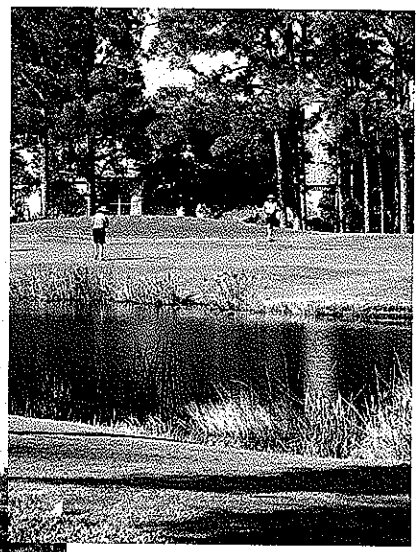
TECHNICAL MEMORANDUM

Riverwood DRI

Charlotte County, Florida

ANNUAL TRAFFIC MONITORING REPORT



Prepared by:
Florida Transportation Engineering, Inc.

◆ Punta Gorda ◆ Tampa ◆ Sarasota ◆ Coral Gables

October 2000

PROFESSIONAL ENGINEER CERTIFICATE

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

PROJECT: Riverwood DRI Annual Traffic Monitoring Report

LOCATION: El Jobean, Charlotte County

STATE: Florida

This report includes a summary of traffic counts and capacity analyses for Riverwood DRI Annual Traffic Monitoring Report. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering and planning as applied through professional judgement and experience.

SIGNATURE: _____
Oliver R. Rodrigues, P.E.

DATE: October 17, 2000
Florida P.E. No. 50646

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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 was widened from San Casa Road to Sunnybrook Boulevard
5. SR 776 is being widened from CR 771 to Willowbend Drive

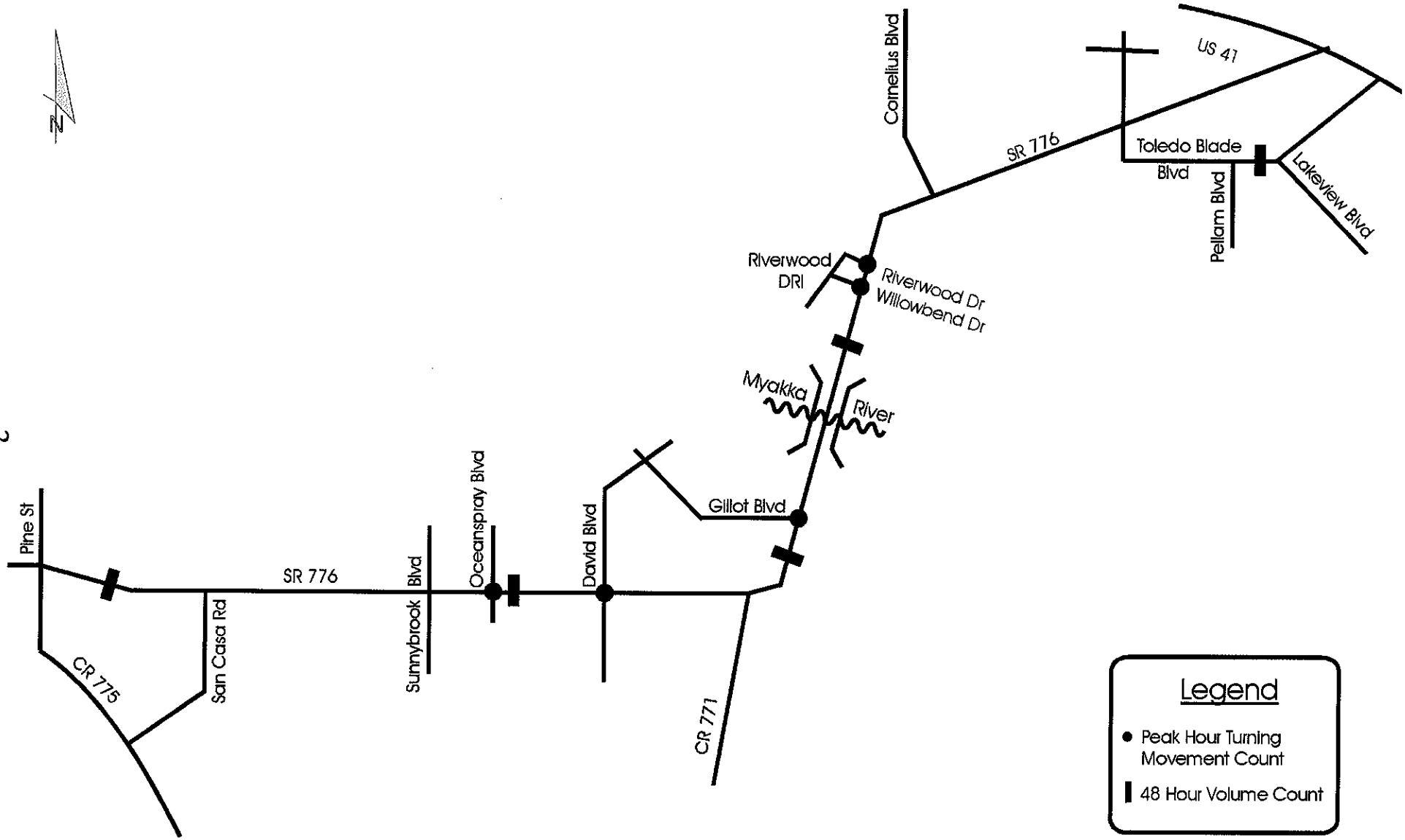
Additionally, SR 776 is programed for widening. The following roadway segments are programed for widening by FDOT:

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

The mitigation for Increment 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 roadway level of service (LOS) analyses and intersection LOS analyses for SR 776 and for Toledo Blade Boulevard.

Figure 1



Riverwood DRI
Annual Traffic Monitoring Report

Traffic Count Location Map

2.0 Data Collection

Forty-eight hour directional volume counts were conducted on five roadway segments identified below from September 19 to September 20, 2000:

- SR 776 from Willowbend Drive to Gillot Boulevard
- SR 776 from Gillot Boulevard to CR 771
- SR 776 from CR 771 to Sunnybrook Boulevard
- SR 776 from San Casa Road to Pine Street
- Toledo Blade from Pellam to Lakeview
- Willowbend Drive (Project Entrance West)
- Riverwood Drive (Project Entrance East)

The 48-hour directional volume counts are summarized by fifteen minute increments with hourly totals. These counts are provided in Appendix A. The peak hour determination is also provided in Appendix A.

Four-hour turning movement counts were collected at five intersections during the AM peak period (7:00AM - 9:00AM) and the PM peak period (4:00PM - 6:00PM). The peak hours were determined from traffic counts collected in September of 1999. The turning movement counts were collected at the following locations in September 2000:

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

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 B. The turning movement counts are summarized by fifteen minute increments with hourly totals and are provided in Appendix B.

3.0 Traffic Adjustments

The traffic data collected in September 2000 was adjusted to peak season conditions using the 1999 FDOT adjustment factors for Charlotte County.

The 48-hour directional volume counts collected on September 19, 2000 and September 20, 2000 were averaged to obtain the Average Daily Traffic (ADT). The ADTs were then adjusted for trucks by applying the FDOT axle adjustment factor of 0.95 for SR 776 from Willowbend Drive to Sunnybrook Boulevard and 0.98 for SR 776 from San Casa Road to Pine Street. The ADTs were then converted to peak season conditions using the Peak Season Factor of 1.300.

The raw turning movement counts collected in September 2000 were adjusted to peak season conditions using the Peak Season Factor of 1.300. The FDOT adjustment factors and the 2000 adjusted turning movement volumes are provided in Appendix C.

4.0 Traffic Analysis

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

Roadway LOS Analysis

The roadway segments on SR 776 were analyzed utilizing the 1998 Charlotte County LOS Tables. The peak season traffic volumes for the AM peak hour and the PM peak hour were analyzed. The roadway LOS analyses are summarized in Table 1.

As shown in Table 1, all roadway segments currently operate at acceptable levels of service except for that segment of Toledo Blade Boulevard from Pellam Boulevard to Lakeview Boulevard 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 segment of SR 776 from San Casa Road to Pine Street operate at LOS "F" during the PM peak hour. This segment of SR 776 is 4-laned and has experienced development growth within the last few years. Charlotte County MPO is in the process of revising the service volumes for roadway segments. The Charlotte County LOS Tables are provided in Appendix D.

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 between 7:00AM - 9:00AM (AM peak) and 4:00PM - 6:00PM (PM peak).

The HCS analyses are summarized in Table 2. 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 2, 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 the AM peak hour. At this intersection, the delay is primarily experienced by the side street traffic. The delay is not experienced by SR 776 traffic. The percent trucks and the peak hour factor calculations as well as the HCS worksheets are provided in Appendix E.

Table 1
Roadway Level of Service

AM Peak Hour

Roadway	From	To	Unadjusted Peak Hour Traffic				Average Peak Hour Traffic			Axle Adjust. Factor	Peak Season Adjust. Factor	Peak Season Peak Hour Traffic	Adopted Service Volume	Level of Service
			EB		WB		EB	WB	2-WAY					
			09/19/2000	09/20/2000	09/19/2000	09/20/2000								
SR 776	Project Entrance	Gillot Blvd.	828	781	662	651	805	657	1461	0.95	1.300	1804	2841	C
	Gillot Blvd.	CR 771	631	645	702	697	638	700	1338	0.95	1.300	1652	2841	B
	CR 771	Sunnybrook Blvd	516	471	579	575	495	577	1072	0.95	1.300	1323	2841	B
	San Casa Road	Pine Street	782	735	1330	1371	759	1351	2109	0.98	1.300	2687	2841	C
Toledo Blade Blvd	Pellam Blvd.	Lakeview Blvd.	493	523	742	729	697	512	1209	1.00	1.300	1572	1237	F

PM Peak Hour

Roadway	From	To	Unadjusted Peak Hour Traffic				Average Peak Hour Traffic			Axle Adjust. Factor	Peak Season Adjust. Factor	Peak Season Peak Hour Traffic	Adopted Service Volume	Level of Service
			EB		WB		EB	WB	2-WAY					
			09/19/2000	09/20/2000	09/19/2000	09/20/2000								
SR 776	Project Entrance	Gillot Blvd.	722	745	793	829	734	811	1545	0.95	1.300	1907	2841	C
	Gillot Blvd.	CR 771	781	726	628	618	754	623	1377	0.95	1.300	1700	2841	B
	CR 771	Sunnybrook Blvd	520	540	523	469	530	496	1026	0.95	1.300	1267	2841	B
	San Casa Road	Pine Street	1391	1448	920	898	1420	909	2329	0.98	1.300	2967	2841	F
Toledo Blade Blvd	Pellam Blvd.	Lakeview Blvd.	546	523	589	626	697	512	1209	1.00	1.300	1572	1237	F

Table 2
Intersection Level of Service

Intersection	Approach	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
SR 776 and Gillot Blvd.	EBLT	0.08	B	0.12	B
	SBLT	1.03	F	0.41	D
	SBRT	0.19	C	0.20	C
SR 776 and David Blvd.	EBLT	0.04	A	0.07	A
	WBLT	0.02	A	0.03	A
	NB	0.28	C	0.15	C
	SB	0.41	C	0.23	C
SR 776 and Oceanspray Blvd.	EBLT	0.07	A	0.13	A
	WBLT	0.04	A	0.05	A
	NB	0.38	C	0.55	E
	SB	0.69	E	0.68	E
SR 776 and Willowbend Dr.	EBLT	0.05	B	0.04	B
	SBLT	0.03	C	0.13	C
SR 776 and Riverwood Dr.	EBLT	0.05	B	0.01	B
	SBLT	0.19	C	0.21	D
	SBRT	0.03	B	0.05	B

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 Boulevard, and the roadway segment on Toledo Blade Boulevard from Pellam Boulevard to Lakeview Boulevard, and SR 776 from San Casa Road to Pine Street.

