Cars & Peds

Start Time	OCEANSPRAY BLVD. Southbound Left	Thru	Right	Peds	SR 776 Westbound Left	Thru	Right	Peds	OCEANSPRAY BLVD. Northbound Left	Thru	Right	Peds	SR 776 Eastbound Left	Thru	Right	Peds	Intvl. Total
09/30/99																	
10:00	1	4	5	0	3	69	4	0	4	2	7	0	1	81	3	0	184
10:15	3	4	5	0	7	75	4	0	2	1	15	0	7	65	9	0	197
10:30	3	3	0	0	3	70	1	0	1	5	8	0	7	62	4	0	167
10:45	2	4	5	0	7	59	2	0	2	2	7	0	6	56	3	0	155
Hour	9	15	15	0	20	273	11	0	9	10	37	0	21	264	19	0	703
11:00	3	5	3	0	12	58	2	0	4	3	7	0	4	71	7	0	179
11:15	2	7	5	0	5	78	2	0	4	3	11	0	2	79	4	0	202
11:30	1	8	4	0	7	80	3	0	4	4	12	0	3	96	2	0	224
11:45	3	5	1	0	9	70	2	0	8	4	7	0	2	82	3	0	196
Hour	9	25	13	0	33	286	9	0	20	14	37	0	11	328	16	0	801
[BREAK]																	
15:00	2	4	4	0	11	81	3	0	7	5	11	0	3	76	6	0	213
15:15	0	12	5	0	10	97	4	0	5	8	12	0	8	104	11	0	276
15:30	3	5	2	0	9	81	2	0	3	11	16	0	3	113	7	0	255
15:45	3	3	3	0	18	87	3	0	4	4	10	0	10	102	7	0	254
Hour	8	24	14	0	48	346	12	0	19	28	49	0	24	395	31	0	998
16:00	1	5	2	0	19	96	5	0	4	6	17	0	9	103	11	0	278
16:15	4	6	4	0	19	88	2	0	5	5	11	0	7	75	4	0	230
16:30	1	12	2	0	16	90	0	0	5	11	6	0	6	91	10	0	250
16:45	2	8	1	0	16	100	4	0	8	13	17	0	3	97	6	0	275
Hour	8	31	9	0	70	374	11	0	22	35	51	0	25	366	31	0	1033
Total	34	95	51	0	171	1279	43	0	70	87	174	0	81	1353	97	0	3535
% Apr.	18.8	52.7	28.3	-	11.4	85.6	2.8	-	21.1	26.2	52.5	-	5.2	88.3	6.3	-	-
% Int.	0.9	2.6	1.4	-	4.8	36.1	1.2	-	1.9	2.4	4.9	-	2.2	38.2	2.7	-	-

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
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Weather : GOOD
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Trucks & Bikes

Start Time	OCEANSPRAY BLVD. Southbound Left	Thru	Right	Bikes	SR 776 Westbound Left	Thru	Right	Bikes	OCEANSPRAY BLVD. Northbound Left	Thru	Right	Bikes	SR 776 Eastbound Left	Thru	Right	Bikes	Intvl. Total
09/30/99																	
10:00	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	5
10:15	0	0	0	0	1	5	0	0	0	0	0	0	0	2	0	0	8
10:30	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
10:45	0	0	0	0	0	1	0	0	0	0	1	0	0	5	0	0	7
Hour	0	0	0	0	1	12	1	0	0	0	1	0	0	9	0	0	24
11:00	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	0	8
11:15	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	7
11:30	0	0	0	0	1	4	0	0	0	0	0	0	0	4	0	0	9
11:45	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
Hour	0	0	0	0	1	13	0	0	0	0	0	0	0	13	0	0	27
[BREAK]																	
15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	1	0	0	3	0	0	1	0	0	0	0	3	0	0	8
15:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
15:45	0	0	1	0	1	1	0	0	0	0	0	0	0	2	0	0	5
Hour	0	1	2	0	1	6	0	0	1	0	0	0	0	5	0	0	16
16:00	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
[BREAK]																	
Hour	0	1	0	0	0	2	0	0	0	0	1	0	0	3	0	0	7
Total	0	2	2	0	3	33	1	0	1	0	2	0	0	30	0	0	74
% Apr.	-	50.0	50.0	-	8.1	89.1	2.7	-	33.3	-	66.6	-	-	100.0	-	-	-
% Int.	-	2.7	2.7	-	4.0	44.5	1.3	-	1.3	-	2.7	-	-	40.5	-	-	-

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Weather : GOOD
Counted by: TIM
Board # : 329
Other :

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Site Code : 00000329
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Trucks & Bikes

Start Time	OCEANSPRAY BLVD. Southbound Left	Thru	Right	Bikes	SR 776 Westbound Left	Thru	Right	Bikes	OCEANSPRAY BLVD. Northbound Left	Thru	Right	Bikes	SR 776 Eastbound Left	Thru	Right	Bikes	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 10:00 on 09/30/99 to 16:45 on 09/30/99																	
Time	10:45				10:45				10:45				10:45				
Vol.	0	0	0	0	1	12	0	0	0	0	1	0	0	17	0	0	
Pct.	0.0	0.0	0.0	0.0	7.6	92.3	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	
Total	0				13				1				17				
High	10:-1				11:00				10:45				10:45				
Vol.	0	0	0	0	0	5	0	0	0	0	1	0	0	5	0	0	
Total	0				5				1				5				
PHF	0.000				0.650				0.250				0.850				
Peak Hour Analysis By Entire Intersection for the Period: 10:00 on 09/30/99 to 11:45 on 09/30/99																	
Time	10:45				10:45				10:45				10:45				
Vol.	0	0	0	0	1	12	0	0	0	0	1	0	0	17	0	0	
Pct.	0.0	0.0	0.0	0.0	7.6	92.3	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	
Total	0				13				1				17				
High	10:45				11:00				10:45				10:45				
Vol.	0	0	0	0	0	5	0	0	0	0	1	0	0	5	0	0	
Total	0				5				1				5				
PHF	0.000				0.650				0.250				0.850				
Peak Hour Analysis By Entire Intersection for the Period: 15:00 on 09/30/99 to 16:45 on 09/30/99																	
Time	15:15				15:15				15:15				15:15				
Vol.	0	1	2	0	1	7	0	0	1	0	1	0	0	6	0	0	
Pct.	0.0	33.3	66.6	0.0	12.5	87.5	0.0	0.0	50.0	0.0	50.0	0.0	0.0	100.0	0.0	0.0	
Total	3				8				2				6				
High	15:30				15:15				15:15				15:15				
Vol.	0	1	0	0	0	3	0	0	1	0	0	0	0	3	0	0	
Total	1				3				1				3				
PHF	0.750				0.666				0.500				0.500				

Florida Transportation Engineering, Inc.
8250 Pascal Drive
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(941) 639-2818

Weather : GOOD
Counted by: TIM
Board # : 329
Other :

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Site Code : 00000329
Start Date: 09/30/99

Cars & Peds

	OCEANSPRAY BLVD. Southbound				SR 776 Westbound				OCEANSPRAY BLVD. Northbound				SR 776 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 10:00 on 09/30/99 to 16:45 on 09/30/99																	
Time	15:15				15:15				15:15				15:15				
Vol.	7	25	12	0	56	361	14	0	16	29	55	0	30	422	36	0	
Pct.	15.9	56.8	27.2	0.0	12.9	83.7	3.2	0.0	16.0	29.0	55.0	0.0	6.1	86.4	7.3	0.0	
Total	44				431				100				488				
High	15:15				16:00				15:30				15:15				
Vol.	0	12	5	0	19	96	5	0	3	11	16	0	8	104	11	0	
Total	17				120				30				123				
PHF	0.647				0.897				0.833				0.991				
Peak Hour Analysis By Entire Intersection for the Period: 10:00 on 09/30/99 to 11:45 on 09/30/99																	
Time	11:00				11:00				11:00				11:00				
Vol.	9	25	13	0	33	286	9	0	20	14	37	0	11	328	16	0	
Pct.	19.1	53.1	27.6	0.0	10.0	87.1	2.7	0.0	28.1	19.7	52.1	0.0	3.0	92.3	4.5	0.0	
Total	47				328				71				355				
High	11:15				11:30				11:30				11:30				
Vol.	2	7	5	0	7	80	3	0	4	4	12	0	3	96	2	0	
Total	14				90				20				101				
PHF	0.839				0.911				0.887				0.878				
Peak Hour Analysis By Entire Intersection for the Period: 15:00 on 09/30/99 to 16:45 on 09/30/99																	
Time	15:15				15:15				15:15				15:15				
Vol.	7	25	12	0	56	361	14	0	16	29	55	0	30	422	36	0	
Pct.	15.9	56.8	27.2	0.0	12.9	83.7	3.2	0.0	16.0	29.0	55.0	0.0	6.1	86.4	7.3	0.0	
Total	44				431				100				488				
High	15:15				16:00				15:30				15:15				
Vol.	0	12	5	0	19	96	5	0	3	11	16	0	8	104	11	0	
Total	17				120				30				123				
PHF	0.647				0.897				0.833				0.991				

APPENDIX C

Peak Hour Determination
48-Hour Directional Volume Counts

PEAK HOUR DETERMINATION

199023-01
Location SR 776 Between Project Entrance and David Blvd.
Date 09/14/1999

	NB	SB	2-WAY	Hourly		Peak Hour
10:15 AM	28	27	55			
10:30 AM	22	23	45			
10:45 AM	21	50	71			
11:00 AM	42	25	67	238		
11:15 AM	20	37	57	240		
11:30 AM	24	19	43	238		
11:45 AM	39	35	74	241		
12:00 PM	23	37	60	234	*	11:00-12:00
03:15 PM	38	35	73			
03:30 PM	71	29	100			
03:45 PM	47	18	65			
04:00 PM	41	23	64	302		
04:15 PM	56	22	78	307		
04:30 PM	71	18	89	296	*	3:30-4:30
04:45 PM	60	10	70	301		
05:00 PM	56	28	84	321		

PEAK HOUR DETERMINATION

199023-01
Location SR 776 Between David Blvd. and CR 771
Date 09/14/1999

	EB	WB	2-WAY	Hourly		Peak Hour
10:15 AM	126	98	224			
10:30 AM	142	106	248			
10:45 AM	156	121	277			
11:00 AM	145	122	267	1016		
11:15 AM	144	114	258	1050		
11:30 AM	129	112	241	1043		
11:45 AM	133	121	254	1020	*	10:45-11:45
12:00 PM	117	107	224	977		
03:15 PM	156	114	270			
03:30 PM	182	125	307			
03:45 PM	153	143	296			
04:00 PM	140	121	261	1134		
04:15 PM	158	159	317	1181	*	3:15-4:15
04:30 PM	128	131	259	1133		
04:45 PM	118	144	262	1099		
05:00 PM	128	117	245	1083		

PEAK HOUR DETERMINATION

199023-01
Location SR 776 Between CR 771 and Sunnybrook
Date 09/14/1999

	EB	WB	2-WAY	Hourly		Peak Hour
10:15 AM	104	85	189			
10:30 AM	108	73	181			
10:45 AM	123	78	201			
11:00 AM	92	85	177	748		
11:15 AM	99	86	185	744		
11:30 AM	107	98	205	768		
11:45 AM	111	81	192	759	*	10:45-11:45
12:00 PM	91	108	199	781		
03:15 PM	109	105	214			
03:30 PM	113	107	220			
03:45 PM	106	110	216			
04:00 PM	99	101	200	850		
04:15 PM	117	132	249	885	*	3:15-4:15
04:30 PM	80	119	199	864		
04:45 PM	88	110	198	846		
05:00 PM	85	127	212	858		

PEAK HOUR DETERMINATION

199023-01
Location SR 776 Between San Casa and Pine Street
Date 09/14/1999

	EB	WB	2-WAY	Hourly		Peak Hour
10:15 AM	193	200	393			
10:30 AM	208	211	419			
10:45 AM	222	216	438			
11:00 AM	190	217	407	1657		
11:15 AM	215	230	445	1709		
11:30 AM	228	219	447	1737		
11:45 AM	215	217	432	1731		
12:00 PM	223	247	470	1794	*	11:00-12:00
03:15 PM	349	217	566			
03:30 PM	285	189	474			
03:45 PM	258	202	460			
04:00 PM	278	221	499	1999		
04:15 PM	264	184	448	1881	*	3:15-4:15
04:30 PM	257	220	477	1884		
04:45 PM	259	197	456	1880		
05:00 PM	266	187	453	1834		

PEAK HOUR DETERMINATION

199023-01
Location Toledo Blade/Pellam to Lakeview Blvd
Date 09/14/1999

	EB	WB	2-WAY	Hourly		Peak Hour
10:15 AM	91	100	191			
10:30 AM	69	77	146			
10:45 AM	85	88	173			
11:00 AM	99	78	177	687		
11:15 AM	95	94	189	685		
11:30 AM	90	121	211	750		
11:45 AM	103	105	208	785		
12:00 PM	140	95	235	843	*	11:00-12:00
03:15 PM	136	207	343			
03:30 PM	125	159	284			
03:45 PM	128	139	267			
04:00 PM	150	157	307	1201		
04:15 PM	130	158	288	1146	*	3:15-4:15
04:30 PM	127	117	244	1106		
04:45 PM	133	103	236	1075		
05:00 PM	141	118	259	1027		

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913003.PRN
Station : 140110302000
Identification : 100001521100 Interval : 15 minutes
Start date : Sep 13, 99 Start time : 13:00
Stop date : Sep 15, 99 Stop time : 13:00
City/Town : County : charlotte
Location : sr776 from project entrance to davidblvd

****

Sep 13/Sep 14 Northbound Volume for Lane 3

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	0	1	2	1	1	15	11	23	35	26
30	3	2	0	1	3	3	1	8	15	32	24	23
45	2	0	2	0	1	4	5	17	20	38	38	27
00	3	3	0	0	1	2	8	24	30	23	42	27
Hr Total	12	7	2	2	7	10	15	64	76	116	139	103

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	26	40	48	47	47	55	35	52	21	10	8
30	38	26	24	49	56	71	50	36	30	29	10	7
45	29	45	43	51	59	56	56	38	31	16	15	6
00	46	28	44	41	48	63	39	33	29	28	8	1
Hr Total	156	125	151	189	210	237	200	142	142	94	43	22

24 Hour Total : 2264
AM peak hour begins : 10:00 AM peak volume : 139 Peak hour factor : 0.83
PM peak hour begins : 17:15 PM peak volume : 245 Peak hour factor : 0.86

****

Sep 13/Sep 14 Northbound Volume for Lane 4

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	1	2	1	1	13	11	21	29	24
30	3	2	0	1	3	3	1	6	13	26	19	20
45	2	0	2	0	1	2	4	12	18	31	31	23
00	2	3	0	0	1	2	7	15	27	20	32	22
Hr Total	10	7	2	2	7	8	13	46	69	98	111	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	21	33	41	41	45	50	28	45	18	9	7
30	33	21	19	37	45	65	41	33	27	25	8	5
45	20	35	32	45	53	51	44	31	26	15	13	5
00	41	25	36	38	44	54	32	27	24	21	8	1
Hr Total	129	102	120	161	183	215	167	119	122	79	38	18

24 Hour Total : 1915
AM peak hour begins : 11:30 AM peak volume : 113 Peak hour factor : 0.81

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913003.PRN
Station : 140110302000
Identification : 100001521100 Interval : 15 minutes
Start date : Sep 13, 99 Start time : 13:00
Stop date : Sep 15, 99 Stop time : 13:00
City/Town : County : charlotte
Location : sr776 from project entrance to davidblvd

****

Sep 13/Sep 14 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	0	2	4	30	50	46	50	25	31
30	1	1	0	2	1	20	27	54	35	41	28	42
45	0	1	0	2	2	9	45	71	37	30	21	26
00	0	0	0	1	3	22	51	59	33	29	26	26
Hr Total	1	3	1	5	8	55	153	234	151	150	100	125

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	27	38	31	23	28	18	22	12	3	8	1
30	30	30	29	29	22	27	25	24	10	8	1	1
45	29	20	37	19	18	28	28	11	10	5	2	4
00	29	23	24	28	13	25	26	14	8	4	3	1
Hr Total	109	100	128	107	76	108	97	71	40	20	14	7

24 Hour Total : 1863
AM peak hour begins : 07:00 AM peak volume : 234 Peak hour factor : 0.82
PM peak hour begins : 14:00 PM peak volume : 128 Peak hour factor : 0.84

****

Sep 13/Sep 14 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	0	2	4	29	48	44	48	25	30
30	1	1	0	2	1	19	24	52	35	39	28	40
45	0	1	0	2	2	9	45	68	35	29	21	25
00	0	0	0	1	3	23	48	57	32	29	24	23
Hr Total	1	3	1	5	8	55	146	225	146	145	98	118

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	27	35	31	22	28	18	22	11	3	7	1
30	29	30	28	28	21	25	24	24	8	8	1	1
45	29	20	35	18	18	26	27	11	10	5	2	4
00	29	22	24	25	13	23	26	13	8	4	3	1
Hr Total	107	99	122	102	74	102	95	70	37	20	13	7

24 Hour Total : 1799
AM peak hour begins : 07:00 AM peak volume : 225 Peak hour factor : 0.83

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913003.PRN
Station : 140110302000
Identification : 100001521100 Interval : 15 minutes
Start date : Sep 13, 99 Start time : 13:00
Stop date : Sep 15, 99 Stop time : 13:00
City/Town : County : charlotte
Location : sr776 from project entrance to davidblvd

****

Sep 14/Sep 15 Northbound Volume for Lane 3

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	1	2	1	3	15	16	14	28	20
30	1	1	2	0	2	0	0	17	8	29	22	24
45	4	1	1	0	0	5	8	15	22	25	21	39
00	2	0	0	1	2	3	9	17	21	21	42	23
Hr Total	11	4	5	2	6	9	20	64	67	89	113	106

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	38	37	38	56	57	54	28	28	19	6	5
30	33	39	27	71	71	78	36	26	33	19	6	11
45	31	51	43	47	60	67	25	24	30	17	13	8
00	46	33	32	41	56	56	48	19	18	12	4	7
Hr Total	148	161	139	197	243	258	163	97	109	67	29	31

24 Hour Total : 2138
AM peak hour begins : 11:30 AM peak volume : 133 Peak hour factor : 0.85
PM peak hour begins : 16:45 PM peak volume : 258 Peak hour factor : 0.83

****

Sep 14/Sep 15 Northbound Volume for Lane 4

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	1	2	1	2	13	14	13	23	16
30	1	1	2	0	2	0	0	14	7	23	20	20
45	4	1	1	0	0	3	5	12	18	19	19	30
00	1	0	0	1	2	3	9	15	16	18	32	21
Hr Total	10	4	5	2	6	7	16	54	55	73	94	87

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	31	30	31	50	54	44	26	23	16	6	5
30	31	30	23	58	63	70	34	22	25	17	6	10
45	28	41	37	44	52	57	21	20	22	16	11	7
00	41	28	28	39	51	50	42	17	14	10	4	7
Hr Total	135	130	118	172	216	231	141	85	84	59	27	29

24 Hour Total : 1840
AM peak hour begins : 11:30 AM peak volume : 117 Peak hour factor : 0.84

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913003.PRN
Station : 140110302000
Identification : 100001521100
Start date : Sep 13, 99
Stop date : Sep 15, 99
City/Town :
Location : sr776 from project entrance to davidblvd

Interval : 15 minutes
Start time : 13:00
Stop time : 13:00
County : charlotte

****

Sep 14/Sep 15 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	7	33	41	54	19	27	37
30	1	1	0	1	4	11	19	49	42	28	23	19
45	0	0	0	2	0	7	36	59	51	32	50	35
00	1	0	0	1	9	13	67	60	33	26	25	37
Hr Total	3	2	0	4	14	38	155	209	180	105	125	128

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	33	39	35	22	27	25	13	11	12	2	2
30	30	27	22	29	18	36	22	6	10	6	2	4
45	27	21	30	18	10	24	26	13	9	9	2	2
00	29	30	31	23	28	28	18	3	7	6	3	2
Hr Total	112	111	122	105	78	115	91	35	37	33	9	10

24 Hour Total : 1821
AM peak hour begins : 07:15 AM peak volume : 222 Peak hour factor : 0.93
PM peak hour begins : 14:30 PM peak volume : 125 Peak hour factor : 0.89

****

Sep 14/Sep 15 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	7	32	42	54	18	27	36
30	1	1	0	1	4	10	20	46	41	28	23	17
45	0	0	0	2	0	7	36	59	50	31	48	33
00	1	0	0	1	9	11	62	57	33	25	23	36
Hr Total	3	2	0	4	14	35	150	204	178	102	121	122

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	33	37	30	21	27	25	12	11	12	2	1
30	29	26	21	28	18	34	22	7	9	6	2	4
45	26	21	30	18	11	23	23	13	7	9	2	2
00	29	28	29	22	28	27	17	3	9	5	3	2
Hr Total	110	108	117	98	78	111	87	35	36	32	9	9

24 Hour Total : 1765
AM peak hour begins : 07:15 AM peak volume : 216 Peak hour factor : 0.92

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913002.PRN
Station : 140122203000
Identification : 100002711100 Interval : 15 minutes
Start date : Sep 13, 99 Start time : 13:00
Stop date : Sep 15, 99 Stop time : 13:00
City/Town : County : charlotte
Location : sr776 from david blvd.to cr771

****

Sep 13/Sep 14 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	7	5	7	5	10	57	154	148	112	99	133
30	17	13	8	9	4	24	103	169	122	95	99	127
45	9	10	5	3	9	24	120	184	161	111	109	137
00	15	12	5	4	11	37	131	169	112	137	103	140
Hr Total	45	42	23	23	29	95	411	676	543	455	410	537

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	122	131	125	139	148	102	74	70	57	31	13
30	123	135	134	149	125	160	103	77	56	67	37	26
45	143	116	134	130	141	137	80	64	58	34	39	16
00	120	115	125	142	135	137	79	75	43	23	32	18
Hr Total	509	488	524	546	540	582	364	290	227	181	139	73

24 Hour Total : 7752
AM peak hour begins : 07:00 AM peak volume : 676 Peak hour factor : 0.92
PM peak hour begins : 16:30 PM peak volume : 584 Peak hour factor : 0.91

****

Sep 13/Sep 14 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	7	5	7	5	10	57	154	148	112	99	133
30	17	13	8	9	4	24	103	170	122	95	98	127
45	9	10	5	3	9	24	120	184	161	111	109	137
00	15	12	5	4	11	37	131	169	112	137	103	140
Hr Total	45	42	23	23	29	95	411	677	543	455	409	537

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	122	131	125	139	148	102	74	70	57	31	13
30	123	135	134	149	125	160	103	77	56	67	37	26
45	143	116	134	130	141	137	80	64	58	34	39	16
00	120	115	125	142	135	137	79	75	43	23	32	18
Hr Total	509	488	524	546	540	582	364	290	227	181	139	73

24 Hour Total : 7752
AM peak hour begins : 07:00 AM peak volume : 677 Peak hour factor : 0.92

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913007.PRN
Station : 140110201000
Identification : 100002311100
Start date : Sep 13, 99
Stop date : Sep 15, 99
City/Town :
Location : SR776 FROM DAVID BLVD.TO CR771

Interval : 15 minutes
Start time : 13:00
Stop time : 13:00
County : CHARLOTTE

****

Sep 13/Sep 14 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	2	0	10	6	18	52	124	146	104	128	119
30	4	5	5	4	7	22	63	158	148	122	133	120
45	1	7	2	3	13	35	90	180	103	126	125	126
00	10	5	6	5	14	26	113	157	140	117	117	109
Hr Total	24	19	13	22	40	101	318	619	537	469	503	474

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	134	138	152	204	172	123	67	65	26	17	8
30	131	127	126	155	154	141	94	51	40	24	14	10
45	115	131	162	164	145	110	74	54	29	23	13	8
00	122	125	156	194	142	111	69	39	31	14	18	10
Hr Total	491	517	582	665	645	534	360	211	165	87	62	36

24 Hour Total : 7494
AM peak hour begins : 07:15 AM peak volume : 641 Peak hour factor : 0.89
PM peak hour begins : 15:15 PM peak volume : 717 Peak hour factor : 0.88

****

Sep 13/Sep 14 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	2	0	10	6	18	52	124	146	104	128	119
30	4	5	5	4	7	22	63	158	148	122	133	120
45	1	7	2	3	13	35	90	180	103	126	125	126
00	10	5	6	5	14	26	113	157	140	117	117	109
Hr Total	24	19	13	22	40	101	318	619	537	469	503	474

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	134	138	152	204	172	123	67	65	26	17	8
30	131	127	126	155	154	141	94	51	40	24	15	10
45	115	131	162	164	145	110	74	54	29	23	13	8
00	122	125	156	194	142	111	69	39	31	14	18	10
Hr Total	491	517	582	665	645	534	360	211	165	87	63	36

24 Hour Total : 7495
AM peak hour begins : 07:15 AM peak volume : 641 Peak hour factor : 0.89

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913002.PRN
Station : 140122203000
Identification : 100002711100 Interval : 15 minutes
Start date : Sep 13, 99 Start time : 13:00
Stop date : Sep 15, 99 Stop time : 13:00
City/Town : County : charlotte
Location : sr776 from david blvd.to cr771

****

Sep 14/Sep 15 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	1	2	2	8	48	135	135	90	98	114
30	7	3	1	1	5	23	98	123	131	92	106	112
45	4	3	2	4	15	24	110	143	126	99	121	121
00	4	4	2	2	7	33	133	156	94	116	122	107
Hr Total	21	12	6	9	29	88	389	557	486	397	447	454