The roadway section monitored on Toledo Blade Boulevard is deficient. This section of Toledo Blade Boulevard is being considered by Charlotte County for widening with no date set for improvement. The roadway section monitored on SR 776 between San Casa Road and Pine Street is deficient. This segment has experienced development growth within the last few years.

The intersection at Gillot Boulevard and SR 776 is deficient. The delay is experienced by traffic on Gillot Boulevard during the AM peak hour and not by traffic on SR 776.

Based on the analyses performed, no off-site improvements are required. Mitigation for Increment I was completed except for signalization of Riverwood Drive and SR 776 when warranted. Increment II is mitigated by payment of impact fees.

APPENDIX A

Peak Hour Determination
48-hour Directional Volume Counts

PEAK HOUR DETERMINATION

FTE No. 100029-01
Project Riverwood Annual Monitoring Report
Location SR 776 between Willow Bend and Gillot Blvd.
Count Date 09/19/2000

	EB	WB	2-WAY	Hourly		Peak Hour
06:30 AM	160	145	305			
06:45 AM	121	150	271			
07:00 AM	170	177	347			
07:15 AM	226	163	389	1312		
07:30 AM	221	179	400	1407		
07:45 AM	211	143	354	1490	*	7:00-8:00AM
08:00 AM	168	145	313	1456		
08:15 AM	182	122	304	1371		
08:30 AM	152	124	276	1247		
08:45 AM	148	153	301	1194		
03:30 PM	205	191	382			
03:45 PM	217	177	419			
04:00 PM	192	202	364			
04:15 PM	224	172	386	1551		
04:30 PM	214	162	392	1561		
04:45 PM	142	178	376	1518		
05:00 PM	187	234	406	1560		
05:15 PM	179	219	398	1572	*	4:30-5:30PM
05:30 PM	172	186	358	1538		
05:45 PM	138	161	299	1461		

Count Date 09/20/2000

	EB	WB	2-WAY	Hourly		Peak Hour
06:30 AM	150	152	302			
06:45 AM	138	150	288			
07:00 AM	156	166	322			
07:15 AM	180	158	338	1250		
07:30 AM	169	185	354	1302		
07:45 AM	276	142	418	1432		
08:00 AM	192	139	331	1441	*	7:15-8:15AM
08:15 AM	156	131	287	1390		
08:30 AM	190	143	333	1369		
08:45 AM	142	134	276	1227		
03:30 PM	179	163	355			
03:45 PM	181	176	343			
04:00 PM	170	162	358			
04:15 PM	200	188	378	1434		
04:30 PM	197	178	369	1448		
04:45 PM	162	172	412	1517		
05:00 PM	213	250	442	1601		
05:15 PM	173	229	402	1625	*	4:30-5:30PM
05:30 PM	165	179	344	1600		
05:45 PM	136	169	305	1493		

	Average EB	Average WB	Average 2-WAY	Average Hourly		Average Peak Hour
06:30 AM	155	149	304			
06:45 AM	130	150	280			
07:00 AM	163	172	335			
07:15 AM	203	161	364	1281		
07:30 AM	195	182	377	1355		
07:45 AM	244	143	386	1461	*	7:00-8:00AM
08:00 AM	180	142	322	1449		
08:15 AM	169	127	296	1381		
08:30 AM	171	134	305	1308		
08:45 AM	145	144	289	1211		
03:30 PM	192	177	369			
03:45 PM	199	177	381			
04:00 PM	181	182	361			
04:15 PM	212	180	382	1493		
04:30 PM	206	170	381	1505		
04:45 PM	152	175	394	1518		
05:00 PM	200	242	424	1581		
05:15 PM	176	224	400	1599	*	4:30-5:30PM
05:30 PM	169	183	351	1569		
05:45 PM	137	165	302	1477		

PEAK HOUR DETERMINATION

FTE No. 100029-01
Project Riverwood Annual Monitoring Report
Location SR 776 between Gillot Blvd. and CR 771
Count Date 09/19/2000

	EB	WB	2-WAY	Hourly		Peak Hour
06:30 AM	103	150	253			
06:45 AM	111	165	276			
07:00 AM	156	166	322			
07:15 AM	159	156	315	1166		
07:30 AM	192	181	373	1286		
07:45 AM	124	199	323	1333	*	7:00-8:00AM
08:00 AM	156	123	279	1290		
08:15 AM	160	128	288	1263		
08:30 AM	181	122	303	1193		
08:45 AM	134	134	268	1138		
03:30 PM	200	170	319			
03:45 PM	189	119	363			
04:00 PM	209	174	374			
04:15 PM	183	165	341	1397	*	3:30-4:30PM
04:30 PM	177	158	311	1389		
04:45 PM	127	134	300	1326		
05:00 PM	170	173	349	1301		
05:15 PM	157	179	336	1296		
05:30 PM	141	159	300	1285		
05:45 PM	105	135	240	1225		

Count Date 09/20/2000

	EB	WB	2-WAY	Hourly		Peak Hour
06:30 AM	122	160	282			
06:45 AM	84	160	244			
07:00 AM	143	171	314			
07:15 AM	162	169	331	1171		
07:30 AM	190	168	358	1247		
07:45 AM	150	189	339	1342	*	7:00-8:00AM
08:00 AM	138	140	278	1306		
08:15 AM	147	124	271	1246		
08:30 AM	149	145	294	1182		
08:45 AM	103	151	254	1097		
03:30 PM	179	161	332			
03:45 PM	164	153	310			
04:00 PM	187	146	345			
04:15 PM	196	158	330	1317		
04:30 PM	179	134	326	1311		
04:45 PM	172	147	364	1365		
05:00 PM	203	192	369	1389	*	4:15-5:15PM
05:15 PM	144	166	310	1369		
05:30 PM	139	156	295	1338		
05:45 PM	123	132	255	1229		

	Average EB	Average WB	Average 2-WAY	Average Hourly		Average Peak Hour
06:30 AM	113	155	268			
06:45 AM	98	163	260			
07:00 AM	150	169	318			
07:15 AM	161	163	323	1169		
07:30 AM	191	175	366	1267		
07:45 AM	137	194	331	1338	*	7:00-8:00AM
08:00 AM	147	132	279	1298		
08:15 AM	154	126	280	1255		
08:30 AM	165	134	299	1188		
08:45 AM	119	143	261	1118		
03:30 PM	190	166	326			
03:45 PM	177	136	337			
04:00 PM	198	160	360			
04:15 PM	190	162	336	1357	*	3:30-4:30PM
04:30 PM	178	146	319	1350		
04:45 PM	150	141	332	1346		
05:00 PM	187	183	359	1345		
05:15 PM	151	173	323	1333		
05:30 PM	140	158	298	1312		
05:45 PM	114	134	248	1227		

PEAK HOUR DETERMINATION

FTE No. 100029-01
Project Riverwood Annual Monitoring Report
Location SR 776 between CR 771 and Sunnybrook Blvd.
Count Date 09/19/2000

	EB	WB	2-WAY	Hourly		Peak Hour
06:30 AM	84	75	159			
06:45 AM	72	89	161			
07:00 AM	126	119	245			
07:15 AM	116	129	245	810		
07:30 AM	169	153	322	973		
07:45 AM	107	178	285	1097	*	7:00-8:00AM
08:00 AM	123	114	237	1089		
08:15 AM	119	104	223	1067		
08:30 AM	109	120	229	974		
08:45 AM	91	102	193	882		
03:30 PM	142	125	251			
03:45 PM	130	109	267			
04:00 PM	135	137	278			
04:15 PM	130	143	245	1041		
04:30 PM	130	115	259	1049		
04:45 PM	102	129	234	1016		
05:00 PM	151	132	298	1036		
05:15 PM	137	147	284	1075	*	4:30-5:30PM
05:30 PM	109	127	236	1052		
05:45 PM	118	114	232	1050		

Count Date 09/20/2000

	EB	WB	2-WAY	Hourly		Peak Hour
06:30 AM	96	84	180			
06:45 AM	73	99	172			
07:00 AM	109	116	225			
07:15 AM	106	155	261	838		
07:30 AM	152	151	303	961		
07:45 AM	104	153	257	1046		
08:00 AM	105	128	233	1054	*	7:15-8:18AM
08:15 AM	97	95	192	985		
08:30 AM	104	108	212	894		
08:45 AM	87	128	215	852		
03:30 PM	132	117	252			
03:45 PM	117	120	263			
04:00 PM	129	146	267			
04:15 PM	128	138	253	1035	*	3:30-4:30PM
04:30 PM	131	125	229	1012		
04:45 PM	119	98	234	983		
05:00 PM	161	115	292	1008		
05:15 PM	129	131	260	1015		
05:30 PM	130	114	244	1030		
05:45 PM	117	120	237	1033		

	Average EB	Average WB	Average 2-WAY	Average Hourly		Average Peak Hour
06:30 AM	90	80	170			
06:45 AM	73	94	167			
07:00 AM	118	118	235			
07:15 AM	111	142	253	824		
07:30 AM	161	152	313	967		
07:45 AM	106	166	271	1072	*	7:00-8:00AM
08:00 AM	114	121	235	1072		
08:15 AM	108	100	208	1026		
08:30 AM	107	114	221	934		
08:45 AM	89	115	204	867		
03:30 PM	137	121	252			
03:45 PM	124	115	265			
04:00 PM	132	142	273			
04:15 PM	129	141	249	1038		
04:30 PM	131	120	244	1031		
04:45 PM	111	114	234	1000		
05:00 PM	156	124	295	1022		
05:15 PM	133	139	272	1045	*	4:30-5:30PM
05:30 PM	120	121	240	1041		
05:45 PM	118	117	235	1042		

PEAK HOUR DETERMINATION

FTE No. 100029-01
Project Riverwood Annual Monitoring Report
Location SR 776 between San Casa Road and Pine Street
Count Date 09/19/2000

	EB	WB	2-WAY	Hourly		Peak Hour
06:30 AM	98	174	272			
06:45 AM	125	199	324			
07:00 AM	157	203	360			
07:15 AM	170	308	478	1434		
07:30 AM	188	349	537	1699		
07:45 AM	210	377	587	1962		
08:00 AM	214	296	510	2112	*	7:15-8:15AM
08:15 AM	205	255	460	2094		
08:30 AM	187	256	443	2000		
08:45 AM	209	267	476	1889		
03:30 PM	300	236	548			
03:45 PM	273	248	524			
04:00 PM	324	251	526			
04:15 PM	319	202	543	2141		
04:30 PM	335	224	559	2152		
04:45 PM	308	224	568	2196		
05:00 PM	334	260	556	2226		
05:15 PM	352	222	574	2257		
05:30 PM	331	231	562	2260		
05:45 PM	374	207	581	2273	*	5:00-6:00PM

Count Date 09/20/2000

	EB	WB	2-WAY	Hourly		Peak Hour
06:30 AM	118	176	294			
06:45 AM	133	222	355			
07:00 AM	137	202	339			
07:15 AM	167	301	468	1456		
07:30 AM	188	375	563	1725		
07:45 AM	192	379	571	1941		
08:00 AM	188	316	504	2106	*	7:15-8:15AM
08:15 AM	210	254	464	2102		
08:30 AM	219	268	487	2026		
08:45 AM	200	255	455	1910		
03:30 PM	323	214	578			
03:45 PM	308	255	540			
04:00 PM	324	232	553			
04:15 PM	330	229	556	2227		
04:30 PM	305	226	512	2161		
04:45 PM	350	207	583	2204		
05:00 PM	377	233	607	2258		
05:15 PM	369	230	599	2301		
05:30 PM	333	225	558	2347	*	4:45-5:45PM
05:45 PM	369	210	579	2343		