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	125	122	114	159	151	86	64	43	57	21	21
30	113	151	115	125	131	148	92	62	43	44	20	13
45	117	132	133	143	144	137	75	57	30	34	13	12
00	120	117	154	121	117	106	69	48	38	24	14	6
Hr Total	479	525	524	503	551	542	322	231	154	159	68	52

24 Hour Total : 7005
AM peak hour begins : 07:30 AM peak volume : 565 Peak hour factor : 0.91
PM peak hour begins : 16:30 PM peak volume : 560 Peak hour factor : 0.93

****

Sep 14/Sep 15 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	1	2	2	8	48	135	135	90	98	114
30	7	3	1	1	5	23	98	123	131	92	106	112
45	4	3	2	4	15	24	110	143	126	99	121	121
00	4	4	2	2	7	33	132	156	94	116	122	108
Hr Total	21	12	6	9	29	88	388	557	486	397	447	455

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	125	122	114	159	151	86	64	43	57	21	21
30	113	151	115	125	131	148	92	62	43	44	20	13
45	117	133	133	143	144	137	75	57	30	34	13	12
00	120	117	154	121	117	106	69	48	38	24	14	6
Hr Total	479	526	524	503	551	542	322	231	154	159	68	52

24 Hour Total : 7006
AM peak hour begins : 07:30 AM peak volume : 565 Peak hour factor : 0.91

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913007.PRN
Station : 140110201000
Identification : 100002311100
Start date : Sep 13, 99
Stop date : Sep 15, 99
City/Town :
Location : SR776 FROM DAVID BLVD.TO CR771

Interval : 15 minutes
Start time : 13:00
Stop time : 13:00
County : CHARLOTTE

****

Sep 14/Sep 15 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	7	3	1	8	19	53	117	112	127	126	144
30	6	2	1	1	3	18	65	152	135	137	142	129
45	6	0	0	3	11	34	84	194	113	136	156	133
00	3	4	0	7	4	29	85	139	96	112	145	117
Hr Total	23	13	4	12	26	100	287	602	456	512	569	523

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	134	141	156	158	149	69	58	49	27	16	13
30	139	124	138	182	128	144	65	52	34	19	10	12
45	145	107	132	153	118	124	68	41	34	17	10	7
00	122	135	121	140	128	116	65	37	25	8	13	9
Hr Total	553	500	532	631	532	533	267	188	142	71	49	41

24 Hour Total : 7166
AM peak hour begins : 07:00 AM peak volume : 602 Peak hour factor : 0.78
PM peak hour begins : 15:15 PM peak volume : 633 Peak hour factor : 0.87

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Sep 14/Sep 15 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	7	3	1	8	19	53	117	112	127	126	144
30	6	2	1	1	3	18	65	152	135	137	142	129
45	6	0	0	3	11	34	84	194	113	136	156	133
00	3	4	0	7	4	29	85	139	96	112	145	121
Hr Total	23	13	4	12	26	100	287	602	456	512	569	527

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	134	141	156	159	149	69	58	49	27	15	13
30	139	124	138	182	128	144	65	52	34	19	10	12
45	145	107	132	153	118	124	67	41	34	17	10	7
00	122	135	121	140	128	116	65	37	25	7	13	9
Hr Total	553	500	532	631	533	533	266	188	142	70	48	41

24 Hour Total : 7168
AM peak hour begins : 07:00 AM peak volume : 602 Peak hour factor : 0.78

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913005.PRN
Station : 140131903000
Identification : 100003711100
Start date : Sep 13, 99
Stop date : Sep 15, 99
City/Town :
Location : sr776 from cr771 to sunnybrook blvd.

Interval : 15 minutes
Start time : 13:00
Stop time : 13:00
County : charlotte

****

Sep 13/Sep 14 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	6	3	3	10	34	108	104	86	80	100
30	14	6	5	5	2	9	54	123	84	84	80	104
45	14	13	4	7	9	18	43	123	111	86	88	121
00	8	4	4	5	10	20	87	131	90	94	97	118
Hr Total	41	28	19	20	24	57	218	485	389	350	345	443

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	89	102	103	100	116	123	76	62	70	48	26	7
30	110	97	119	122	119	136	89	71	53	56	20	23
45	113	103	104	127	142	118	65	67	61	32	31	16
00	107	92	106	120	119	128	72	59	46	21	32	12
Hr Total	419	394	432	469	496	505	302	259	230	157	109	58

24 Hour Total : 6249
AM peak hour begins : 07:00 AM peak volume : 485 Peak hour factor : 0.93
PM peak hour begins : 16:30 PM peak volume : 520 Peak hour factor : 0.92

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Sep 13/Sep 14 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	6	3	3	10	34	108	104	86	81	100
30	14	6	5	5	2	9	56	127	85	84	80	105
45	14	13	4	7	9	18	44	126	111	88	88	122
00	8	4	4	5	10	20	89	132	90	96	97	119
Hr Total	41	28	19	20	24	57	223	493	390	354	346	446

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	102	105	100	116	123	76	62	70	48	26	7
30	110	97	120	122	119	136	89	72	53	56	20	23
45	113	103	105	127	142	118	65	67	62	32	31	16
00	108	92	106	120	119	129	72	59	46	21	32	12
Hr Total	422	394	436	469	496	506	302	260	231	157	109	58

24 Hour Total : 6281
AM peak hour begins : 07:00 AM peak volume : 493 Peak hour factor : 0.93

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913010.PRN
Station : 140110101000
Identification : 100003311100 Interval : 15 minutes
Start date : Sep 13, 99 Start time : 13:00
Stop date : Sep 15, 99 Stop time : 13:00
City/Town : County : CHARLOTTE
Location : SR776 FROM CR771 TO SUNNYBROOK BLVD.

****

Sep 13/Sep 14 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	1	10	1	10	48	106	99	88	97	84
30	7	3	1	4	6	24	73	120	110	100	107	101
45	3	3	1	3	8	25	84	154	76	91	108	99
00	4	2	6	7	12	26	86	127	116	84	93	85
Hr Total	19	10	9	24	27	85	291	507	401	363	405	369

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	100	110	123	121	127	92	60	62	26	19	6
30	96	91	94	120	101	112	75	45	38	26	14	12
45	92	102	131	129	107	102	55	50	31	19	15	5
00	107	109	101	125	103	91	56	38	30	12	12	5
Hr Total	393	402	436	497	432	432	278	193	161	83	60	28

24 Hour Total : 5905
AM peak hour begins : 07:00 AM peak volume : 507 Peak hour factor : 0.82
PM peak hour begins : 15:00 PM peak volume : 497 Peak hour factor : 0.96

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Sep 13/Sep 14 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	1	10	1	9	48	105	99	88	94	83
30	7	3	1	4	6	25	71	119	108	99	105	101
45	3	3	1	3	8	25	84	153	77	91	107	98
00	4	2	5	7	12	25	86	126	112	84	93	82
Hr Total	19	10	8	24	27	84	289	503	396	362	399	364

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	99	110	122	121	126	91	59	62	26	19	6
30	96	91	93	120	99	111	76	46	36	26	14	12
45	90	102	130	127	107	101	55	50	31	19	15	5
00	108	107	99	123	104	91	56	37	29	12	12	5
Hr Total	392	399	432	492	431	429	278	192	158	83	60	28

24 Hour Total : 5859
AM peak hour begins : 07:00 AM peak volume : 503 Peak hour factor : 0.82

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913010.PRN
Station : 140110101000
Identification : 100003311100 Interval : 15 minutes
Start date : Sep 13, 99 Start time : 13:00
Stop date : Sep 15, 99 Stop time : 13:00
City/Town : County : CHARLOTTE
Location : SR776 FROM CR771 TO SUNNYBROOK BLVD.

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Sep 14/Sep 15 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	3	1	3	11	43	89	95	92	104	99
30	6	1	1	0	2	20	58	143	101	103	108	107
45	6	1	0	1	13	29	77	164	89	99	123	111
00	2	3	0	6	3	23	81	105	75	103	92	91
Hr Total	19	10	4	8	21	83	259	501	360	397	427	408

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	101	90	112	109	117	118	64	46	53	24	13	7
30	120	94	116	113	80	105	51	39	45	27	11	5
45	99	79	105	106	88	105	67	42	31	18	10	6
00	107	104	90	99	85	90	53	30	26	6	14	8
Hr Total	427	367	423	427	370	418	235	157	155	75	48	26

24 Hour Total : 5625
AM peak hour begins : 07:15 AM peak volume : 507 Peak hour factor : 0.77
PM peak hour begins : 13:45 PM peak volume : 437 Peak hour factor : 0.94

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Sep 14/Sep 15 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	3	1	3	11	42	89	96	92	104	99
30	6	1	1	0	2	20	59	138	100	102	107	106
45	6	1	0	1	12	30	76	162	87	98	121	111
00	2	3	0	6	3	23	80	104	76	101	92	90
Hr Total	19	10	4	8	20	84	257	493	359	393	424	406

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	101	90	110	107	116	117	64	46	53	24	13	7
30	117	93	116	113	81	104	50	39	45	26	11	5
45	99	79	104	106	88	104	67	42	31	19	10	6
00	108	104	91	96	85	90	51	30	26	6	14	8
Hr Total	425	366	421	422	370	415	232	157	155	75	48	26

24 Hour Total : 5589
AM peak hour begins : 07:15 AM peak volume : 500 Peak hour factor : 0.77

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913005.PRN
Station : 140131903000
Identification : 100003711100
Start date : Sep 13, 99
Stop date : Sep 15, 99
City/Town :
Location : sr776 from cr771 to sunnybrook blvd.

Interval : 15 minutes
Start time : 13:00
Stop time : 13:00
County : charlotte

****

Sep 14/Sep 15 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	2	3	0	6	32	100	113	69	85	86
30	5	2	1	1	4	12	44	99	96	70	73	98
45	5	2	2	2	15	15	50	90	89	77	78	81
00	3	2	0	2	9	16	91	107	79	91	85	108
Hr Total	20	7	5	8	28	49	217	396	377	307	321	373

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	98	112	105	132	114	70	57	42	41	15	22
30	108	117	89	107	119	136	87	62	38	49	22	11
45	92	124	132	110	110	117	63	45	31	38	14	9
00	107	112	125	101	127	97	63	52	36	24	14	14
Hr Total	418	451	458	423	488	464	283	216	147	152	65	56

24 Hour Total : 5729
AM peak hour begins : 07:15 AM peak volume : 409 Peak hour factor : 0.90
PM peak hour begins : 16:45 PM peak volume : 494 Peak hour factor : 0.91

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Sep 14/Sep 15 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	2	3	0	6	32	100	113	69	86	86
30	5	2	1	1	5	13	44	100	96	70	73	98
45	5	2	2	2	15	15	51	90	89	77	79	81
00	3	2	0	2	9	16	93	108	79	91	86	110
Hr Total	20	7	5	8	29	50	220	398	377	307	324	375

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	98	116	105	132	114	70	57	43	41	15	22
30	108	119	90	108	119	136	88	62	38	49	22	11
45	92	127	132	111	110	117	63	45	31	38	14	9
00	108	115	129	102	127	97	63	52	36	25	14	14
Hr Total	418	459	467	426	488	464	284	216	148	153	65	56

24 Hour Total : 5764
AM peak hour begins : 07:15 AM peak volume : 411 Peak hour factor : 0.91

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913001.PRN
Station : 140132703000
Identification : 100004721100
Start date : Sep 13, 99
Stop date : Sep 15, 99
City/Town :
Location : sr776 from san casa rd.to pine st.

Interval : 15 minutes
Start time : 13:00
Stop time : 13:00
County : charlotte

****

Sep 13/Sep 14 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	5	6	7	16	28	100	233	321	256	249	211
30	11	9	6	6	13	44	148	275	250	231	232	229
45	14	11	4	11	15	62	182	326	287	257	243	259
00	12	13	6	15	25	69	185	350	237	209	232	264
Hr Total	49	38	22	39	69	203	615	1184	1095	953	956	963

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	218	231	214	196	183	234	200	124	87	53	35	12
30	226	206	203	242	219	225	157	134	104	55	40	19
45	225	209	233	224	192	192	168	93	88	59	26	19
00	204	207	205	220	195	198	146	97	60	31	25	14
Hr Total	873	853	855	882	789	849	671	448	339	198	126	64

24 Hour Total : 13133
AM peak hour begins : 07:15 AM peak volume : 1272 Peak hour factor : 0.91
PM peak hour begins : 12:15 PM peak volume : 886 Peak hour factor : 0.96

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Sep 13/Sep 14 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	5	6	7	16	28	100	234	320	259	250	211
30	11	9	6	6	13	44	148	275	251	231	232	229
45	14	11	4	11	15	62	182	327	287	258	243	259
00	12	13	6	15	25	69	185	350	237	209	233	265
Hr Total	49	38	22	39	69	203	615	1186	1095	957	958	964

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	219	230	215	196	184	235	199	125	87	53	35	12
30	226	206	203	242	219	225	157	133	104	55	40	19
45	225	209	233	224	192	192	168	93	88	59	26	19
00	204	208	205	224	196	198	146	97	60	31	25	14
Hr Total	874	853	856	886	791	850	670	448	339	198	126	64

24 Hour Total : 13150
AM peak hour begins : 07:15 AM peak volume : 1272 Peak hour factor : 0.91
PM peak hour begins : 15:00 PM peak volume : 886 Peak hour factor : 0.92

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913001.PRN
Station : 140132703000
Identification : 100004721100
Start date : Sep 13, 99
Stop date : Sep 15, 99
City/Town :
Location : sr776 from san casa rd.to pine st.

Interval : 15 minutes
Start time : 13:00
Stop time : 13:00
County : charlotte

****

Sep 13/Sep 14 Eastbound Volume for Lane 3

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	5	8	12	4	13	44	118	180	199	235	263
30	9	10	4	3	9	18	46	123	172	177	217	218
45	19	13	4	3	7	30	91	169	189	216	226	229
00	8	6	8	10	9	43	111	155	194	202	241	267
Hr Total	57	34	24	28	29	104	292	565	735	794	919	977

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	231	273	231	306	280	308	195	174	167	104	57	46
30	235	276	239	269	293	299	193	171	116	82	46	25
45	241	234	217	265	269	303	169	142	94	71	33	36
00	228	225	261	241	259	264	180	157	106	65	45	18
Hr Total	935	1008	948	1081	1101	1174	737	644	483	322	181	125

24 Hour Total : 13297
AM peak hour begins : 11:00 AM peak volume : 977 Peak hour factor : 0.91
PM peak hour begins : 17:00 PM peak volume : 1174 Peak hour factor : 0.95

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Sep 13/Sep 14 Eastbound Volume for Lane 4

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	5	8	12	4	13	44	118	180	197	232	258
30	9	10	4	3	9	18	46	123	173	177	214	218
45	19	13	4	3	6	30	90	169	188	216	226	229
00	8	6	8	10	9	43	110	155	192	199	234	266
Hr Total	57	34	24	28	28	104	290	565	733	789	906	971

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	231	270	231	305	278	306	195	172	167	104	57	46
30	231	275	237	269	292	298	193	169	115	82	46	25
45	238	233	217	263	267	303	169	142	94	71	33	36
00	226	223	261	240	258	264	180	156	106	64	5	18
Hr Total	926	1001	946	1077	1095	1171	737	639	482	321	141	125

24 Hour Total : 13190
AM peak hour begins : 11:00 AM peak volume : 971 Peak hour factor : 0.91

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913001.PRN
Station : 140132703000
Identification : 100004721100
Start date : Sep 13, 99
Stop date : Sep 15, 99
City/Town :
Location : sr776 from san casa rd.to pine st.

Interval : 15 minutes
Start time : 13:00
Stop time : 13:00
County : charlotte

****

Sep 14/Sep 15 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	5	10	18	32	101	229	264	183	200	230
30	11	11	2	2	13	33	144	292	259	214	211	219
45	6	3	0	7	16	60	198	367	246	234	216	217
00	7	1	8	12	19	75	200	281	243	222	217	247
Hr Total	33	21	15	31	66	200	643	1169	1012	853	844	913

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	199	207	253	217	184	208	155	104	85	63	43	23
30	238	215	233	189	220	188	160	113	75	63	35	20
45	222	237	244	202	197	177	147	117	74	48	25	22
00	204	219	221	221	187	190	110	83	64	30	22	15
Hr Total	863	878	951	829	788	763	572	417	298	204	125	80

24 Hour Total : 12568
AM peak hour begins : 07:15 AM peak volume : 1204 Peak hour factor : 0.82
PM peak hour begins : 14:00 PM peak volume : 951 Peak hour factor : 0.94

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Sep 14/Sep 15 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	5	10	18	32	101	228	264	183	201	231
30	11	11	2	2	13	33	146	294	262	215	212	219
45	6	3	0	7	16	60	199	369	246	234	216	219
00	7	1	8	12	19	75	200	282	244	223	217	246
Hr Total	33	21	15	31	66	200	646	1173	1016	855	846	915

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	201	206	254	217	184	208	155	104	85	63	43	24
30	239	215	231	189	220	189	160	114	75	63	35	20
45	224	238	244	202	198	176	148	118	74	48	25	22
00	204	221	221	224	187	191	110	83	64	30	22	15
Hr Total	868	880	950	832	789	764	573	419	298	204	125	81

24 Hour Total : 12600
AM peak hour begins : 07:15 AM peak volume : 1209 Peak hour factor : 0.82

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913001.PRN
Station : 140132703000
Identification : 100004721100 Interval : 15 minutes
Start date : Sep 13, 99 Start time : 13:00
Stop date : Sep 15, 99 Stop time : 13:00
City/Town : County : charlotte
Location : sr776 from san casa rd.to pine st.

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Sep 14/Sep 15 Eastbound Volume for Lane 3

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	16	7	4	9	5	35	108	184	175	193	215
30	17	4	4	4	4	15	64	126	162	178	208	228
45	9	5	6	9	7	32	76	157	181	180	222	215
00	11	7	6	9	9	40	117	162	176	181	190	223
Hr Total	57	32	23	26	29	92	292	553	703	714	813	881

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	264	232	225	349	264	313	226	147	135	103	55	45
30	231	223	243	285	257	282	202	139	114	84	43	23
45	261	232	270	258	259	261	191	124	102	84	29	37
00	228	242	281	278	266	232	170	131	70	56	37	21
Hr Total	984	929	1019	1170	1046	1088	789	541	421	327	164	126

24 Hour Total : 12819
AM peak hour begins : 11:30 AM peak volume : 933 Peak hour factor : 0.88
PM peak hour begins : 14:30 PM peak volume : 1185 Peak hour factor : 0.85

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Sep 14/Sep 15 Eastbound Volume for Lane 4

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	16	6	4	8	5	35	106	183	173	192	213
30	17	4	4	4	4	15	64	123	160	174	204	225
45	9	5	6	9	7	32	76	155	177	177	221	213
00	11	7	6	9	9	38	117	161	163	179	189	219
Hr Total	57	32	22	26	28	90	292	545	683	703	806	870

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	258	228	223	346	254	306	221	147	133	102	54	45
30	231	222	242	282	254	272	200	137	113	84	43	23
45	258	231	266	255	252	260	170	124	102	84	29	37
00	226	240	277	276	264	226	167	131	70	56	37	21
Hr Total	973	921	1008	1159	1024	1064	758	539	418	326	163	126

24 Hour Total : 12633
AM peak hour begins : 11:30 AM peak volume : 921 Peak hour factor : 0.89

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913006.PRN
Station : 140121802000
Identification : 100006521100 Interval : 15 minutes
Start date : Sep 13, 99 Start time : 12:00
Stop date : Sep 15, 99 Stop time : 12:00
City/Town : County : charlotte
Location : RIVERWOOD DR.PROJECT ENTRANCE

****

Sep 13/Sep 14 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	1	1	4	5	7	6	13
30	0	1	0	0	0	1	0	4	5	1	9	13
45	0	1	0	0	1	2	4	8	6	11	5	7
00	0	0	0	0	0	1	3	9	9	9	9	7
Hr Total	0	2	1	0	1	5	8	25	25	28	29	40

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	6	9	10	14	6	12	1	2	0	1	1
30	8	8	4	10	5	7	10	3	0	0	0	0
45	12	15	18	7	7	3	7	9	0	0	0	1
00	6	6	18	9	3	8	3	0	3	0	0	0
Hr Total	31	35	49	36	29	24	32	13	5	0	1	2

24 Hour Total : 421
AM peak hour begins : 10:45 AM peak volume : 42 Peak hour factor : 0.81
PM peak hour begins : 14:30 PM peak volume : 56 Peak hour factor : 0.78

****

Sep 13/Sep 14 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	1	1	4	5	7	6	14
30	0	1	0	0	0	1	0	4	5	1	9	13
45	0	2	0	0	1	2	4	8	6	12	5	7
00	0	0	0	0	0	1	3	9	9	9	9	7
Hr Total	0	3	1	0	1	5	8	25	25	29	29	41

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	6	10	10	14	6	13	1	2	0	1	1
30	9	8	4	10	5	7	10	3	0	0	0	0
45	12	16	18	7	7	3	7	9	0	0	0	1
00	6	7	19	10	3	9	3	0	3	0	0	0
Hr Total	32	37	51	37	29	25	33	13	5	0	1	2

24 Hour Total : 432
AM peak hour begins : 10:45 AM peak volume : 43 Peak hour factor : 0.77

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913006.PRN
Station : 140121802000
Identification : 100006521100
Start date : Sep 13, 99
Stop date : Sep 15, 99
City/Town :
Location : RIVERWOOD DR.PROJECT ENTRANCE

Interval : 15 minutes
Start time : 12:00
Stop time : 12:00
County : charlotte

****

Sep 13/Sep 14 Northbound Volume for Lane 3

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	0	4	6	7	7	8
30	0	1	1	0	1	1	1	5	7	5	6	5
45	0	1	0	0	1	0	4	7	7	3	9	11
00	0	0	0	0	0	7	6	4	6	3	3	7
Hr Total	0	2	1	0	2	9	11	20	26	18	25	31

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	8	8	6	13	4	7	3	2	1	0	0
30	7	8	10	9	10	12	2	3	5	3	0	2
45	6	7	8	7	3	7	3	2	6	5	1	0
00	7	7	7	6	2	2	3	4	4	0	2	0
Hr Total	24	30	33	28	28	25	15	12	17	9	3	2

24 Hour Total : 371
AM peak hour begins : 11:00 AM peak volume : 31 Peak hour factor : 0.70
PM peak hour begins : 15:30 PM peak volume : 36 Peak hour factor : 0.69

****

Sep 13/Sep 14 Northbound Volume for Lane 4

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	0	4	6	7	7	8
30	0	1	1	0	1	1	1	5	7	5	6	5
45	0	1	0	0	1	0	4	7	7	3	9	11
00	0	0	0	0	0	7	6	4	6	3	3	7
Hr Total	0	2	1	0	2	9	11	20	26	18	25	31

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	8	8	6	13	4	7	3	2	1	0	0
30	7	8	10	9	10	12	2	3	5	3	0	2
45	6	7	8	7	3	7	3	2	6	5	1	0
00	7	6	7	6	2	2	3	4	4	0	2	0
Hr Total	24	29	33	28	28	25	15	12	17	9	3	2

24 Hour Total : 370
AM peak hour begins : 11:00 AM peak volume : 31 Peak hour factor : 0.70

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913006.PRN
Station : 140121802000
Identification : 100006521100
Start date : Sep 13, 99
Stop date : Sep 15, 99
City/Town :
Location : RIVERWOOD DR.PROJECT ENTRANCE

Interval : 15 minutes
Start time : 12:00
Stop time : 12:00
County : charlotte

****

Sep 14/Sep 15 Northbound Volume for Lane 3

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	1	1	0	7	8	10	6	6
30	0	1	0	1	1	2	3	5	6	16	7	9
45	0	0	0	0	1	3	5	2	5	7	4	8
00	0	0	0	0	0	5	6	10	7	6	4	7
Hr Total	2	2	0	1	3	11	14	24	26	39	21	30

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	6	2	9	7	11	25	2	3	1	0	0
30	5	6	7	7	3	7	15	2	1	0	0	1
45	11	10	15	12	6	8	3	1	1	0	1	0
00	8	11	6	8	7	27	7	2	1	2	2	1
Hr Total	29	33	30	36	23	53	50	7	6	3	3	2

24 Hour Total : 448
AM peak hour begins : 08:45 AM peak volume : 40 Peak hour factor : 0.63
PM peak hour begins : 17:30 PM peak volume : 75 Peak hour factor : 0.69

****

Sep 14/Sep 15 Northbound Volume for Lane 4

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	1	1	0	7	8	10	6	6
30	0	1	0	1	1	2	3	5	6	16	7	9
45	0	0	0	0	1	3	5	2	5	7	4	9
00	0	0	0	0	0	5	6	10	7	6	4	7
Hr Total	2	2	0	1	3	11	14	24	26	39	21	31

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	6	2	9	7	11	25	2	3	1	0	0
30	5	6	7	7	3	7	15	2	1	0	0	1
45	11	10	15	12	6	8	3	1	1	0	1	0
00	7	11	6	8	7	27	7	2	1	2	2	1
Hr Total	28	33	30	36	23	53	50	7	6	3	3	2

24 Hour Total : 448
AM peak hour begins : 08:45 AM peak volume : 40 Peak hour factor : 0.63

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913006.PRN
Station : 140121802000
Identification : 100006521100
Start date : Sep 13, 99
Stop date : Sep 15, 99
City/Town :
Location : RIVERWOOD DR.PROJECT ENTRANCE

Interval : 15 minutes
Start time : 12:00
Stop time : 12:00
County : charlotte

****

Sep 14/Sep 15 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	1	0	0	0	3	5	4	8	6
30	0	0	0	1	0	1	1	3	5	5	4	5
45	0	0	0	1	1	2	6	9	4	7	1	16
00	0	1	0	0	0	0	3	4	13	6	13	7
Hr Total	0	1	1	3	1	3	10	19	27	22	26	34