	Average EB	Average WB	Average 2-WAY	Average Hourly		Average Peak Hour
06:30 AM	108	175	283			
06:45 AM	129	211	340			
07:00 AM	147	203	350			
07:15 AM	169	305	473	1445		
07:30 AM	188	362	550	1712		
07:45 AM	201	378	579	1952		
08:00 AM	201	306	507	2109	*	7:15-8:15AM
08:15 AM	208	255	462	2098		
08:30 AM	203	262	465	2013		
08:45 AM	205	261	466	1900		
03:30 PM	312	225	563			
03:45 PM	291	252	532			
04:00 PM	324	242	540			
04:15 PM	325	216	550	2184		
04:30 PM	320	225	536	2157		
04:45 PM	329	216	576	2200		
05:00 PM	356	247	582	2242		
05:15 PM	361	226	587	2279		
05:30 PM	332	228	560	2304		
05:45 PM	372	209	580	2308	*	5:00-6:00PM

PEAK HOUR DETERMINATION

FTE No. 100029-01
Project Riverwood Annual Monitoring Report
Location Toledo Blade Blvd. between Pellam and Lakeview
Count Date 09/19/2000

	EB	WB	2-WAY	Hourly		Peak Hour
06:30 AM	45	52	97			
06:45 AM	78	98	176			
07:00 AM	87	88	175			
07:15 AM	108	137	245	693		
07:30 AM	142	187	329	925		
07:45 AM	121	221	342	1091		
08:00 AM	122	197	319	1235	*	7:15-8:15AM
08:15 AM	128	92	220	1210		
08:30 AM	95	102	197	1078		
08:45 AM	110	84	194	930		
03:30 PM	140	159	276			
03:45 PM	145	136	293			
04:00 PM	134	148	267			
04:15 PM	133	133	294	1130		
04:30 PM	127	161	272	1126		
04:45 PM	134	145	262	1095		
05:00 PM	159	128	314	1142	*	4:15-5:15PM
05:15 PM	126	155	281	1129		
05:30 PM	109	134	243	1100		
05:45 PM	121	131	252	1090		

Count Date 09/20/2000

	EB	WB	2-WAY	Hourly		Peak Hour
06:30 AM	64	55	119			
06:45 AM	64	74	138			
07:00 AM	84	85	169			
07:15 AM	114	142	256	682		
07:30 AM	138	183	321	884		
07:45 AM	132	219	351	1097		
08:00 AM	139	185	324	1252	*	7:15-8:15AM
08:15 AM	113	118	231	1227		
08:30 AM	107	106	213	1119		
08:45 AM	101	110	211	979		
03:30 PM	128	152	271			
03:45 PM	146	143	271			
04:00 PM	138	125	246			
04:15 PM	117	108	249	1037		
04:30 PM	129	132	283	1049		
04:45 PM	130	154	293	1071		
05:00 PM	128	163	305	1130		
05:15 PM	136	177	313	1194	*	4:30-5:30PM
05:30 PM	121	143	264	1175		
05:45 PM	103	123	226	1108		

	Average EB	Average WB	Average 2-WAY	Average Hourly		Average Peak Hour
06:30 AM	55	54	108			
06:45 AM	71	86	157			
07:00 AM	86	87	172			
07:15 AM	111	140	251	688		
07:30 AM	140	185	325	905		
07:45 AM	127	220	347	1094		
08:00 AM	131	191	322	1244	*	7:15-8:15AM
08:15 AM	121	105	226	1219		
08:30 AM	101	104	205	1099		
08:45 AM	106	97	203	955		
03:30 PM	134	156	274			
03:45 PM	146	140	282			
04:00 PM	136	137	257			
04:15 PM	125	121	272	1084		
04:30 PM	128	147	278	1088		
04:45 PM	132	150	278	1083		
05:00 PM	144	146	310	1136		
05:15 PM	131	166	297	1162	*	4:30-5:30PM
05:30 PM	115	139	254	1138		
05:45 PM	112	127	239	1099		

PEAK HOUR DETERMINATION

FTE No. 100029-01
Project Riverwood Annual Monitoring Report
Location Riverwood Drive Project Entrance
Count Date 09/19/2000

	NB	SB	2-WAY	Hourly		Peak Hour
09:30 AM	6	8	14			
09:45 AM	15	11	26			
10:00 AM	5	17	22			
10:15 AM	10	9	19	81		
10:30 AM	7	15	22	89	*	9:45-10:45AM
10:45 AM	8	6	14	77		
11:00 AM	10	6	16	71		
11:15 AM	11	3	14	66		
11:30 AM	13	4	17	61		
11:45 AM	9	10	19	66		
01:00 PM	5	12	16			
01:15 PM	4	11	18			
01:30 PM	4	14	14			
01:45 PM	5	10	21	69		
02:00 PM	12	16	34	87		
02:15 PM	7	22	22	91		
02:30 PM	7	15	20	97	*	1:45-2:45PM
02:45 PM	4	13	17	93		
03:00 PM	3	10	13	72		
03:15 PM	10	11	21	71		

Count Date 09/20/2000

	NB	SB	2-WAY	Hourly		Peak Hour
09:30 AM	11	7	18			
09:45 AM	5	5	10			
10:00 AM	12	9	21			
10:15 AM	9	5	14	63		
10:30 AM	14	7	21	66		
10:45 AM	7	9	16	72		
11:00 AM	7	9	16	67		
11:15 AM	8	13	21	74	*	10:30-11:30AM
11:30 AM	10	7	17	70		
11:45 AM	10	7	17	71		
01:00 PM	6	12	12			
01:15 PM	9	6	21			
01:30 PM	10	12	20			
01:45 PM	7	10	13	66		
02:00 PM	14	6	30	84		
02:15 PM	7	16	31	94		
02:30 PM	9	24	24	98		
02:45 PM	6	15	21	106	*	2:00-3:00PM
03:00 PM	7	12	19	95		
03:15 PM	4	12	16	80		

	Average NB	Average SB	Average 2-WAY	Average Hourly		Average Peak Hour
09:30 AM	9	8	16			
09:45 AM	10	8	18			
10:00 AM	9	13	22			
10:15 AM	10	7	17	72		
10:30 AM	11	11	22	78	*	9:45-10:45AM
10:45 AM	8	8	15	75		
11:00 AM	9	8	16	69		
11:15 AM	10	8	18	70		
11:30 AM	12	6	17	66		
11:45 AM	10	9	18	69		
01:00 PM	6	12	14			
01:15 PM	7	9	20			
01:30 PM	7	13	17			
01:45 PM	6	10	17	68		
02:00 PM	13	11	32	86		
02:15 PM	7	19	27	93		
02:30 PM	8	20	22	98		
02:45 PM	5	14	19	100	*	2:00-3:00PM
03:00 PM	5	11	16	84		
03:15 PM	7	12	19	76		

PEAK HOUR DETERMINATION

FTE No. 100029-01
Project Riverwood Annual Monitoring Report
Location Willowbend Drive Project Entrance
Count Date 09/19/2000

	NB	SB	2-WAY	Hourly		Peak Hour
09:30 AM	1	2	3			
09:45 AM	1	2	3			
10:00 AM	3	2	5			
10:15 AM	6	5	11	22		
10:30 AM	3	2	5	24		
10:45 AM	3	2	5	26		
11:00 AM	7	3	10	31	*	10:15-11:15AM
11:15 AM	9	0	9	29		
11:30 AM	3	3	6	30		
11:45 AM	8	3	11	36		
01:00 PM	6	4	9			
01:15 PM	3	3	5			
01:30 PM	3	2	7			
01:45 PM	7	4	11	32	*	1:00-2:00PM
02:00 PM	2	4	7	30		
02:15 PM	3	5	5	30		
02:30 PM	3	2	5	28		
02:45 PM	1	2	3	20		
03:00 PM	0	4	4	17		
03:15 PM	2	3	5	17		

Count Date 09/20/2000

	NB	SB	2-WAY	Hourly		Peak Hour
09:30 AM	2	2	4			
09:45 AM	0	3	3			
10:00 AM	7	1	8			
10:15 AM	6	3	9	24		
10:30 AM	7	3	10	30		
10:45 AM	1	3	4	31		
11:00 AM	4	1	5	28		
11:15 AM	8	2	10	29		
11:30 AM	4	7	11	30		
11:45 AM	1	4	5	31	*	11:00AM-12:00PM
01:00 PM	2	1	7			
01:15 PM	1	5	3			
01:30 PM	5	2	6			
01:45 PM	2	1	2	18		
02:00 PM	1	0	4	15		
02:15 PM	3	3	10	22		
02:30 PM	2	7	5	21		
02:45 PM	2	3	5	24	*	2:00-3:00PM
03:00 PM	1	2	3	23		
03:15 PM	0	4	4	17		

	Average NB	Average SB	Average 2-WAY	Average Hourly		Average Peak Hour
09:30 AM	2	2	4			
09:45 AM	1	3	3			
10:00 AM	5	2	7			
10:15 AM	6	4	10	23		
10:30 AM	5	3	8	27		
10:45 AM	2	3	5	29		
11:00 AM	6	2	8	30	*	10:15-11:15AM
11:15 AM	9	1	10	29		
11:30 AM	4	5	9	30		
11:45 AM	5	4	8	34		
01:00 PM	4	3	8			
01:15 PM	2	4	4			
01:30 PM	4	2	7			
01:45 PM	5	3	7	25		
02:00 PM	2	2	6	23		
02:15 PM	3	4	8	26	*	1:30-2:30PM
02:30 PM	3	5	5	25		
02:45 PM	2	3	4	22		
03:00 PM	1	3	4	20		
03:15 PM	1	4	5	17		

Volume Count Report

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Location ..... 000131 SR776 FROM WILLOW BEND-GILLOT BL EB
Location Code 010001311100
Jurisdiction ..... CHARLOTTE
Recorder Set 09/18/00 16:23
Recording Start ... 09/18/ 0 17:00
Recording End 09/20/ 0 17:00
Sample Time ..... 15 Minutes
Operator Number ... 14
Machine Number 29
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Monday 09/18/ 0 Channel: 1

1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	Totals
687	393	290	182	116	75	47	35	20	24	25	51	144	447	828	650	585	596	546	553	632	737	760	772	9195
213	118	74	43	32	21	15	14	7	8	3	9	20	75	170	168	155	142	121	135	150	174	179	192	
173	111	83	49	25	25	9	8	1	4	7	15	25	91	226	182	143	165	150	137	161	186	159	224	
165	73	72	56	36	13	15	6	5	9	8	7	43	160	221	152	150	141	137	153	143	188	205	214	
136	91	61	34	23	16	8	7	7	3	7	20	56	121	211	148	137	148	138	128	178	189	217	142	

AM Peak Hour ..... 07:00 to 08:00 (828 vehicles)
AM Peak Hour Factor 91.6%
PM Peak Hour ..... 15:45 to 16:45 (847 vehicles)
PM Peak Hour Factor 94.5%

Tuesday 09/19/00 Channel: 1

1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	Totals
676	428	273	195	122	92	42	34	15	21	25	56	154	445	781	680	613	614	580	540	568	621	715	729	9019
187	136	76	72	35	40	18	14	7	7	10	13	24	67	156	192	131	148	158	105	142	148	175	170	
179	113	72	39	25	24	10	9	3	6	5	8	23	90	180	156	141	147	153	133	126	162	180	200	
172	107	67	43	30	12	9	5	3	4	2	14	49	150	169	190	157	184	133	150	148	156	179	197	
138	72	58	41	32	16	5	6	2	4	8	21	58	138	276	142	184	135	136	152	152	155	181	162	

AM Peak Hour ..... 07:15 to 08:15 (817 vehicles)
AM Peak Hour Factor 74.0%
PM Peak Hour ..... 15:45 to 16:45 (748 vehicles)
PM Peak Hour Factor 93.5%

24-Hour Moving Total

18:00-	9184	19:00-	9219	20:00-	9202	21:00-	9215	22:00-	9221	23:00-	9238	24:00-	9233	01:00-	9232
02:00-	9227	03:00-	9224	04:00-	9224	05:00-	9229	06:00-	9239	07:00-	9237	08:00-	9190	09:00-	9220
10:00-	9248	11:00-	9266	12:00-	9300	13:00-	9287	14:00-	9223	15:00-	9107	16:00-	9062	17:00-	9019

Volume Count Report

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Location ..... 000171 SR776 FROM WILLOW BEND DR-GILLOT WB
Location Code 010001711100
Jurisdiction ..... CHARLOTTE
Recorder Set 09/18/00 16:28
Recording Start ... 09/18/ 0 17:00
Recording End 09/20/ 0 17:00
Sample Time ..... 15 Minutes
Operator Number ... 14
Machine Number 30
Channel 2
Divide By 2
Summation ..... No
Two-Way ..... No

Monday 09/18/ 0 Channel: 2

1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	Totals
827	525	411	289	210	116	87	53	21	17	14	23	91	479	662	544	502	519	577	540	630	570	738	714	9159
250	158	112	76	65	31	32	17	4	5	5	4	8	80	177	145	110	118	120	126	176	138	203	202	
229	132	95	91	60	25	22	14	7	6	3	6	20	104	163	122	142	143	143	130	165	157	167	172	
179	126	98	64	48	24	20	14	7	4	5	6	23	145	179	124	126	137	172	140	135	142	191	162	
169	109	106	58	37	36	13	8	3	2	1	7	40	150	143	153	124	121	142	144	154	133	177	178	

AM Peak Hour ..... 06:45 to 07:45 (669 vehicles)
AM Peak Hour Factor 93.4%
PM Peak Hour ..... 16:45 to 17:45 (836 vehicles)
PM Peak Hour Factor 0.0%

Tuesday 09/19/00 Channel: 2

1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	Totals
800	512	400	298	266	129	85	41	22	14	18	24	101	467	651	547	481	517	530	580	556	630	679	700	9048
234	144	90	72	83	32	29	11	8	5	6	6	11	55	166	139	126	116	129	148	155	139	197	162	
219	134	94	80	66	27	23	11	6	3	3	3	18	110	158	131	120	123	130	140	149	148	143	188	
186	121	113	77	61	34	17	13	3	5	5	6	30	152	185	143	117	135	139	150	128	180	163	178	
161	113	103	69	56	36	16	6	5	1	4	9	42	150	142	134	118	143	132	142	124	163	176	172	

AM Peak Hour ..... 06:45 to 07:45 (659 vehicles)
AM Peak Hour Factor 89.1%
PM Peak Hour ..... 16:45 to 17:45 (811 vehicles)
PM Peak Hour Factor 0.0%

24-Hour Moving Total

18:00-	9132	19:00-	9119	20:00-	9108	21:00-	9117	22:00-	9173	23:00-	9186	24:00-	9184	01:00-	9172
02:00-	9173	03:00-	9170	04:00-	9174	05:00-	9175	06:00-	9185	07:00-	9173	08:00-	9162	09:00-	9165
10:00-	9144	11:00-	9142	12:00-	9095	13:00-	9135	14:00-	9061	15:00-	9121	16:00-	9062	17:00-	9048

Volume Count Report

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Location ..... 000231 SR776 FROM GILLOT BLVD-CR771 EB
Location Code 010002311100
Jurisdiction ..... CHARLOTTE
Recorder Set 09/18/00 16:52
Recording Start ... 09/18/ 0 17:00
Recording End 09/20/ 0 17:00
Sample Time ..... 15 Minutes
Operator Number ... 14
Machine Number 39
Channel 2
Divide By 2
Summation ..... No
Two-Way ..... No

Monday 09/18/ 0 Channel: 2

1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	Totals
609	376	289	197	98	73	49	32	17	16	17	38	123	374	631	631	478	503	515	508	571	665	696	696	8202
203	133	87	58	29	21	16	9	0	1	2	12	17	64	156	156	127	122	122	126	135	174	145	209	
144	86	79	56	25	21	11	7	1	5	5	6	24	96	159	160	122	153	115	122	149	161	162	183	
139	73	70	46	26	15	12	9	8	7	8	3	39	103	192	181	126	117	139	143	135	177	200	177	
123	84	53	37	18	16	10	7	8	3	2	17	43	111	124	134	103	111	139	117	152	153	189	127	

AM Peak Hour ..... 07:30 to 08:30 (632 vehicles)
AM Peak Hour Factor 82.3%
PM Peak Hour ..... 15:30 to 16:30 (781 vehicles)
PM Peak Hour Factor 93.4%

Tuesday 09/19/00 Channel: 2

1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	Totals
573	427	253	172	123	62	42	31	13	25	12	51	133	352	645	537	606	599	593	494	506	633	718	734	8334
170	128	75	62	27	19	17	11	4	7	5	14	22	51	143	138	114	143	162	109	128	154	196	187	
157	126	64	40	26	17	8	11	1	3	2	15	24	95	162	147	145	167	165	131	123	166	179	196	
141	105	53	41	31	12	9	4	5	8	3	12	46	122	190	149	180	154	150	125	134	152	179	179	
105	68	61	29	39	14	8	5	3	7	2	10	41	84	150	103	167	135	116	129	121	161	164	172	

AM Peak Hour ..... 09:30 to 10:30 (657 vehicles)
AM Peak Hour Factor 91.3%
PM Peak Hour ..... 16:00 to 17:00 (734 vehicles)
PM Peak Hour Factor 93.6%

24-Hour Moving Total

18:00-	8166	19:00-	8217	20:00-	8181	21:00-	8156	22:00-	8181	23:00-	8170	24:00-	8163	01:00-	8162
02:00-	8158	03:00-	8167	04:00-	8162	05:00-	8175	06:00-	8185	07:00-	8163	08:00-	8177	09:00-	8083
10:00-	8211	11:00-	8307	12:00-	8385	13:00-	8371	14:00-	8306	15:00-	8274	16:00-	8296	17:00-	8334

Volume Count Report

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Location ..... 000271 SR776 FROM GILLOT-CR771 WB
Location Code 010002711100
Jurisdiction ..... CHARLOTTE
Recorder Set 09/18/00 16:57
Recording Start ... 09/18/ 0 17:00
Recording End 09/20/ 0 17:00
Sample Time ..... 15 Minutes
Operator Number ... 14
Machine Number 24
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Monday 09/18/ 0 Channel: 1

1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	Totals
646	427	335	256	181	87	77	33	18	13	10	23	85	488	702	507	510	510	540	500	587	535	595	631	8296
192	127	100	82	56	22	26	8	6	4	3	3	7	70	166	123	118	116	113	121	152	143	140	174	
166	105	78	62	54	19	23	15	5	3	2	6	21	103	156	128	129	132	145	127	142	133	166	165	
156	105	69	58	41	17	15	9	4	3	3	8	21	150	181	122	138	146	164	127	166	131	170	158	
132	90	88	54	30	29	13	1	3	3	2	6	36	165	199	134	125	116	118	125	127	128	119	134	

AM Peak Hour ..... 07:00 to 08:00 (702 vehicles)
AM Peak Hour Factor 88.2%
PM Peak Hour ..... 16:30 to 17:30 (650 vehicles)
PM Peak Hour Factor 6.4%

Tuesday 09/19/00 Channel: 1

1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	Totals
646	438	336	236	225	87	75	29	16	17	12	25	94	472	697	560	450	492	505	529	481	555	607	585	8169
173	121	88	66	68	17	28	7	4	8	6	1	10	51	171	140	106	109	136	135	126	140	145	146	
179	109	64	63	56	30	21	6	5	2	2	8	19	101	169	124	121	114	113	126	143	127	148	158	
159	116	82	43	49	21	9	7	3	5	3	6	25	160	168	145	124	123	129	134	96	145	161	134	
135	92	102	64	52	19	17	9	4	2	1	10	40	160	189	151	99	146	127	134	116	143	153	147	

AM Peak Hour ..... 07:00 to 08:00 (697 vehicles)
AM Peak Hour Factor 92.2%
PM Peak Hour ..... 16:45 to 17:45 (658 vehicles)
PM Peak Hour Factor 0.0%

24-Hour Moving Total

18:00-	8296	19:00-	8307	20:00-	8308	21:00-	8288	22:00-	8332	23:00-	8332	24:00-	8330	01:00-	8326
02:00-	8324	03:00-	8328	04:00-	8330	05:00-	8332	06:00-	8341	07:00-	8325	08:00-	8320	09:00-	8373
10:00-	8313	11:00-	8295	12:00-	8260	13:00-	8289	14:00-	8183	15:00-	8203	16:00-	8215	17:00-	8169

Volume Count Report

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Location ..... 000331 SR776 FROM CR771-SUNNY BROOK BLVD EB
Location Code 010003311100
Jurisdiction ..... CHARLOTTE
Recorder Set 09/18/00 17:15
Recording Start ... 09/18/ 0 18:00
Recording End 09/20/ 0 18:00
Sample Time ..... 15 Minutes
Operator Number ... 14
Machine Number 37
Channel 2
Divide By 2
Summation ..... No
Two-Way ..... No

Monday 09/18/ 0 Channel: 2

1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	Totals
308	216	188	118	79	51	29	12	18	16	26	88	277	518	442	376	436	424	445	473	554	538	497	515	6644
92	59	55	33	19	16	14	1	2	1	6	13	46	126	123	82	102	101	118	116	145	128	135	151	
68	69	56	37	23	12	4	0	4	5	6	16	75	116	119	93	134	89	104	127	135	138	130	137	
59	55	39	27	16	13	11	7	10	7	4	26	84	169	109	103	98	116	115	106	147	142	130	109	
89	33	38	21	21	10	0	4	2	3	10	33	72	107	91	98	102	118	108	124	127	130	102	118	

AM Peak Hour ..... 07:00 to 08:00 (518 vehicles)
AM Peak Hour Factor 76.6%
PM Peak Hour ..... 14:00 to 15:00 (554 vehicles)
PM Peak Hour Factor 94.2%

Tuesday 09/19/00 Channel: 2

1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	Totals
337	247	191	153	80	41	26	11	20	11	35	88	285	471	393	352	416	421	411	418	462	533	507	537	6446
105	67	56	39	28	14	11	5	2	2	3	11	44	109	105	80	114	109	103	98	121	143	129	161	
87	61	51	42	22	11	10	2	9	3	10	17	72	106	97	94	111	117	98	107	118	141	128	129	
84	56	52	32	13	8	3	3	3	2	7	23	96	152	104	86	97	94	87	104	104	132	131	130	
61	63	32	40	17	8	2	1	6	4	15	37	73	104	87	92	94	101	123	109	119	117	119	117	

AM Peak Hour ..... 07:00 to 08:00 (471 vehicles)
AM Peak Hour Factor 77.5%
PM Peak Hour ..... 16:30 to 17:30 (540 vehicles)
PM Peak Hour Factor 83.9%

24-Hour Moving Total

19:00-	6673	20:00-	6704	21:00-	6707	22:00-	6742	23:00-	6743	24:00-	6733	01:00-	6730	02:00-	6729		
03:00-	6731	04:00-	6726	05:00-	6735	06:00-	6735	07:00-	6743	08:00-	6696	09:00-	6647	10:00-	6623		
11:00-	6603	12:00-	6600	13:00-	6566	14:00-	6511	15:00-	6419	16:00-	6414	17:00-	6424	18:00-	6446		