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	4	8	5	11	6	3	1	1	7	4	0
30	8	10	12	5	6	4	4	2	1	1	2	0
45	12	9	9	9	0	4	2	2	2	0	0	0
00	5	8	6	8	3	3	1	3	58	0	0	0
Hr Total	39	31	35	27	20	17	10	8	62	8	6	0

24 Hour Total : 410
AM peak hour begins : 11:30 AM peak volume : 45 Peak hour factor : 0.70
PM peak hour begins : 20:15 PM peak volume : 68 Peak hour factor : 0.29

****

Sep 14/Sep 15 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	1	0	0	0	3	5	4	8	6
30	0	0	0	1	0	1	1	3	5	5	4	5
45	0	0	0	1	1	2	6	9	4	7	1	14
00	0	1	0	0	0	0	3	4	13	6	13	7
Hr Total	0	1	1	3	1	3	10	19	27	22	26	32

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	4	8	5	11	6	3	1	1	7	4	0
30	8	12	12	5	6	4	4	2	1	1	2	0
45	12	9	9	9	0	4	2	2	2	0	0	0
00	5	8	6	8	3	3	1	3	58	0	0	0
Hr Total	40	33	35	27	20	17	10	8	62	8	6	0

24 Hour Total : 411
AM peak hour begins : 11:30 AM peak volume : 44 Peak hour factor : 0.73

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913004.PRN
Station : 140112602000
Identification : 100007521100 Interval : 15 minutes
Start date : Sep 13, 99 Start time : 12:00
Stop date : Sep 15, 99 Stop time : 12:00
City/Town : County : charlotte
Location : willow bend dr.project entrance

****

Sep 13/Sep 14 Northbound Volume for Lane 3

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	0	3	3	3	9	6	10
30	0	0	0	0	0	1	1	1	4	4	8	4
45	0	0	0	0	1	2	1	4	7	9	7	4
00	0	0	0	0	1	2	9	7	0	7	7	2
Hr Total	0	0	0	0	3	5	14	15	14	29	28	20

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	3	2	3	0	0	0	0	0	1	0	0
30	6	4	1	0	0	0	4	0	1	0	0	0
45	8	4	1	4	3	3	0	2	0	0	0	0
00	3	2	2	2	4	0	1	0	0	0	1	0
Hr Total	21	13	6	9	7	3	5	2	1	1	1	0

24 Hour Total : 197
AM peak hour begins : 10:15 AM peak volume : 32 Peak hour factor : 0.80
PM peak hour begins : 12:00 PM peak volume : 21 Peak hour factor : 0.66

****

Sep 13/Sep 14 Northbound Volume for Lane 4

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	0	3	3	3	9	6	10
30	0	0	0	0	0	1	1	1	4	4	7	4
45	0	0	0	0	1	2	1	3	8	9	7	4
00	0	0	0	0	1	2	8	8	0	5	6	2
Hr Total	0	0	0	0	3	5	13	15	15	27	26	20

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	3	2	3	0	0	0	0	0	1	0	0
30	6	4	1	0	0	0	4	0	1	0	0	0
45	8	4	1	4	3	3	0	2	0	0	0	0
00	3	2	2	2	4	0	1	0	0	0	1	0
Hr Total	20	13	6	9	7	3	5	2	1	1	1	0

24 Hour Total : 192
AM peak hour begins : 10:15 AM peak volume : 30 Peak hour factor : 0.75

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913004.PRN
Station : 140112602000
Identification : 100007521100
Start date : Sep 13, 99
Stop date : Sep 15, 99
City/Town :
Location : willow bend dr.project entrance

Interval : 15 minutes
Start time : 12:00
Stop time : 12:00
County : charlotte

****

Sep 13/Sep 14 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	4	11	7	4
30	0	0	0	0	0	0	1	1	3	3	3	4
45	0	0	0	0	1	0	1	2	7	9	10	2
00	0	0	0	0	1	0	1	3	1	2	2	2
Hr Total	0	0	0	0	2	0	3	6	15	25	22	12

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	5	4	1	1	4	1	2	0	0	1	0
30	2	6	4	5	4	1	0	1	0	1	0	0
45	5	4	10	4	1	0	2	1	1	0	0	0
00	4	2	6	0	1	2	3	2	0	0	0	0
Hr Total	19	17	24	10	7	7	6	6	1	1	1	0

24 Hour Total : 184
AM peak hour begins : 09:00 AM peak volume : 25 Peak hour factor : 0.57
PM peak hour begins : 14:00 PM peak volume : 24 Peak hour factor : 0.60

****

Sep 13/Sep 14 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	4	11	7	4
30	0	0	0	0	0	0	1	1	3	3	3	4
45	0	0	0	0	1	0	1	2	7	9	10	2
00	0	0	0	0	1	0	1	3	1	2	2	2
Hr Total	0	0	0	0	2	0	3	6	15	25	22	12

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	5	4	1	1	4	1	2	0	0	1	0
30	2	6	4	5	4	1	0	1	0	1	0	0
45	5	4	10	4	1	0	2	1	1	0	0	0
00	4	2	6	0	1	2	3	2	0	0	0	0
Hr Total	19	17	24	10	7	7	6	6	1	1	1	0

24 Hour Total : 184
AM peak hour begins : 09:00 AM peak volume : 25 Peak hour factor : 0.57

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913004.PRN
Station : 140112602000
Identification : 100007521100 Interval : 15 minutes
Start date : Sep 13, 99 Start time : 12:00
Stop date : Sep 15, 99 Stop time : 12:00
City/Town : County : charlotte
Location : willow bend dr.project entrance

****

Sep 14/Sep 15 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	0	1	1	1	2	1
30	0	0	0	0	0	1	0	2	2	0	2	0
45	0	0	0	0	0	0	0	0	2	1	4	4
00	0	0	0	0	0	0	0	0	3	6	3	2
Hr Total	0	0	0	0	0	2	0	3	8	8	11	7

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	3	4	4	4	2	0	2	0	4	0	0
30	10	2	4	6	4	1	1	0	0	0	2	1
45	3	3	3	1	2	1	0	0	0	0	0	0
00	1	2	1	3	0	1	0	1	4	1	0	0
Hr Total	21	10	12	14	10	5	1	3	4	5	2	1

24 Hour Total : 127
AM peak hour begins : 11:30 AM peak volume : 23 Peak hour factor : 0.57
PM peak hour begins : 12:00 PM peak volume : 21 Peak hour factor : 0.52

****

Sep 14/Sep 15 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	0	1	1	1	2	1
30	0	0	0	0	0	1	0	2	2	0	2	0
45	0	0	0	0	0	0	0	0	2	1	4	4
00	0	0	0	0	0	0	0	0	3	6	3	2
Hr Total	0	0	0	0	0	2	0	3	8	8	11	7

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	3	4	4	4	2	0	2	0	4	0	0
30	10	2	4	6	4	1	1	0	0	0	2	1
45	3	3	3	1	2	1	0	0	0	0	0	0
00	1	2	1	3	0	1	0	1	4	1	0	0
Hr Total	21	10	12	14	10	5	1	3	4	5	2	1

24 Hour Total : 127
AM peak hour begins : 11:30 AM peak volume : 23 Peak hour factor : 0.57

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913004.PRN
Station : 140112602000
Identification : 100007521100 Interval : 15 minutes
Start date : Sep 13, 99 Start time : 12:00
Stop date : Sep 15, 99 Stop time : 12:00
City/Town : County : charlotte
Location : willow bend dr.project entrance

****

Sep 14/Sep 15 Northbound Volume for Lane 3

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	0	1	5	5	3	4	0
30	0	0	0	0	0	2	1	3	5	9	7	1
45	0	0	0	0	0	3	0	2	2	5	3	1
00	0	0	0	0	2	2	1	1	3	4	6	2
Hr Total	0	0	0	0	3	7	3	11	15	21	20	4

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	7	1	2	3	1	4	0	0	0	0	0
30	4	1	2	2	2	0	1	0	0	0	1	1
45	5	3	2	5	1	0	0	0	1	0	0	0
00	3	1	0	2	0	3	0	0	1	0	0	0
Hr Total	15	12	5	11	6	4	5	0	2	0	1	1

24 Hour Total : 146
AM peak hour begins : 09:15 AM peak volume : 22 Peak hour factor : 0.61
PM peak hour begins : 12:15 PM peak volume : 19 Peak hour factor : 0.68

****

Sep 14/Sep 15 Northbound Volume for Lane 4

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	0	1	5	5	3	3	0
30	0	0	0	0	0	2	1	2	5	9	7	1
45	0	0	0	0	0	3	0	2	2	5	3	1
00	0	0	0	0	2	2	1	1	3	4	6	2
Hr Total	0	0	0	0	3	7	3	10	15	21	19	4

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	7	1	2	3	1	4	0	0	0	0	0
30	4	1	2	2	2	0	1	0	0	0	1	1
45	5	3	2	5	1	0	0	0	1	0	0	0
00	3	1	0	2	0	3	0	0	1	0	0	0
Hr Total	15	12	5	11	6	4	5	0	2	0	1	1

24 Hour Total : 144
AM peak hour begins : 09:00 AM peak volume : 21 Peak hour factor : 0.58

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913009.PRN
Station : 140122003000
Identification : 100005711100
Start date : Sep 13, 99
Stop date : Sep 15, 99
City/Town :
Location : TOLEDO BLADE/PELLAM TO LAKEVIEW BLVD.

Interval : 15 minutes
Start time : 13:00
Stop time : 13:00
County : CHARLOTTE

****

Sep 13/Sep 14 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	5	5	6	6	29	93	137	94	99	90
30	4	0	3	1	9	15	24	121	128	92	87	110
45	7	1	1	2	6	16	43	123	112	76	95	72
00	4	1	2	3	5	22	61	121	101	91	100	99
Hr Total	21	5	11	11	26	59	157	458	478	353	381	371

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	132	130	103	205	168	112	107	81	83	85	38	22
30	100	125	91	132	131	137	103	71	70	75	29	24
45	111	100	97	135	120	152	101	70	55	34	20	15
00	103	105	131	139	137	132	78	86	55	94	45	4
Hr Total	446	460	422	611	556	533	389	308	263	288	132	65

24 Hour Total : 6804
AM peak hour begins : 07:30 AM peak volume : 509 Peak hour factor : 0.93
PM peak hour begins : 15:00 PM peak volume : 611 Peak hour factor : 0.75

****

Sep 13/Sep 14 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	5	5	6	6	29	92	136	94	99	88
30	4	0	3	1	8	12	24	119	124	90	87	109
45	7	1	1	2	6	16	41	123	111	76	95	72
00	4	1	2	3	5	22	60	116	99	90	100	99
Hr Total	21	5	11	11	25	56	154	450	470	350	381	368

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	132	130	103	193	163	111	106	81	83	84	38	22
30	99	123	91	131	130	136	101	70	68	74	29	24
45	110	100	97	134	119	152	101	68	54	33	20	14
00	103	103	131	137	137	132	78	85	53	94	45	4
Hr Total	444	456	422	595	549	531	386	304	258	285	132	64

24 Hour Total : 6728
AM peak hour begins : 07:30 AM peak volume : 499 Peak hour factor : 0.92

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913008.PRN
Station : 140122501000
Identification : 100005311100
Start date : Sep 13, 99
Stop date : Sep 15, 99
City/Town :
Location : TOLEDO BLADE/PELLAM TO LAKEVIEW BLVD.

Interval : 15 minutes
Start time : 13:00
Stop time : 13:00
County : CHARLOTTE

****

Sep 13/Sep 14 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
AM peak hour begins : AM peak volume : Peak hour factor :
PM peak hour begins : PM peak volume : Peak hour factor :

****

Sep 13/Sep 14 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	6	3	0	1	5	25	87	194	72	90	110
30	2	8	4	3	3	13	18	133	109	93	96	111
45	8	0	5	3	5	9	51	168	92	109	94	106
00	9	3	5	2	2	19	60	215	115	109	113	114
Hr Total	36	17	17	8	11	46	154	603	510	383	393	441

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	109	126	153	159	184	116	107	71	76	42	24
30	118	110	145	130	141	173	92	83	51	71	30	17
45	121	131	155	131	130	158	99	99	71	44	39	20
00	129	130	134	159	147	160	109	76	89	34	32	13
Hr Total	482	480	560	573	577	675	416	365	282	225	143	74

24 Hour Total : 7471
AM peak hour begins : 07:15 AM peak volume : 710 Peak hour factor : 0.83

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913009.PRN
Station : 140122003000
Identification : 100005711100 Interval : 15 minutes
Start date : Sep 13, 99 Start time : 13:00
Stop date : Sep 15, 99 Stop time : 13:00
City/Town : County : CHARLOTTE
Location : TOLEDO BLADE/PELLAM TO LAKEVIEW BLVD.