Volume Count Report

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Location ..... 000371 SR776 FROM CR771-SUNNY BROOK BLVD WB
Location Code 010003711100
Jurisdiction ..... CHARLOTTE
Recorder Set 09/18/00 17:19
Recording Start ... 09/18/ 0 18:00
Recording End 09/20/ 0 18:00
Sample Time ..... 15 Minutes
Operator Number ... 14
Machine Number 17
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Monday 09/18/ 0 Channel: 1

1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	Totals
359	250	188	133	65	58	28	14	14	12	15	63	253	579	440	396	410	412	408	453	443	456	524	520	6493
97	68	66	42	13	19	5	4	6	1	2	7	37	119	114	88	82	88	100	99	115	103	137	132	
103	71	46	37	19	15	12	4	3	2	4	17	52	129	104	103	102	107	110	130	100	119	143	147	
78	54	44	28	13	13	7	3	1	2	7	23	75	153	120	108	102	116	101	119	117	125	115	127	
81	57	32	26	20	11	4	3	4	7	2	16	89	178	102	97	124	101	97	105	111	109	129	114	

AM Peak Hour ..... 07:00 to 08:00 (579 vehicles)
AM Peak Hour Factor 81.3%
PM Peak Hour ..... 16:45 to 17:45 (535 vehicles)
PM Peak Hour Factor 91.0%

Tuesday 09/19/00 Channel: 1

1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	Totals
364	277	196	181	81	46	27	17	15	15	18	69	262	575	459	351	367	389	461	435	414	465	507	480	6471
99	75	62	61	19	18	10	5	5	0	3	15	33	116	128	82	72	111	109	120	101	112	146	115	
84	65	47	43	23	13	9	5	5	9	8	12	46	155	95	74	89	80	115	109	117	116	138	131	
98	70	42	35	17	6	1	4	3	4	4	17	84	151	108	113	104	93	124	94	104	117	125	114	
83	67	45	42	22	9	7	3	2	2	3	25	99	153	128	82	102	105	113	112	92	120	98	120	

AM Peak Hour ..... 07:15 to 08:15 (587 vehicles)
AM Peak Hour Factor 94.7%
PM Peak Hour ..... 15:45 to 16:45 (529 vehicles)
PM Peak Hour Factor 90.6%

24-Hour Moving Total

19:00-	6498	20:00-	6525	21:00-	6533	22:00-	6581	23:00-	6597	24:00-	6585	01:00-	6584	02:00-	6587
03:00-	6588	04:00-	6591	05:00-	6594	06:00-	6600	07:00-	6609	08:00-	6605	09:00-	6624	10:00-	6579
11:00-	6536	12:00-	6513	13:00-	6566	14:00-	6548	15:00-	6519	16:00-	6528	17:00-	6511	18:00-	6471

Volume Count Report

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Location ..... 000431 SR776 FROM SAN CASA RD- PINE ST EB
Location Code 010004311100
Jurisdiction ..... CHARLOTTE
Recorder Set 09/18/00 17:45
Recording Start ... 09/18/ 0 18:00
Recording End 09/20/ 0 18:00
Sample Time ..... 15 Minutes
Operator Number ... 14
Machine Number 25
Channel 2
Divide By 2
Summation ..... No
Two-Way ..... No

Monday 09/18/ 0 Channel: 2

1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	Totals
806	729	573	358	223	129	61	37	35	31	32	107	342	725	815	821	872	969	1029	1030	1062	1199	1286	1291	14562
232	185	197	94	63	43	19	11	5	7	11	12	58	157	214	188	214	254	263	268	272	324	324	334	
211	179	152	112	57	31	16	10	16	10	5	24	61	170	205	194	207	224	260	242	230	302	319	352	
192	196	121	89	51	27	17	7	9	5	5	34	98	188	187	211	256	237	236	246	286	300	335	331	
171	169	103	63	52	28	9	9	5	9	11	37	125	210	209	228	195	254	270	274	274	273	308	274	

AM Peak Hour ..... 11:00 to 12:00 (969 vehicles)
AM Peak Hour Factor 95.4%
PM Peak Hour ..... 16:30 to 17:30 (1329 vehicles)
PM Peak Hour Factor 94.4%

Tuesday 09/19/00 Channel: 2

1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	Totals
829	769	683	422	240	121	65	40	37	31	33	101	393	684	817	850	957	1000	1050	1005	1048	1280	1309	1348	15112
247	199	238	119	78	41	23	14	5	7	6	6	60	137	188	195	233	250	265	246	269	338	324	377	
204	204	170	117	59	27	19	13	9	2	12	19	82	167	210	209	220	239	241	263	231	311	330	369	
215	180	128	92	53	29	13	3	10	12	10	32	118	188	219	222	233	266	266	250	244	323	305	333	
163	186	147	94	50	24	10	10	13	10	5	44	133	192	200	224	271	245	278	246	304	308	350	269	

AM Peak Hour ..... 10:45 to 11:45 (1026 vehicles)
AM Peak Hour Factor 94.6%
PM Peak Hour ..... 16:45 to 17:45 (1429 vehicles)
PM Peak Hour Factor 94.8%

24-Hour Moving Total

19:00- 14585	20:00- 14625	21:00- 14735	22:00- 14799	23:00- 14816	24:00- 14808	01:00- 14812	02:00- 14815
03:00- 14817	04:00- 14817	05:00- 14818	06:00- 14812	07:00- 14863	08:00- 14822	09:00- 14824	10:00- 14853
11:00- 14938	12:00- 14969	13:00- 14990	14:00- 14965	15:00- 14951	16:00- 15032	17:00- 15055	18:00- 15112

Volume Count Report

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Location ..... 000471 SR776 FROM SAN CASA RD-PINE ST WB
Location Code 010004711100
Jurisdiction ..... CHARLOTTE
Recorder Set 09/18/00 17:50
Recording Start ... 09/18/ 0 18:00
Recording End 09/20/ 0 18:00
Sample Time ..... 15 Minutes
Operator Number ... 14
Machine Number 61
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Monday 09/18/ 0 Channel: 1

1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	Totals
683	471	322	165	100	62	39	19	21	46	69	194	591	1237	1074	945	871	965	900	893	955	927	901	920	13370
184	146	86	58	31	22	14	5	8	7	17	24	91	203	296	261	219	231	239	214	250	240	251	260	
154	116	99	47	26	17	10	5	4	12	10	38	127	308	255	218	203	264	222	219	234	203	202	222	
179	99	81	28	26	12	10	9	5	13	24	63	174	349	256	239	214	237	212	239	235	236	224	231	
166	110	56	32	17	11	5	0	4	14	18	69	199	377	267	227	235	233	227	221	236	248	224	207	

AM Peak Hour ..... 07:15 to 08:15 (1330 vehicles)
AM Peak Hour Factor 88.2%
PM Peak Hour ..... 14:00 to 15:00 (955 vehicles)
PM Peak Hour Factor 95.5%

Tuesday 09/19/00 Channel: 1

1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	Totals
678	513	367	207	128	57	36	32	21	33	68	209	628	1257	1093	969	893	957	918	875	984	923	894	898	13638
180	144	117	58	42	21	12	7	4	6	12	27	97	202	316	269	207	222	223	215	233	202	232	233	
177	140	101	64	28	15	6	7	3	8	17	37	133	301	254	213	226	250	229	214	252	252	229	230	
169	122	93	56	26	12	10	5	8	9	17	61	176	375	268	236	233	241	240	241	260	214	226	225	
152	107	56	29	32	9	8	13	6	10	22	84	222	379	255	251	227	244	226	205	239	255	207	210	

AM Peak Hour ..... 07:15 to 08:15 (1371 vehicles)
AM Peak Hour Factor 90.4%
PM Peak Hour ..... 14:00 to 15:00 (984 vehicles)
PM Peak Hour Factor 94.6%

24-Hour Moving Total

19:00- 13365	20:00- 13407	21:00- 13452	22:00- 13494	23:00- 13522	24:00- 13517	01:00- 13514	02:00- 13527
03:00- 13527	04:00- 13514	05:00- 13513	06:00- 13528	07:00- 13565	08:00- 13585	09:00- 13604	10:00- 13628
11:00- 13650	12:00- 13642	13:00- 13660	14:00- 13642	15:00- 13671	16:00- 13667	17:00- 13660	18:00- 13638

Volume Count Report

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Location ..... 000551 TOLEDO BLADE BLVD BW PALLAM&LAKEVIEW EB
Location Code 010005511100
Jurisdiction ..... CHARLOTTE
Recorder Set 09/18/00 15:09
Recording Start ... 09/18/ 0 16:00
Recording End 09/20/ 0 16:00
Sample Time ..... 15 Minutes
Operator Number ... 14
Machine Number 14
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Monday 09/18/ 0 Channel: 1

1700	1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	Totals
514	488	354	326	233	149	76	59	24	12	8	14	20	47	165	458	455	308	353	424	383	415	459	644	6388
138	128	86	78	70	52	22	26	8	5	1	6	5	6	22	87	122	77	79	87	89	97	102	198	
117	136	93	109	66	51	17	15	7	4	4	4	2	10	20	108	128	70	77	127	76	103	114	161	
129	121	87	58	55	31	22	7	6	1	1	0	6	16	45	142	95	65	86	102	111	100	115	140	
130	103	88	81	42	15	15	11	3	2	2	4	7	15	78	121	110	96	111	108	107	115	128	145	

AM Peak Hour ..... 07:30 to 08:30 (513 vehicles)
AM Peak Hour Factor 90.3%
PM Peak Hour ..... 15:00 to 16:00 (644 vehicles)
PM Peak Hour Factor 81.3%

Tuesday 09/19/00 Channel: 1

1700	1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	Totals
528	515	384	307	284	184	75	52	17	7	9	7	22	55	172	468	460	377	360	400	417	443	435	611	6589
134	159	112	80	56	68	25	15	7	3	1	0	3	9	24	84	139	90	87	95	90	114	92	192	
133	126	104	82	60	56	14	17	4	1	4	4	9	10	20	114	113	91	97	121	99	117	102	145	
127	109	99	81	93	34	22	14	4	2	3	0	5	15	64	138	107	89	77	90	115	105	109	128	
134	121	69	64	75	26	14	6	2	1	1	3	5	21	64	132	101	107	99	94	113	107	132	146	

AM Peak Hour ..... 07:15 to 08:15 (523 vehicles)
AM Peak Hour Factor 94.1%
PM Peak Hour ..... 15:00 to 16:00 (611 vehicles)
PM Peak Hour Factor 79.6%

24-Hour Moving Total

17:00-	6402	18:00-	6429	19:00-	6459	20:00-	6440	21:00-	6491	22:00-	6526	23:00-	6525	24:00-	6518
01:00-	6511	02:00-	6506	03:00-	6507	04:00-	6500	05:00-	6502	06:00-	6510	07:00-	6517	08:00-	6527
09:00-	6532	10:00-	6601	11:00-	6608	12:00-	6584	13:00-	6618	14:00-	6646	15:00-	6622	16:00-	6589

Volume Count Report

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Location ..... 000511 TOLEDO BLADE BLVD BW PELLAM&LAKEVIEW WB
Location Code 010005111100
Jurisdiction ..... CHARLOTTE
Recorder Set 09/18/00 15:10
Recording Start ... 09/18/ 0 16:00
Recording End 09/20/ 0 16:00
Sample Time ..... 15 Minutes
Operator Number ... 14
Machine Number 43
Channel 2
Divide By 2
Summation ..... No
Two-Way ..... No