****

Sep 14/Sep 15 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	5	3	1	7	21	75	154	84	100	94
30	7	4	2	1	5	7	22	99	121	77	77	121
45	4	2	0	5	1	11	40	121	101	85	88	105
00	5	4	5	3	4	24	57	119	105	84	78	95
Hr Total	23	13	12	12	11	49	140	414	481	330	343	415

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	106	141	102	207	158	153	92	68	56	38	29	23
30	92	146	96	159	117	119	113	54	41	26	26	11
45	82	87	111	139	103	118	94	62	53	29	15	9
00	103	102	120	157	118	92	83	57	44	20	12	11
Hr Total	383	476	429	662	496	482	382	241	194	113	82	54

24 Hour Total : 6237
AM peak hour begins : 07:30 AM peak volume : 515 Peak hour factor : 0.84
PM peak hour begins : 15:00 PM peak volume : 662 Peak hour factor : 0.80

****

Sep 14/Sep 15 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	5	3	1	6	20	73	153	83	99	94
30	7	3	2	1	5	7	22	96	121	77	77	121
45	4	2	0	5	1	11	39	120	100	84	88	105
00	5	4	5	2	4	23	59	117	103	83	78	95
Hr Total	23	11	12	11	11	47	140	406	477	327	342	415

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	105	138	100	196	154	150	92	66	53	36	28	23
30	92	146	94	155	117	118	112	52	41	25	26	11
45	81	87	109	138	102	117	90	61	53	28	14	9
00	103	101	120	157	115	92	83	57	44	20	12	10
Hr Total	381	472	423	646	488	477	377	236	191	109	80	53

24 Hour Total : 6155
AM peak hour begins : 07:30 AM peak volume : 511 Peak hour factor : 0.83

Florida Transportation Engineering, Inc. (FTE)
8250 Pascal Drive, Punta Gorda, Florida 33950 (941) 639-2818
Volume Report with 24 Hour Totals

****

Data File : D0913008.PRN
Station : 140122501000
Identification : 100005311100 Interval : 15 minutes
Start date : Sep 13, 99 Start time : 13:00
Stop date : Sep 15, 99 Stop time : 13:00
City/Town : County : CHARLOTTE
Location : TOLEDO BLADE/PELLAM TO LAKEVIEW BLVD.

****

Sep 14/Sep 15 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	1	0	1	0	0	0	0	0
Hr Total	0	0	0	0	1	0	1	0	0	0	0	0

24 Hour Total : 2
AM peak hour begins : AM peak volume : Peak hour factor :
PM peak hour begins : 16:00 PM peak volume : 1 Peak hour factor : 0.25

****

Sep 14/Sep 15 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	7	2	2	3	6	22	70	182	79	91	95
30	9	1	1	5	2	6	26	121	99	70	69	90
45	5	7	5	1	1	7	52	154	76	99	85	103
00	6	2	1	3	3	12	55	228	106	94	99	140
Hr Total	24	17	9	11	9	31	155	573	463	342	344	428

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	112	133	122	136	130	168	109	69	59	48	26	17
30	95	95	126	125	127	146	104	69	59	48	24	12
45	121	100	140	128	133	113	93	74	51	25	16	20
00	129	144	158	150	141	118	84	52	49	25	28	7
Hr Total	457	472	546	539	531	545	390	264	218	146	94	56

24 Hour Total : 6664
AM peak hour begins : 07:15 AM peak volume : 685 Peak hour factor : 0.75

APPENDIX D

FDOT Adjustment Factors
1997 Adjusted Turning Movement Volumes

Florida Department of Transportation
Transportation Statistics Office

1998 Peak Season Factor Category Report

Category: 0100
CHARLOTTE COUNTYWIDE

	Week	Dates	SF	PSCF	MOCF
					0.88
	1	01/01/1998 - 01/03/1998	0.97	1.10	
	2	01/04/1998 - 01/10/1998	0.95	1.08	
	3	01/11/1998 - 01/17/1998	0.93	1.06	
*	4	01/18/1998 - 01/24/1998	0.92	1.05	
*	5	01/25/1998 - 01/31/1998	0.91	1.03	
*	6	02/01/1998 - 02/07/1998	0.89	1.01	
*	7	02/08/1998 - 02/14/1998	0.88	1.00	
*	8	02/15/1998 - 02/21/1998	0.87	0.99	
*	9	02/22/1998 - 02/28/1998	0.86	0.98	
*	10	03/01/1998 - 03/07/1998	0.86	0.98	
*	11	03/08/1998 - 03/14/1998	0.85	0.97	
*	12	03/15/1998 - 03/21/1998	0.84	0.95	
*	13	03/22/1998 - 03/28/1998	0.86	0.98	
*	14	03/29/1998 - 04/04/1998	0.88	1.00	
*	15	04/05/1998 - 04/11/1998	0.90	1.02	
*	16	04/12/1998 - 04/18/1998	0.92	1.05	
	17	04/19/1998 - 04/25/1998	0.94	1.07	
	18	04/26/1998 - 05/02/1998	0.96	1.09	
	19	05/03/1998 - 05/09/1998	0.98	1.11	
	20	05/10/1998 - 05/16/1998	1.00	1.14	
	21	05/17/1998 - 05/23/1998	1.02	1.16	
	22	05/24/1998 - 05/30/1998	1.04	1.18	
	23	05/31/1998 - 06/06/1998	1.05	1.19	
	24	06/07/1998 - 06/13/1998	1.07	1.22	
	25	06/14/1998 - 06/20/1998	1.08	1.23	
	26	06/21/1998 - 06/27/1998	1.10	1.25	
	27	06/28/1998 - 07/04/1998	1.12	1.27	
	28	07/05/1998 - 07/11/1998	1.14	1.30	
	29	07/12/1998 - 07/18/1998	1.16	1.32	
	30	07/19/1998 - 07/25/1998	1.16	1.32	
	31	07/26/1998 - 08/01/1998	1.15	1.31	
	32	08/02/1998 - 08/08/1998	1.15	1.31	
	33	08/09/1998 - 08/15/1998	1.14	1.30	
	34	08/16/1998 - 08/22/1998	1.15	1.31	
	35	08/23/1998 - 08/29/1998	1.16	1.32	
	36	08/30/1998 - 09/05/1998	1.17	1.33	
	37	09/06/1998 - 09/12/1998	1.18	1.34	
	38	09/13/1998 - 09/19/1998	1.20	1.36	
	39	09/20/1998 - 09/26/1998	1.16	1.32	
	40	09/27/1998 - 10/03/1998	1.13	1.28	
	41	10/04/1998 - 10/10/1998	1.09	1.24	
	42	10/11/1998 - 10/17/1998	1.06	1.20	
	43	10/18/1998 - 10/24/1998	1.05	1.19	
	44	10/25/1998 - 10/31/1998	1.03	1.17	
	45	11/01/1998 - 11/07/1998	1.02	1.16	
	46	11/08/1998 - 11/14/1998	1.01	1.15	
	47	11/15/1998 - 11/21/1998	1.00	1.14	
	48	11/22/1998 - 11/28/1998	0.99	1.13	
	49	11/29/1998 - 12/05/1998	0.98	1.11	
	50	12/06/1998 - 12/12/1998	0.97	1.10	
	51	12/13/1998 - 12/19/1998	0.97	1.10	
	52	12/20/1998 - 12/26/1998	0.95	1.08	
	53	12/27/1998 - 12/31/1998	0.93	1.06	

Note: "*" indicates peak season

1998 Weekly Volume Factor Category Report

County: 01 - CHARLOTTE

Week	Dates	0100 CHARLOTTE COUNTYWIDE		0175 CHARLOTTE I75
1	01/01/98 - 01/03/98	0.97		0.97
2	01/04/98 - 01/10/98	0.95		0.98
3	01/11/98 - 01/17/98	0.93		0.98
4	01/18/98 - 01/24/98	0.92	13	0.96
5	01/25/98 - 01/31/98	0.91	11	0.94
6	02/01/98 - 02/07/98	0.89	9	0.93
7	02/08/98 - 02/14/98	0.88	7	0.91
8	02/15/98 - 02/21/98	0.87	6	0.89
9	02/22/98 - 02/28/98	0.86	5	0.88
10	03/01/98 - 03/07/98	0.86	3	0.88
11	03/08/98 - 03/14/98	0.85	2	0.87
12	03/15/98 - 03/21/98	0.84	1	0.86
13	03/22/98 - 03/28/98	0.86	4	0.87
14	03/29/98 - 04/04/98	0.88	8	0.88
15	04/05/98 - 04/11/98	0.90	10	0.89
16	04/12/98 - 04/18/98	0.92	12	0.90
17	04/19/98 - 04/25/98	0.94		0.94
18	04/26/98 - 05/02/98	0.96		0.98
19	05/03/98 - 05/09/98	0.98		1.02
20	05/10/98 - 05/16/98	1.00		1.06
21	05/17/98 - 05/23/98	1.02		1.07
22	05/24/98 - 05/30/98	1.04		1.07
23	05/31/98 - 06/06/98	1.05		1.08
24	06/07/98 - 06/13/98	1.07		1.08
25	06/14/98 - 06/20/98	1.08		1.09
26	06/21/98 - 06/27/98	1.10		1.10
27	06/28/98 - 07/04/98	1.12		1.10
28	07/05/98 - 07/11/98	1.14		1.11
29	07/12/98 - 07/18/98	1.16		1.11
30	07/19/98 - 07/25/98	1.16		1.11
31	07/26/98 - 08/01/98	1.15		1.11
32	08/02/98 - 08/08/98	1.15		1.10
33	08/09/98 - 08/15/98	1.14		1.10
34	08/16/98 - 08/22/98	1.15		1.11
35	08/23/98 - 08/29/98	1.16		1.12
36	08/30/98 - 09/05/98	1.17		1.14
37	09/06/98 - 09/12/98	1.18		1.15
38	09/13/98 - 09/19/98	1.20		1.16
39	09/20/98 - 09/26/98	1.16		1.13
40	09/27/98 - 10/03/98	1.13		1.10
41	10/04/98 - 10/10/98	1.09		1.06
42	10/11/98 - 10/17/98	1.06		1.03
43	10/18/98 - 10/24/98	1.05		1.02
44	10/25/98 - 10/31/98	1.03		1.01
45	11/01/98 - 11/07/98	1.02		0.99
46	11/08/98 - 11/14/98	1.01		0.98
47	11/15/98 - 11/21/98	1.00		0.97
48	11/22/98 - 11/28/98	0.99		0.97
49	11/29/98 - 12/05/98	0.98		0.97
50	12/06/98 - 12/12/98	0.97		0.97
51	12/13/98 - 12/19/98	0.97		0.97
52	12/20/98 - 12/26/98	0.95		0.98
53	12/27/98 - 12/31/98	0.93		0.98

PSF 1.136

FLORIDA TRANSPORTATION ENGINEERING, INC.
Turning Movement Volume Adjustment Worksheet

Project: Riverwood
Job No.: 199023-01

Base Year: 1999
Adjustment Factor: 1.318

LOCATION: SR 776 AND RIVERWOOD DR

1999 RAW TURNING MOVEMENT VOLUMES

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	3	501	0
Westbound	5	504	24
Northbound	0	0	0
Southbound	31	1	0

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	0	821	0
Westbound	2	672	35
Northbound	0	0	0
Southbound	34	0	1

1999 TURNING MOVEMENT VOLUMES

	Left	Thru	Right
Eastbound	4	660	0
Westbound	7	664	32
Northbound	0	0	0
Southbound	41	1	0

	Left	Thru	Right
Eastbound	0	1082	0
Westbound	3	886	46
Northbound	0	0	0
Southbound	45	0	1

FLORIDA TRANSPORTATION ENGINEERING, INC.
Turning Movement Volume Adjustment Worksheet

Project: Riverwood
Job No.: 199023-01

Base Year: 1999
Adjustment Factor: 1.318

LOCATION: SR 776 AND WILLOWBEND DR

AM PEAK 10:45 -11:45

1999 RAW TURNING MOVEMENT VOLUMES	Left	Thru	Right
Eastbound	3	540	0
Westbound	0	488	3
Northbound	0	0	0
Southbound	0	0	12

1999 TURNING MOVEMENT VOLUMES	Left	Thru	Right
Eastbound	4	712	0
Westbound	0	643	4
Northbound	0	0	0
Southbound	0	0	16

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	2	701	0
Westbound	1	691	0
Northbound	0	0	0
Southbound	0	0	7

	Left	Thru	Right
Eastbound	3	924	0
Westbound	1	911	0
Northbound	0	0	0
Southbound	0	0	9

FLORIDA TRANSPORTATION ENGINEERING, INC.
Turning Movement Volume Adjustment Worksheet

Project: Riverwood
Job No.: 199023-01

Base Year: 1999
Adjustment Factor: 1.318

LOCATION: SR 776 AND GILLOT BLVD

AM PEAK 10:45 -11:45

1999 RAW TURNING MOVEMENT VOLUMES

	Left	Thru	Right
Eastbound	33	463	0
Westbound	0	400	65
Northbound	0	0	0
Southbound	62	0	25

1999 TURNING MOVEMENT VOLUMES

	Left	Thru	Right
Eastbound	43	610	0
Westbound	0	527	86
Northbound	0	0	0
Southbound	82	0	33

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	32	599	0
Westbound	3	539	102
Northbound	0	0	0
Southbound	73	1	29

	Left	Thru	Right
Eastbound	42	789	0
Westbound	4	710	134
Northbound	0	0	0
Southbound	96	1	38

Project: Riverwood
Job No.: 199023-01

Turning Movement Volume Adjustment Worksheet

Base Year: 1999
Adjustment Factor: 1.318

LOCATION: SR776 AND DAVID BLVD.

1999 RAW TURNING MOVEMENT VOLUMES

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	24	296	16
Westbound	0	271	9
Northbound	23	7	2
Southbound	6	1	23

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	32	350	17
Westbound	10	373	9
Northbound	14	18	5
Southbound	5	14	35

1999 TURNING MOVEMENT VOLUMES

	Left	Thru	Right
Eastbound	32	390	21
Westbound	0	357	12
Northbound	30	9	3
Southbound	8	1	30

	Left	Thru	Right
Eastbound	42	461	22
Westbound	13	492	12
Northbound	18	24	7
Southbound	7	18	46

FLORIDA TRANSPORTATION ENGINEERING, INC.
Turning Movement Volume Adjustment Worksheet

Project: Riverwood
Job No.: 199023-01

Base Year: 1999
Adjustment Factor: 1.318

LOCATION: SR 776 AND OCEANSPRAY BLVD

AM PEAK 10:45 -11:45

	1999 RAW TURNING MOVEMENT VOLUMES				1999 TURNING MOVEMENT VOLUMES		
	Left	Thru	Right		Left	Thru	Right
Eastbound	15	302	16	Eastbound	20	398	21
Westbound	31	275	9	Westbound	41	362	12
Northbound	14	12	37	Northbound	18	16	49
Southbound	8	24	17	Southbound	11	32	22

PM PEAK 3:30-4:30

	Left	Thru	Right		Left	Thru	Right
Eastbound	29	393	29	Eastbound	38	518	38
Westbound	65	352	12	Westbound	86	464	16
Northbound	16	26	54	Northbound	21	34	71
Southbound	11	19	11	Southbound	14	25	14

APPENDIX E

Percent Trucks
Peak Hour Factors
1997 HCS Analyses

LOCATION: SR 776 AND DAVID BLVD

1999 TRUCKS

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	0	18	0
Westbound	0	20	0
Northbound	0	0	0
Southbound	1	0	0

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	0	10	0
Westbound	0	10	0
Northbound	1	1	0
Southbound	1	1	1

1999 TRUCKS (%)

AM PEAK 10:45-11:45

	Left	Thru	Right
Eastbound	0.00%	6.08%	0.00%
Westbound		7.38%	0.00%
Northbound	0.00%	0.00%	0.00%
Southbound	16.67%	0.00%	0.00%

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	0.00%	2.86%	0.00%
Westbound	0.00%	2.68%	0.00%
Northbound	7.14%	5.56%	0.00%
Southbound	20.00%	7.14%	2.86%

LOCATION: SR 776 AND RIVERWOOD DR

1999 TRUCKS

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	0	38	0
Westbound	0	27	1
Northbound	0	0	0
Southbound	2	0	0

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	0	25	0
Westbound	0	15	0
Northbound	0	0	0
Southbound	0	0	0

1999 TRUCKS (%)

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	0.00%	7.58%	
Westbound	0.00%	5.36%	4.17%
Northbound			
Southbound	6.45%	0.00%	

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound		3.47%	
Westbound	0.00%	2.23%	0.00%
Northbound			
Southbound	0.00%		0.00%

LOCATION: SR 776 AND WILLOWBEND DR

1999 TRUCKS

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	1	42	0
Westbound	0	44	1
Northbound	0	0	0
Southbound	0	0	3

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	0	29	0
Westbound	0	17	0
Northbound	0	0	0
Southbound	0	0	0

1999 TRUCKS (%)

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	33.33%	7.78%	
Westbound		9.02%	33.33%
Northbound			
Southbound			25.00%

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	0.00%	4.14%	
Westbound	0.00%	2.46%	
Northbound			
Southbound			0.00%

LOCATION: SR 776 AND GILLOT BLVD

1999 TRUCKS

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	1	38	0
Westbound	0	37	2
Northbound	0	0	0
Southbound	2	0	0

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	0	31	0
Westbound	0	23	0
Northbound	0	0	0
Southbound	1	0	1

1999 TRUCKS (%)

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	3.03%	8.21%	
Westbound		9.25%	3.08%
Northbound			
Southbound	3.23%		0.00%

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	0.00%	5.18%	
Westbound	0.00%	4.27%	0.00%
Northbound			
Southbound	1.37%	0.00%	3.45%

LOCATION: SR 776 AND OCHEANSPRAY BLVD

1999 TRUCKS

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	8	13	0
Westbound	1	13	0
Northbound	0	0	0
Southbound	0	0	0

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	0	5	0
Westbound	1	6	0
Northbound	1	0	0
Southbound	0	1	2

1999 TRUCKS (%)

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	53.33%	4.30%	0.00%
Westbound	3.23%	4.73%	0.00%
Northbound	0.00%	0.00%	0.00%
Southbound	0.00%	0.00%	0.00%

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	0.00%	1.27%	0.00%
Westbound	1.54%	1.70%	0.00%
Northbound	6.25%	0.00%	0.00%
Southbound	0.00%	5.26%	18.18%

LOCATION: SR 776 AND RIVERWOOD DR

PEAK 15 MIN VOLUMES

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	2	138	0
Westbound	3	139	8
Northbound	0	0	0
Southbound	11	1	1

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	0	190	0
Westbound	1	194	13
Northbound	0	0	0
Southbound	9	0	1

PEAK HOUR FACTORS

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	0.38	0.91	
Westbound	0.42	0.91	0.75
Northbound			
Southbound	0.70	0.25	0.00

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound		0.95	
Westbound	0.50	0.87	0.67
Northbound			
Southbound	0.94		0.25

LOCATION: SR 776 AND WILLOWBEND DR

PEAK 15 MIN VOLUMES

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	2	138	0
Westbound	0	135	2
Northbound	0	0	0
Southbound	0	0	8

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	1	192	0
Westbound	0	191	0
Northbound	0	0	0
Southbound	0	0	3

PEAK HOUR FACTORS

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	0.38	0.98	
Westbound		0.90	0.38
Northbound			
Southbound			0.38

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	0.50	0.91	
Westbound		0.90	
Northbound			
Southbound			0.58

LOCATION: SR 776 AND GILLOT

PEAK 15 MIN VOLUMES

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	15	126	0
Westbound	0	122	26
Northbound	0	0	0
Southbound	25	0	7

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	17	231	0
Westbound	1	167	32
Northbound	0	0	0
Southbound	29	0	11

PEAK HOUR FACTORS

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	0.55	0.92	
Westbound		0.82	0.63
Northbound			
Southbound	0.62		0.89

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	0.47	0.65	
Westbound	0.75	0.81	0.80
Northbound			
Southbound	0.63		0.66

LOCATION: SR 776 AND DAVID BLVD.

PEAK 15 MIN VOLUMES

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	8	83	7
Westbound	2	74	5
Northbound	12	3	1
Southbound	2	1	7

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	11	121	9
Westbound	4	102	4
Northbound	5	7	2
Southbound	3	7	13

PEAK HOUR FACTORS

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	0.75	0.89	0.57
Westbound	0.00	0.92	0.45
Northbound	0.48	0.58	0.50
Southbound	0.75	0.25	0.82

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	0.73	0.72	0.47
Westbound	0.63	0.91	0.56
Northbound	0.70	0.64	0.63
Southbound	0.42	0.50	0.67

LOCATION: SR 776 AND OCEANSPRAY BLVD

PEAK 15 MIN VOLUMES

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	4	96	7
Westbound	12	80	3
Northbound	4	4	12
Southbound	3	12	5

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	10	103	11
Westbound	19	96	5
Northbound	5	11	17
Southbound	4	12	4

PEAK HOUR FACTORS

AM PEAK 10:45 -11:45

	Left	Thru	Right
Eastbound	0.94	0.79	0.57
Westbound	0.65	0.86	0.75
Northbound	0.88	0.75	0.77
Southbound	0.67	0.50	0.85

PM PEAK 3:30-4:30

	Left	Thru	Right
Eastbound	0.73	0.95	0.66
Westbound	0.86	0.92	0.60
Northbound	0.80	0.59	0.79
Southbound	0.69	0.40	

Florida Transportation Engineering, Inc.
8250 Pascal Drive
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Punta Gorda, FL 33950-
Ph: (941) 639-2818

Streets: (N-S) RIVERWOOD DR. (E-W) SR 776
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... FTE
Date of Analysis..... 10/27/99
Other Information.....1999 PEAK SEASON TRAFFIC (AM PEAK HOUR)
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes	4	660			673	32				42		0
PHF	.38	.91			.91	.75				.7		.25
Grade		0			0						0	
MC's (%)	0									0		0
SU/RV's (%)	0									0		0
CV's (%)	8									0		10
PCE's	1.08									1.00		1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		370
Potential Capacity: (pcph)		899
Movement Capacity: (pcph)		899
Prob. of Queue-Free State:		1.00

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)		783
Potential Capacity: (pcph)		651
Movement Capacity: (pcph)		651
Prob. of Queue-Free State:		0.98

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)		1476
Potential Capacity: (pcph)		121
Major LT, Minor TH Impedance Factor:		0.98
Adjusted Impedance Factor:		0.98
Capacity Adjustment Factor due to Impeding Movements		0.98
Movement Capacity: (pcph)		119

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB L	60	119		60.0	2.8	F	60.0
SB R	0	899		4.0	0.0	A	
EB L	12	651		5.6	0.0	B	0.0

Intersection Delay = 1.8 sec/veh

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Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... FTE
Date of Analysis..... 10/27/99
Other Information.....1999 PEAK SEASON TRAFFIC (PM PEAK HOUR)
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes	0	1082			886	46				45		1
PHF	.25	.95			.87	.67				.94		.25
Grade		0			0						0	
MC's (%)	0									0		0
SU/RV's (%)	0									0		0
CV's (%)	8									0		10
PCE's	1.08									1.00		1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		509
Potential Capacity: (pcph)		765
Movement Capacity: (pcph)		765
Prob. of Queue-Free State:		0.99

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)		1087
Potential Capacity: (pcph)		447
Movement Capacity: (pcph)		447
Prob. of Queue-Free State:		1.00

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)		2158
Potential Capacity: (pcph)		44
Major LT, Minor TH Impedance Factor:		1.00
Adjusted Impedance Factor:		1.00
Capacity Adjustment Factor due to Impeding Movements		1.00
Movement Capacity: (pcph)		44

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB	L	48	44		572.7	8.1	F	560.4
SB	R	4	765		4.7	0.0	A	
EB	L	0	447		8.1	0.0	B	0.0

Intersection Delay = 12.5 sec/veh

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Streets: (N-S) WILLOWBEND DRIVE (E-W) SR 776
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... FTE
Date of Analysis..... 10/27/99
Other Information.....1999 PEAK SEASON TRAFFIC (AM PEAK HOUR)
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	1	1	0	0	0	0	0	1
Stop/Yield			N			N						
Volumes	4	712			643	4						16
PHF	.38	.98			.9	.38						.38
Grade		0			0						0	
MC's (%)	0											0
SU/RV's (%)	0											0
CV's (%)	8											10
PCE's	1.08											1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		714
Potential Capacity: (pcph)		602
Movement Capacity: (pcph)		602
Prob. of Queue-Free State:		0.92

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)		725
Potential Capacity: (pcph)		774
Movement Capacity: (pcph)		774
Prob. of Queue-Free State:		0.98

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB	R	46	602		6.5	0.2	B	6.5
EB	L	12	774		4.7	0.0	A	0.0

Intersection Delay = 0.1 sec/veh

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Streets: (N-S) WILLOWBEND DRIVE (E-W) SR 776
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... FTE
Date of Analysis..... 10/27/99
Other Information.....1999 PEAK SEASON TRAFFIC (PM PEAK HOUR)
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	1	1	0	0	0	0	0	1
Stop/Yield			N			N						
Volumes	3	924			912	0						9
PHF	.5	.91			.9	.25						.58
Grade		0			0						0	
MC's (%)	0											0
SU/RV's (%)	0											0
CV's (%)	8											10
PCE's	1.08											1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		1013
Potential Capacity: (pcph)		425
Movement Capacity: (pcph)		425
Prob. of Queue-Free State:		0.96

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)		1013
Potential Capacity: (pcph)		564
Movement Capacity: (pcph)		564
Prob. of Queue-Free State:		0.99

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
								8.8
SB	R	18	425		8.8	0.0	B	
EB	L	6	564		6.5	0.0	B	0.0