Monday 09/18/ 0 Channel: 2

1700	1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	Totals
519	606	415	324	249	161	134	54	19	13	17	9	12	37	213	633	475	328	353	427	473	457	559	593	7080
125	163	120	88	68	64	33	14	4	4	7	2	3	5	22	88	197	78	90	97	104	102	136	120	
108	177	91	75	57	42	30	11	6	7	6	4	0	11	41	137	92	70	94	100	128	115	130	178	
132	143	96	83	56	28	47	14	4	0	2	1	5	6	52	187	102	103	84	112	113	113	136	159	
154	123	108	78	68	27	24	15	5	2	2	2	4	15	98	221	84	77	85	118	128	127	157	136	

AM Peak Hour ..... 07:15 to 08:15 (742 vehicles)
AM Peak Hour Factor 83.9%
PM Peak Hour ..... 16:45 to 17:45 (637 vehicles)
PM Peak Hour Factor 90.0%

Tuesday 09/19/00 Channel: 2

1700	1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	Totals
587	548	486	373	266	158	96	49	24	17	12	13	16	38	179	629	519	362	375	421	474	474	572	547	7235
148	128	139	99	82	53	22	18	10	6	3	5	2	2	23	85	185	100	77	102	104	124	144	111	
133	155	120	75	60	43	26	15	3	6	4	3	3	5	27	142	118	70	91	102	123	114	113	141	
161	134	111	109	56	36	20	8	6	3	1	1	5	9	55	183	106	106	102	102	125	104	156	152	
145	131	116	90	68	26	28	8	5	2	4	4	6	22	74	219	110	86	105	115	122	132	159	143	

AM Peak Hour ..... 07:15 to 08:15 (729 vehicles)
AM Peak Hour Factor 83.2%
PM Peak Hour ..... 16:30 to 17:30 (589 vehicles)
PM Peak Hour Factor 91.5%

24-Hour Moving Total

17:00-	7148	18:00-	7090	19:00-	7161	20:00-	7210	21:00-	7227	22:00-	7224	23:00-	7186	24:00-	7181
01:00-	7186	02:00-	7190	03:00-	7185	04:00-	7189	05:00-	7193	06:00-	7194	07:00-	7160	08:00-	7156
09:00-	7200	10:00-	7234	11:00-	7256	12:00-	7250	13:00-	7251	14:00-	7268	15:00-	7281	16:00-	7235

Volume Count Report

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Location ..... 000611 RIVER WOOD DR PROJECT ENTRANCE NB
Location Code 010006111100
Jurisdiction ..... CHARLOTTE
Recorder Set 09/18/00 15:43
Recording Start ... 09/18/ 0 16:00
Recording End 09/20/ 0 16:00
Sample Time ..... 15 Minutes
Operator Number ... 14
Machine Number 18
Channel 2
Divide By 2
Summation ..... No
Two-Way ..... No

Monday 09/18/ 0 Channel: 2

1700	1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	Totals
20	30	15	14	13	10	1	3	3	1	1	1	2	7	10	30	17	35	30	43	42	18	30	25	401
7	8	5	5	5	4	0	0	0	0	0	1	0	1	2	8	6	6	5	10	7	5	12	3	
4	7	5	3	4	4	1	1	1	0	0	0	0	1	0	9	2	8	10	11	8	4	7	10	
5	7	3	3	3	0	0	2	0	0	1	0	2	3	4	4	2	6	7	13	14	4	7	7	
4	8	2	3	1	2	0	0	2	1	0	0	0	2	4	9	7	15	8	9	13	5	4	5	

AM Peak Hour ..... 11:00 to 12:00 (43 vehicles)
AM Peak Hour Factor 82.7%
PM Peak Hour ..... 12:00 to 13:00 (42 vehicles)
PM Peak Hour Factor 75.0%

Tuesday 09/19/00 Channel: 2

1700	1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	Totals
32	25	18	9	9	5	4	3	0	1	0	2	3	14	10	28	41	28	42	35	37	32	36	33	447
8	8	3	1	3	2	0	1	0	0	0	0	0	2	2	10	8	3	12	7	10	6	14	8	
5	6	7	2	0	1	3	0	0	0	0	2	0	4	2	5	16	9	9	8	9	9	7	8	
5	6	5	3	5	1	1	2	0	0	0	0	2	3	2	2	12	11	14	10	10	10	9	8	
14	5	3	3	1	1	0	0	0	1	0	0	1	5	4	11	5	5	7	10	8	7	6	9	

AM Peak Hour ..... 07:45 to 08:45 (47 vehicles)
AM Peak Hour Factor 73.4%
PM Peak Hour ..... 13:15 to 14:15 (40 vehicles)
PM Peak Hour Factor 71.4%

24-Hour Moving Total

17:00-	413	18:00-	408	19:00-	411	20:00-	406	21:00-	402	22:00-	397	23:00-	400	24:00-	400
01:00-	397	02:00-	397	03:00-	396	04:00-	397	05:00-	398	06:00-	405	07:00-	405	08:00-	403
09:00-	427	10:00-	420	11:00-	432	12:00-	424	13:00-	419	14:00-	433	15:00-	439	16:00-	447

Volume Count Report

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Location ..... 000651 RIVER WOOD DR PROJECT ENTRANCE # SB
Location Code 010006511100
Jurisdiction ..... CHARLOTTE
Recorder Set 09/18/00 15:48
Recording Start ... 09/18/ 0 16:00
Recording End 09/20/ 0 16:00
Sample Time ..... 15 Minutes
Operator Number ... 14
Machine Number 69
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Monday 09/18/ 0 Channel: 1

1700	1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	Totals
26	23	14	22	7	1	0	0	5	1	1	0	0	3	6	17	27	35	47	23	44	47	66	39	454
10	13	2	15	3	1	0	0	2	0	0	0	0	1	0	3	4	8	17	6	15	12	16	10	
5	6	4	0	1	0	0	0	1	0	1	0	0	1	2	2	6	8	9	3	7	11	22	11	
3	1	4	4	3	0	0	0	2	0	0	0	0	0	0	5	11	8	15	4	9	14	15	13	
8	3	4	3	0	0	0	0	0	1	0	0	0	1	4	7	6	11	6	10	13	10	13	5	

AM Peak Hour ..... 09:45 to 10:45 (52 vehicles)
AM Peak Hour Factor 76.5%
PM Peak Hour ..... 14:00 to 15:00 (66 vehicles)
PM Peak Hour Factor 75.0%

Tuesday 09/19/00 Channel: 1

1700	1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	Totals
20	23	12	6	8	1	0	0	0	0	1	0	0	6	8	24	30	21	30	36	39	40	61	53	419
4	7	5	3	1	0	0	0	0	0	0	0	0	3	2	3	6	4	9	9	9	12	6	12	
6	4	2	1	2	1	0	0	0	0	0	0	0	1	1	4	6	5	5	13	9	6	16	12	
8	3	3	0	2	0	0	0	0	0	1	0	0	2	2	9	8	7	7	7	11	12	24	13	
2	9	2	2	3	0	0	0	0	0	0	0	0	0	3	8	10	5	9	7	10	10	15	16	

AM Peak Hour ..... 10:30 to 11:30 (38 vehicles)
AM Peak Hour Factor 73.1%
PM Peak Hour ..... 14:15 to 15:15 (67 vehicles)
PM Peak Hour Factor 69.8%

24-Hour Moving Total

17:00-	448	18:00-	448	19:00-	446	20:00-	430	21:00-	431	22:00-	431	23:00-	431	24:00-	431
01:00-	426	02:00-	425	03:00-	425	04:00-	425	05:00-	425	06:00-	428	07:00-	430	08:00-	437
09:00-	440	10:00-	426	11:00-	409	12:00-	422	13:00-	417	14:00-	410	15:00-	405	16:00-	419

Volume Count Report

Generated by MSC3000 Version 2.02c Beta Copyright 1990-1992 Mitron Systems Corporation

Location ..... 000711 WILLOW BEND DR-PROJECT ENT # NB
Location Code 010007111100
Jurisdiction ..... CHARLOTTE
Recorder Set 09/18/00 15:50
Recording Start ... 09/18/ 0 16:00
Recording End 09/20/ 0 16:00
Sample Time ..... 15 Minutes
Operator Number ... 14
Machine Number 65
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Monday 09/18/ 0 Channel: 1

1700	1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	Totals
3	1	0	4	4	0	0	0	0	0	0	0	0	2	6	17	9	11	15	27	10	19	9	6	143
0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	3	3	7	4	6	2	0	
1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	2	2	6	6	9	3	3	3	2	
0	0	0	4	2	0	0	0	0	0	0	0	0	1	2	7	5	1	3	3	3	3	3	1	
2	0	0	0	1	0	0	0	0	0	0	0	0	0	2	6	0	1	3	8	0	7	1	3	

AM Peak Hour ..... 11:00 to 12:00 (27 vehicles)
AM Peak Hour Factor 75.0%
PM Peak Hour ..... 13:00 to 14:00 (19 vehicles)
PM Peak Hour Factor 67.9%

Tuesday 09/19/00 Channel: 1

1700	1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	Totals
1	4	4	3	2	1	1	0	1	0	0	1	6	10	13	10	15	6	21	17	8	10	8	3	145
0	1	0	1	0	1	1	0	0	0	0	0	0	1	2	4	3	0	7	4	2	2	1	1	
0	2	2	1	0	0	0	0	1	0	0	0	1	2	1	2	4	4	6	8	0	1	3	0	
0	1	1	1	1	0	0	0	0	0	0	1	3	5	8	2	1	2	7	4	2	5	2	1	
1	0	1	0	1	0	0	0	0	0	0	0	2	2	2	2	7	0	1	1	4	2	2	1	

AM Peak Hour ..... 10:00 to 11:00 (21 vehicles)
AM Peak Hour Factor 75.0%
PM Peak Hour ..... 12:45 to 13:45 (12 vehicles)
PM Peak Hour Factor 60.0%

24-Hour Moving Total

17:00-	141	18:00-	144	19:00-	148	20:00-	147	21:00-	145	22:00-	146	23:00-	147	24:00-	147
01:00-	148	02:00-	148	03:00-	148	04:00-	149	05:00-	155	06:00-	163	07:00-	170	08:00-	163
09:00-	169	10:00-	164	11:00-	170	12:00-	160	13:00-	158	14:00-	149	15:00-	148	16:00-	145

Volume Count Report

Generated by MSC3000 Version 2.02c Beta Copyright 1990-1992 Mitron Systems Corporation

Location ..... 000751 WILLOW BEND DR-PROJECT ENT #SB
Location Code 010007511100
Jurisdiction ..... CHARLOTTE
Recorder Set 09/18/00 15:55
Recording Start ... 09/18/ 0 16:00
Recording End 09/20/ 0 16:00
Sample Time ..... 15 Minutes
Operator Number ... 14
Machine Number 14
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Monday 09/18/ 0 Channel: 1

1700	1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	Totals
15	3	2	4	3	0	1	0	0	0	0	1	1	0	5	4	11	10	11	9	4	13	13	9	119
7	1	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	2	2	3	0	4	4	4	
3	1	0	1	2	0	0	0	0	0	0	1	0	0	2	0	2	4	5	0	2	3	5	3	
0	0	2	1	0	0	0	0	0	0	0	0	1	0	0	1	4	2	2	3	2	2	2	0	
5	1	0	0	1	0	0	0	0	0	0	0	0	0	3	3	2	2	2	3	0	4	2	2	

AM Peak Hour ..... 07:45 to 08:45 (12 vehicles)
AM Peak Hour Factor 75.0%
PM Peak Hour ..... 13:30 to 14:30 (15 vehicles)
PM Peak Hour Factor 75.0%

Tuesday 09/19/00 Channel: 1

1700	1800	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	Totals
7	9	3	3	3	1	0	0	0	1	0	1	0	1	6	8	7	11	10	14	12	9	13	10	129
2	0	1	1	1	0	0	0	0	1	0	0	0	1	0	0	1	0	1	1	2	1	0	2	
4	0	0	1	1	0	0	0	0	0	0	0	0	0	3	5	4	6	3	2	6	5	3	4	
0	6	2	1	1	1	0	0	0	0	0	0	0	0	1	2	2	2	3	7	2	2	7	1	
1	3	0	0	0	0	0	0	0	0	0	1	0	0	2	1	0	3	3	4	2	1	3	3	

AM Peak Hour ..... 11:00 to 12:00 (14 vehicles)
AM Peak Hour Factor 50.0%
PM Peak Hour ..... 14:30 to 15:30 (16 vehicles)
PM Peak Hour Factor 57.1%

24-Hour Moving Total

17:00-	111	18:00-	117	19:00-	118	20:00-	117	21:00-	117	22:00-	118	23:00-	117	24:00-	117
01:00-	117	02:00-	118	03:00-	118	04:00-	118	05:00-	117	06:00-	118	07:00-	119	08:00-	123
09:00-	119	10:00-	120	11:00-	119	12:00-	124	13:00-	132	14:00-	128	15:00-	128	16:00-	129

APPENDIX B

Condition Diagrams
Turning Movement Counts

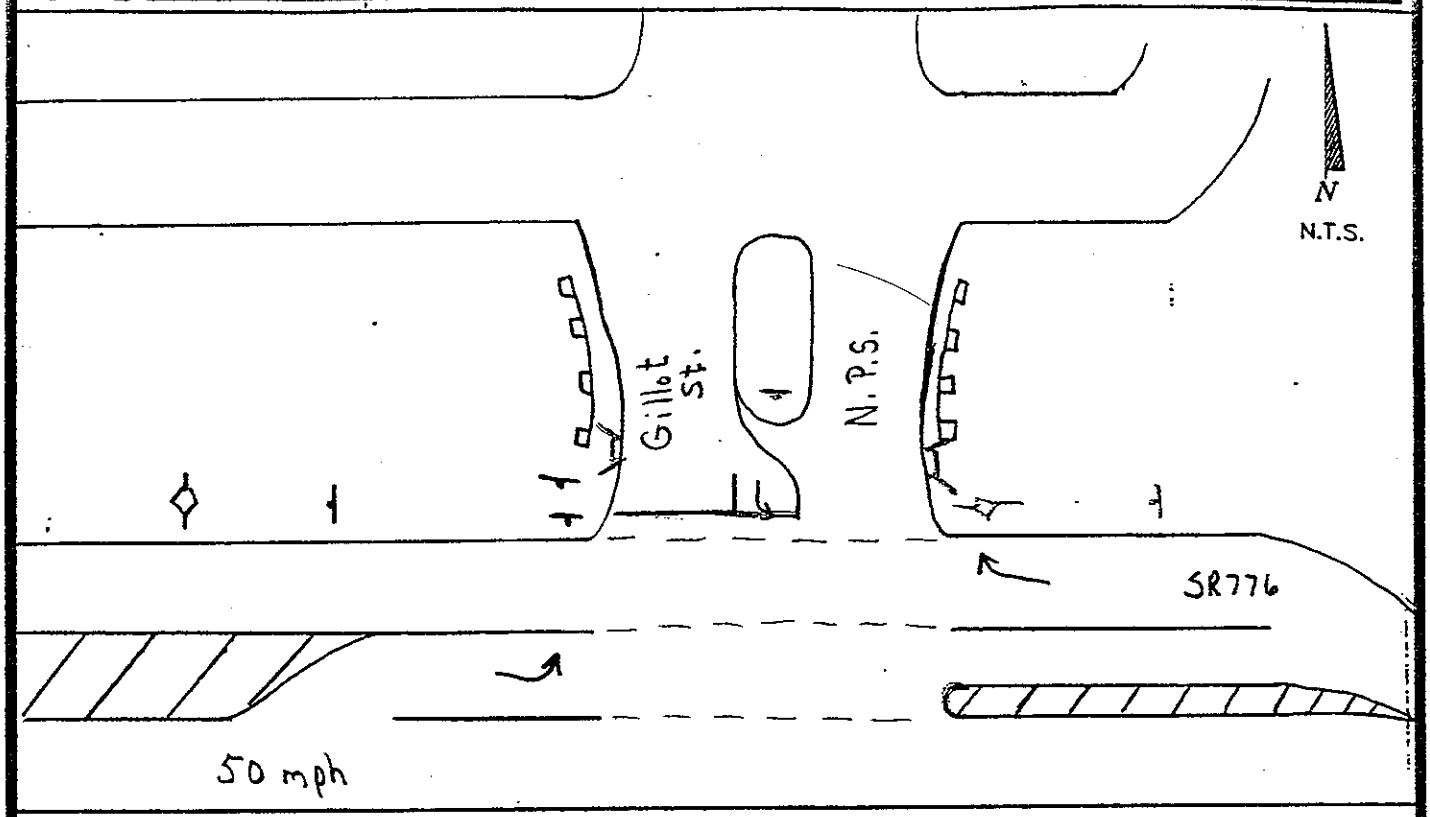
FLORIDA TRANSPORTATION ENGINEERING (FTE), INC.

CONDITION DIAGRAM

LOCATION I.D. SR776 & Gillot St

COUNTY Charlotte CITY

DATE 9/10/96 REVISED 9/28/00 PREPARED BY: FTE



Wooded Lot

THIS INTERSECTION IS CURRENTLY UNDER CONSTRUCTION. THIS DIAGRAM SHOWS THE CONDITION PRIOR TO CONSTRUCTION.

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

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

Study Name: GILL@776
Site Code : 00000328
Start Date: 09/27/00
Page : 1

Cars, Trucks, Peds

Start Time	GILLOT ST Southbound Right	Thru	Left	Peds	SR 776 Westbound Right	Thru	Left	Peds	Northbound Right	Thru	Left	Peds	SR 776 Eastbound Right	Thru	Left	Peds	Intvl. Total
09/27/00																	
07:00	9	0	31	0	11	143	1	0	0	0	0	0	0	132	3	0	330
07:15	12	0	51	0	9	174	0	0	0	0	0	0	0	157	2	0	405
07:30	7	0	40	0	12	169	0	0	0	0	0	0	0	156	3	0	387
07:45	4	0	32	0	13	123	0	0	0	0	0	0	0	141	11	0	324
Hour	32	0	154	0	45	609	1	0	0	0	0	0	0	586	19	0	1446
08:00	8	0	23	0	10	109	0	0	0	0	0	0	0	121	2	0	273
08:15	14	0	22	0	17	110	0	0	0	0	0	0	0	117	3	0	283
08:30	10	0	28	0	9	108	0	0	0	0	0	0	0	112	6	0	273
08:45	9	0	24	0	13	101	0	0	0	0	0	0	0	93	3	0	243
Hour	41	0	97	0	49	428	0	0	0	0	0	0	0	443	14	0	1072
[BREAK]																	
16:00	8	0	18	0	26	140	0	0	0	0	0	0	0	185	6	0	383
16:15	9	0	19	0	30	156	0	0	0	0	0	0	0	165	11	0	390
16:30	2	0	19	0	47	140	0	0	0	0	0	0	0	173	10	0	391
16:45	1	0	19	0	46	139	0	0	0	0	0	0	0	131	15	0	351
Hour	20	0	75	0	149	575	0	0	0	0	0	0	0	654	42	0	1515
17:00	7	0	14	0	29	166	0	0	0	0	0	0	2	167	11	0	396
17:15	14	0	18	0	45	159	0	0	0	0	0	0	0	153	19	0	408
17:30	10	0	16	0	43	138	0	0	0	0	0	0	0	138	7	0	352
17:45	6	0	20	0	40	107	0	0	0	0	0	0	0	105	5	0	283
Hour	37	0	68	0	157	570	0	0	0	0	0	0	2	563	42	0	1439
Total	130	0	394	0	400	2182	1	0	0	0	0	0	2	2246	117	0	5472
% Apr.	24.8	-	75.1	-	15.4	84.4	-	-	-	-	-	-	-	94.9	4.9	-	-
% Int.	2.3	-	7.2	-	7.3	39.8	-	-	-	-	-	-	-	41.0	2.1	-	-

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

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

Study Name: GILL@776
Site Code : 00000328
Start Date: 09/27/00

Cars, Trucks, Peds

	GILLOT ST Southbound				SR 776 Westbound				Northbound				SR 776 Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 09/27/00 to 08:45 on 09/27/00																	
Time	07:00				07:00				07:00				07:00				
Vol.	32	0	154	0	45	609	1	0	0	0	0	0	0	586	19	0	
Pct.	17.2	0.0	82.7	0.0	6.8	92.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	96.8	3.1	0.0	
Total	186				655				0				605				
High	07:15				07:15				07:15				07:15				
Vol.	12	0	51	0	9	174	0	0	0	0	0	0	0	157	2	0	
Total	63				183				0				159				
PHF	0.738				0.894				0.000				0.951				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 on 09/27/00 to 17:45 on 09/27/00																	
Time	16:30				16:30				16:30				16:30				
Vol.	24	0	70	0	167	604	0	0	0	0	0	0	2	624	55	0	
Pct.	25.5	0.0	74.4	0.0	21.6	78.3	0.0	0.0	0.0	0.0	0.0	0.0	0.2	91.6	8.0	0.0	
Total	94				771				0				681				
High	17:15				17:15				17:15				16:30				
Vol.	14	0	18	0	45	159	0	0	0	0	0	0	0	173	10	0	
Total	32				204				0				183				
PHF	0.734				0.944				0.000				0.930				

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

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

Study Name: GILL@776
Site Code : 00000328
Start Date: 09/27/00
Page : 1

Trucks, Bikes

Start Time	GILLOT ST Southbound Right	Thru	Left	Bikes	SR 776 Westbound Right	Thru	Left	Bikes	Northbound Right	Thru	Left	Bikes	SR 776 Eastbound Right	Thru	Left	Bikes	Intvl. Total
09/27/00																	
07:00	0	0	0	0	2	8	0	0	0	0	0	0	0	6	1	0	17
07:15	0	0	1	0	1	18	0	0	0	0	0	0	0	7	0	0	27
07:30	0	0	0	0	1	13	0	0	0	0	0	0	0	4	0	0	18
07:45	1	0	2	0	3	7	0	0	0	0	0	0	0	7	2	0	22
Hour	1	0	3	0	7	46	0	0	0	0	0	0	0	24	3	0	84
08:00	0	0	0	0	0	8	0	0	0	0	0	0	0	6	0	0	14
08:15	0	0	1	0	2	6	0	0	0	0	0	0	0	6	1	0	16
08:30	0	0	0	0	0	13	0	0	0	0	0	0	0	11	3	0	27
08:45	0	0	1	0	1	17	0	0	0	0	0	0	0	8	0	0	27
Hour	0	0	2	0	3	44	0	0	0	0	0	0	0	31	4	0	84
[BREAK]																	
16:00	1	0	0	0	0	7	0	0	0	0	0	0	0	6	0	0	14
16:15	0	0	1	0	1	4	0	0	0	0	0	0	0	11	1	0	18
16:30	0	0	0	0	0	5	0	0	0	0	0	0	0	8	0	0	13
16:45	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
Hour	1	0	1	0	1	18	0	0	0	0	0	0	0	28	1	0	50
17:00	1	0	0	0	1	8	0	0	0	0	0	0	0	5	0	0	15
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
17:30	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
17:45	0	0	2	0	0	1	0	0	0	0	0	0	0	4	0	0	7
Hour	1	0	2	0	1	11	0	0	0	0	0	0	0	14	0	0	29
Total	3	0	8	0	12	119	0	0	0	0	0	0	0	97	8	0	247
% Apr.	27.2	-	72.7	-	9.1	90.8	-	-	-	-	-	-	-	92.3	7.6	-	-
% Int.	1.2	-	3.2	-	4.8	48.1	-	-	-	-	-	-	-	39.2	3.2	-	-