Intersection Delay = 0.1 sec/veh

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Streets: (N-S) GILLOT STREET (E-W) SR 776
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... FTE
Date of Analysis..... 10/27/99
Other Information.....1999 PEAK SEASON TRAFFIC (AM PEAK HOUR)
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes	43	610			527	86				82		33
PHF	.55	.92			.82	.63				.62		.89
Grade		0			0						0	
MC's (%)	0									0		0
SU/RV's (%)	0									0		0
CV's (%)	8									0		10
PCE's	1.08									1.00		1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		643
Potential Capacity: (pcph)		654
Movement Capacity: (pcph)		654
Prob. of Queue-Free State:		0.94

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)		780
Potential Capacity: (pcph)		728
Movement Capacity: (pcph)		728
Prob. of Queue-Free State:		0.88

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)		1384
Potential Capacity: (pcph)		167
Major LT, Minor TH Impedance Factor:		0.88
Adjusted Impedance Factor:		0.88
Capacity Adjustment Factor due to Impeding Movements		0.88
Movement Capacity: (pcph)		148

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB L	132	148		147.3	9.9	F	106.7
SB R	41	654		5.9	0.1	B	
EB L	84	728		5.6	0.4	B	0.4

Intersection Delay = 9.1 sec/veh

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Streets: (N-S) GILLOT STREET (E-W) SR 776
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... FTE
Date of Analysis..... 10/27/99
Other Information.....1999 PEAK SEASON TRAFFIC (PM PEAK HOUR)
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes	42	789			714	134				96		39
PHF	.47	.65			.81	.8				.63		.66
Grade		0			0						0	
MC's (%)	0									0		0
SU/RV's (%)	0									0		0
CV's (%)	8									0		10
PCE's	1.08									1.00		1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		881
Potential Capacity: (pcph)		495
Movement Capacity: (pcph)		495
Prob. of Queue-Free State:		0.87

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)		1048
Potential Capacity: (pcph)		543
Movement Capacity: (pcph)		543
Prob. of Queue-Free State:		0.82

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)		2184
Potential Capacity: (pcph)		58
Major LT, Minor TH Impedance Factor:		0.82
Adjusted Impedance Factor:		0.82
Capacity Adjustment Factor due to Impeding Movements		0.82
Movement Capacity: (pcph)		48

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB L	152	48		*	53.3	F	*
SB R	65	495		8.4	0.5	B	
EB L	96	543		8.1	0.7	B	0.4

Intersection Delay = 216.4 sec/veh

* The calculated value was greater than 999.9.

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Streets: (N-S) DAVID BLVD (E-W) SR 776
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... FTE
Date of Analysis..... 10/27/99
Other Information.....1999 PEAK SEASON TRAFFIC (AM PEAK HOUR)
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	1	1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	32	390	21	0	357	12	30	9	3	8	1	30
PHF	.75	.89	.57	.25	.92	.45	.48	.58	.5	.75	.25	.82
Grade		0			0			0			0	
MC's (%)	0									0		0
SU/RV's (%)	0									0		0
CV's (%)	8									0		10
PCE's	1.08			1.10			1.10	1.10	1.10	1.00	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	456	402
Potential Capacity: (pcph)	813	866
Movement Capacity: (pcph)	813	866
Prob. of Queue-Free State:	0.99	0.95

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	475	415
Potential Capacity: (pcph)	1018	1087
Movement Capacity: (pcph)	1018	1087
Prob. of Queue-Free State:	1.00	0.96

Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	914	920
Potential Capacity: (pcph)	362	359
Capacity Adjustment Factor due to Impeding Movements	0.96	0.96
Movement Capacity: (pcph)	347	344
Prob. of Queue-Free State:	0.95	0.99

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	922	912
Potential Capacity: (pcph)	310	314
Major LT, Minor TH Impedance Factor:	0.95	0.91
Adjusted Impedance Factor:	0.96	0.93
Capacity Adjustment Factor due to Impeding Movements	0.91	0.92
Movement Capacity: (pcph)	283	289

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	69	283 >					
NB T	18	347 >	309	16.7	1.5	C	16.7
NB R	7	813 >					
SB L	11	289 >					
SB T	4	344 >	577	6.9	0.3	B	6.9
SB R	41	866 >					
EB L	46	1087		3.5	0.0	A	0.2
WB L	0	1018		3.5	0.0	A	0.0

Intersection Delay = 1.2 sec/veh

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Streets: (N-S) DAVID BLVD (E-W) SR 776
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... FTE
Date of Analysis..... 10/27/99
Other Information.....1999 PEAK SEASON TRAFFIC (PM PEAK HOUR)
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	1	1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	42	461	22	13	492	12	18	24	7	7	18	46
PHF	.73	.72	.47	.63	.91	.56	.7	.64	.63	.42	.5	.67
Grade		0			0			0			0	
MC's (%)	0									0		0
SU/RV's (%)	0									0		0
CV's (%)	8									0		10
PCE's	1.08			1.10			1.10	1.10	1.10	1.00	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	664	552
Potential Capacity: (pcph)	638	727
Movement Capacity: (pcph)	638	727
Prob. of Queue-Free State:	0.98	0.90

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	687	562
Potential Capacity: (pcph)	807	925
Movement Capacity: (pcph)	807	925
Prob. of Queue-Free State:	0.97	0.93

Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	1304	1318
Potential Capacity: (pcph)	226	222
Capacity Adjustment Factor due to Impeding Movements	0.91	0.91
Movement Capacity: (pcph)	205	201
Prob. of Queue-Free State:	0.80	0.80

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	1346	1318
Potential Capacity: (pcph)	176	183
Major LT, Minor TH Impedance Factor:	0.73	0.72
Adjusted Impedance Factor:	0.79	0.78
Capacity Adjustment Factor due to Impeding Movements	0.71	0.77
Movement Capacity: (pcph)	124	141

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	29	124 >					
NB T	42	205 >	181	36.5	2.6	E	36.5
NB R	12	638 >					
SB L	17	141 >					
SB T	40	201 >	314	19.8	2.3	C	19.8
SB R	76	727 >					
EB L	63	925		4.2	0.1	A	0.3
WB L	23	807		4.6	0.0	A	0.1

Intersection Delay = 3.0 sec/veh

Florida Transportation Engineering, Inc.
8250 Pascal Drive
Suite 101
Punta Gorda, FL 33950-
Ph: (941) 639-2818

Streets: (N-S) OCEANSPRAY BLVD. (E-W) SR 776
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... FTE
Date of Analysis..... 10/27/99
Other Information.....1999 PEAK SEASON TRAFFIC (AM PEAK HOUR)
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	1	1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	20	398	21	41	362	12	18	16	49	11	32	22
PHF	.94	.79	.57	.65	.86	.75	.88	.75	.77	.67	.5	.85
Grade		0			0			0			0	
MC's (%)	0									0		0
SU/RV's (%)	0									0		0
CV's (%)	8									0		10
PCE's	1.08			1.10			1.10	1.10	1.10	1.00	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	522	429
Potential Capacity: (pcph)	753	839
Movement Capacity: (pcph)	753	839
Prob. of Queue-Free State:	0.91	0.97

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	541	437
Potential Capacity: (pcph)	947	1061
Movement Capacity: (pcph)	947	1061
Prob. of Queue-Free State:	0.93	0.98

Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	1044	1054
Potential Capacity: (pcph)	309	305
Capacity Adjustment Factor due to Impeding Movements	0.91	0.91
Movement Capacity: (pcph)	280	277
Prob. of Queue-Free State:	0.92	0.75

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	1080	1078
Potential Capacity: (pcph)	251	252
Major LT, Minor TH Impedance Factor:	0.68	0.83
Adjusted Impedance Factor:	0.75	0.87
Capacity Adjustment Factor due to Impeding Movements	0.72	0.79
Movement Capacity: (pcph)	182	199

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	22	182 >					
NB T	23	280 >	389	13.1	1.4	C	13.1
NB R	70	753 >					
SB L	16	199 >					
SB T	70	277 >	313	18.1	1.9	C	18.1
SB R	29	839 >					
EB L	23	1061		3.5	0.0	A	0.2
WB L	69	947		4.1	0.1	A	0.4

Intersection Delay = 2.5 sec/veh

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Streets: (N-S) OCEANSPRAY BLVD. (E-W) SR 776
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... FTE
Date of Analysis..... 10/27/99
Other Information.....1999 PEAK SEASON TRAFFIC (PM PEAK HOUR)
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	< 0	1	1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	42	461	22	13	492	12	18	24	7	7	18	46
PHF	.73	.95	.66	.86	.92	.6	.8	.59	.79	.69	.4	.25
Grade		0			0			0			0	
MC's (%)	0									0		0
SU/RV's (%)	0									0		0
CV's (%)	8									0		10
PCE's	1.08			1.10			1.10	1.10	1.10	1.00	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	502	545
Potential Capacity: (pcph)	771	733
Movement Capacity: (pcph)	771	733
Prob. of Queue-Free State:	0.99	0.72

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	518	555
Potential Capacity: (pcph)	971	932
Movement Capacity: (pcph)	971	932
Prob. of Queue-Free State:	0.98	0.93

Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	1130	1136
Potential Capacity: (pcph)	278	276
Capacity Adjustment Factor due to Impeding Movements	0.92	0.92
Movement Capacity: (pcph)	255	253
Prob. of Queue-Free State:	0.82	0.80

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	1234	1144
Potential Capacity: (pcph)	204	230
Major LT, Minor TH Impedance Factor:	0.74	0.75
Adjusted Impedance Factor:	0.80	0.81
Capacity Adjustment Factor due to Impeding Movements	0.58	0.80
Movement Capacity: (pcph)	118	184

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB	L	24	118 >					
NB	T	45	255 >	201	29.4	2.0	D	29.4
NB	R	10	771 >					
SB	L	10	184 >					
SB	T	50	253 >	497	15.2	3.5	C	15.2
SB	R	202	733 >					
EB	L	63	932		4.1	0.1	A	0.3
WB	L	17	971		3.8	0.0	A	0.1

Intersection Delay = 2.4 sec/veh

APPENDIX F

FDOT Generalized LOS Tables

TABLE 5 - 2

GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA'S

AREAS TRANSITIONING INTO URBANIZED AREAS OR AREAS OVER 5000 NOT IN URBANIZED AREAS*

STATE TWO-WAY ARTERIALS UNINTERRUPTED FLOW

Unsignalized

Lanes	Level of Service A	B	C	D	E
2 Undiv.	440	690	930	1,230	1,640
4 Div.	1,090	1,820	2,520	3,010	3,500
6 Div.	1.630	2,730	3,780	4,520	5,260

INTERRUPTED FLOW

Class Ia (>0.00 to 2.49 signalized intersections per mile)

Lanes	Level of Service A**	B**	C	D***	E***
2 Undiv.	-	610	750	820	850
4 Div.	-	1,360	1,640	1,750	1,790
6 Div.	-	2,110	2,480	2,650	2,680

CLASS I

Class Ib (2.50 to 4.50 signalized intersections per mile)

Lanes	A**	B	C	D	E
2 Undiv.	-	-	430	700	780
4 Div.	-	-	940	1,530	1,670
6 Div.	-	-	1,440	2,330	2,520

Class II (more than 4.50 signalized intersections per mile and not within primary city central business district of urbanized area over 500,000)

Lanes	Level of Service A**	B**	C**	D	E
2 Undiv.	-	-	*	570	740
4 Div.	-	-	*	1,280	1,620
6 Div.	-	-	*	1,980	2,460

CLASS II

FREEWAYS

Lanes	Level of Service A	B	C	D	E
4	1,110	1,770	2,640	3,330	3,750
6	1,670	2,670	3,980	5,020	5,910
8	2,230	3,560	5,310	6,690	7,890
10	2,790	4,460	6,630	8,370	9,860

NON-STATE ROADWAYS MAJOR CITY/COUNTY ROADWAYS

Lanes	Level of Service A**	B**	C	D	E
2 Undiv.	-	-	520	680	750
4 Div.	-	-	1,170	1,490	1,600
6 Div.	-	-	1,810	2,280	2,410

OTHER SIGNALIZED ROADWAYS

(signalized intersection analysis)

Lanes	Level of Service A**	B**	C	D	E
2 Undiv.	-	-	250	490	560
4 Div.	-	-	540	1,080	1,210

ADJUSTMENTS DIVIDED/UNDIVIDED

(alter corresponding directional volume indicated percent)

Lanes	Median	Bays	Factors
2	Divided	Yes	+5%
2	Undivided	No	-20%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

ONE-WAY

(alter corresponding directional volume indicated percent)

One-Way	Lanes	Factors
2	4	+20%
3	6	+20%
4	6	+50%

* The table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are hourly directional volumes based on the 1994 Highway Capacity Manual Update and Florida traffic, roadway and signalization data. To convert to annual average daily traffic volumes, these values must be divided by an appropriate D factor and K_{100} factor (Warning: do not use a peak to daily traffic ratio; a K_{100} must be used). The table's input value assumptions and level of service criteria appear on the back.

** Cannot be achieved.

*** Volumes are comparable because intersection capacities are reached.

Source: Florida Department of Transportation, 1995.

95PTT
8/4/95