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

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

Study Name: GILL@776
Site Code : 00000328
Start Date: 09/27/00
Page : 2

Trucks, Bikes

Start Time	GILLOT ST Southbound Right	Thru	Left	Bikes	SR 776 Westbound Right	Thru	Left	Bikes	Northbound Right	Thru	Left	Bikes	SR 776 Eastbound Right	Thru	Left	Bikes	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 09/27/00 to 17:45 on 09/27/00																	
Time	07:00				07:00				07:00				07:00				
Vol.	1	0	3	0	7	46	0	0	0	0	0	0	0	24	3	0	
Pct.	25.0	0.0	75.0	0.0	13.2	86.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	88.8	11.1	0.0	
Total	4				53				0				27				
High	07:45				07:15				07:15				07:45				
Vol.	1	0	2	0	1	18	0	0	0	0	0	0	0	7	2	0	
Total	3				19				0				9				
PHF	0.333				0.697				0.000				0.750				

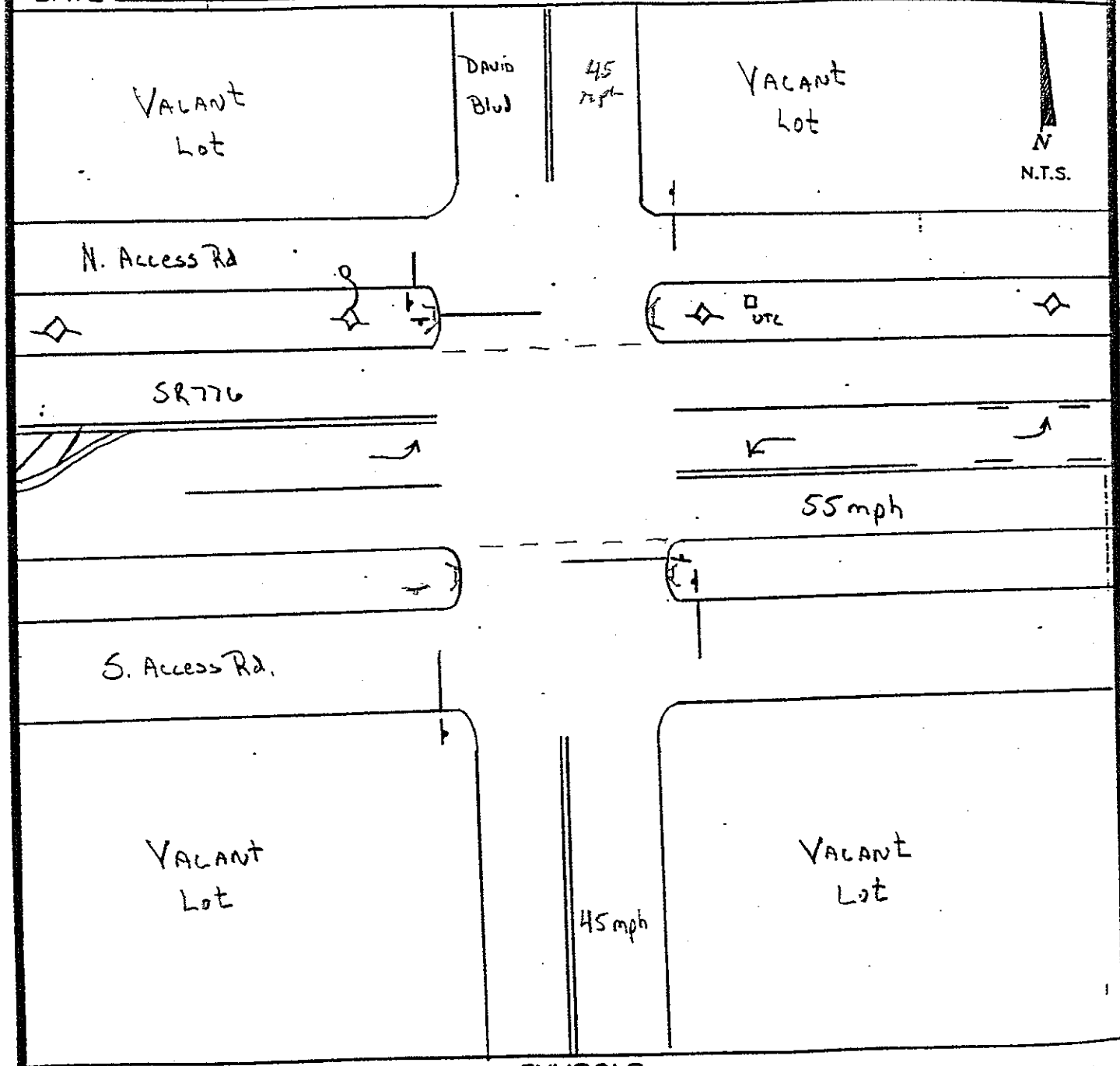
FLORIDA TRANSPORTATION ENGINEERING (FTE), INC.

CONDITION DIAGRAM

LOCATION I.D. SR776 & David Blvd

COUNTY Charlotte CITY

DATE 9/10/96 REVISED 9/28/00 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, Inc.

8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Weather : GOOD
Counted by: JASON
Board # : 2139
Other :

Study Name: DAV@776
Site Code : 00002139
Start Date: 09/27/00
Page : 1

Cars, Trucks, Peds

Start Time	DAVID BLVD Southbound Right	Thru	Left	Peds	SR 776 Westbound Right	Thru	Left	Peds	DAVID BLVD Northbound Right	Thru	Left	Peds	SR 776 Eastbound Right	Thru	Left	Peds	Intvl. Total
09/27/00																	
07:00	9	9	4	0	1	78	0	0	1	2	1	0	4	90	7	0	206
07:15	16	5	2	0	0	124	0	0	2	1	9	0	2	84	1	0	246
07:30	20	6	2	0	2	127	4	0	3	2	2	0	3	94	2	0	267
07:45	17	2	3	0	6	103	0	0	1	1	3	0	2	76	4	0	218
Hour	62	22	11	0	9	432	4	0	7	6	15	0	11	344	14	0	937
08:00	11	4	4	0	1	77	0	0	1	2	1	0	2	68	8	0	179
08:15	11	2	3	0	0	88	0	0	1	1	4	0	2	69	2	0	183
08:30	15	2	2	0	3	82	0	0	0	1	6	0	7	69	8	0	195
08:45	13	1	1	0	3	86	1	0	1	1	4	0	8	71	4	0	194
Hour	50	9	10	0	7	333	1	0	3	5	15	0	19	277	22	0	751
[BREAK]																	
16:00	6	3	1	0	0	89	3	0	4	3	3	0	6	93	12	0	223
16:15	5	2	1	0	5	109	1	0	3	6	3	0	6	94	7	0	242
16:30	6	1	4	0	5	101	5	0	0	5	4	0	5	110	5	0	251
16:45	8	1	1	0	2	89	1	0	0	1	3	0	5	97	8	0	216
Hour	25	7	7	0	12	388	10	0	7	15	13	0	22	394	32	0	932
17:00	3	2	6	0	1	91	2	0	0	2	4	0	4	122	13	0	250
17:15	7	1	2	0	2	101	4	0	1	1	2	0	3	100	13	0	237
17:30	8	1	1	0	2	98	1	0	1	2	4	0	6	111	14	0	249
17:45	9	1	2	0	3	91	6	0	4	2	4	0	7	103	9	0	241
Hour	27	5	11	0	8	381	13	0	6	7	14	0	20	436	49	0	977
Total	164	43	39	0	36	1534	28	0	23	33	57	0	72	1451	117	0	3597
% Apr.	66.6	17.4	15.8	-	2.2	95.9	1.7	-	20.3	29.2	50.4	-	4.3	88.4	7.1	-	-
% Int.	4.5	1.1	1.0	-	1.0	42.6	0.7	-	0.6	0.9	1.5	-	2.0	40.3	3.2	-	-

Florida Transportation Engineering, Inc.

Weather : GOOD
Counted by: JASON
Board # : 2139
Other :

8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Study Name: DAV@776
Site Code : 00002139
Start Date: 09/27/00
Page : 2

Cars, Trucks, Peds

Start Time	DAVID BLVD Southbound Right	Thru	Left	Peds	SR 776 Westbound Right	Thru	Left	Peds	DAVID BLVD Northbound Right	Thru	Left	Peds	SR 776 Eastbound Right	Thru	Left	Peds	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 09/27/00 to 08:45 on 09/27/00																	
Time	07:00				07:00				07:00				07:00				
Vol.	62	22	11	0	9	432	4	0	7	6	15	0	11	344	14	0	
Pct.	65.2	23.1	11.5	0.0	2.0	97.0	0.8	0.0	25.0	21.4	53.5	0.0	2.9	93.2	3.7	0.0	
Total	95				445				28				369				
High	07:30				07:30				07:15				07:00				
Vol.	20	6	2	0	2	127	4	0	2	1	9	0	4	90	7	0	
Total	28				133				12				101				
PHF	0.848				0.836				0.583				0.913				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 on 09/27/00 to 17:45 on 09/27/00																	
Time	17:00				17:00				17:00				17:00				
Vol.	27	5	11	0	8	381	13	0	6	7	14	0	20	436	49	0	
Pct.	62.7	11.6	25.5	0.0	1.9	94.7	3.2	0.0	22.2	25.9	51.8	0.0	3.9	86.3	9.7	0.0	
Total	43				402				27				505				
High	17:45				17:15				17:45				17:00				
Vol.	9	1	2	0	2	101	4	0	4	2	4	0	4	122	13	0	
Total	12				107				10				139				
PHF	0.895				0.939				0.675				0.908				

Florida Transportation Engineering, Inc.

8250 Pascal Drive

Punta Gorda, Florida 33950

(941) 639-2818

Weather : GOOD
Counted by: JASON
Board # : 2139
Other :

Study Name: DAV@776
Site Code : 00002139
Start Date: 09/27/00
Page : 1

Trucks, Bikes

	DAVID BLVD Southbound				SR 776 Westbound				DAVID BLVD Northbound				SR 776 Eastbound				
Start Time	Right	Thru	Left	Bikes	Right	Thru	Left	Bikes	Right	Thru	Left	Bikes	Right	Thru	Left	Bikes	Intvl. Total
09/27/00																	
07:00	0	0	0	0	1	10	0	0	0	0	0	0	1	5	0	0	17
07:15	1	0	0	0	0	4	0	0	0	1	0	0	0	3	0	0	9
07:30	0	0	0	0	0	10	0	0	0	0	0	0	0	9	0	0	19
07:45	1	0	0	0	1	8	0	0	0	0	0	0	1	5	0	0	16
Hour	2	0	0	0	2	32	0	0	0	1	0	0	2	22	0	0	61
08:00	0	0	0	0	0	7	0	0	0	1	0	0	0	7	3	0	18
08:15	0	0	1	0	0	3	0	0	0	0	0	0	0	8	1	0	13
08:30	3	0	0	0	0	8	0	0	0	0	0	0	0	6	0	0	17
08:45	0	0	0	0	0	7	0	0	0	0	1	0	0	4	0	0	12
Hour	3	0	1	0	0	25	0	0	0	1	1	0	0	25	4	0	60
[BREAK]																	
16:00	1	0	0	0	0	4	0	0	0	0	0	0	0	5	1	0	11
16:15	0	0	1	0	0	2	0	0	0	0	0	0	0	6	0	0	9
16:30	0	0	1	0	1	8	0	0	0	2	0	0	0	1	0	0	13
16:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Hour	1	0	2	0	1	15	0	0	0	2	0	0	0	13	1	0	35
17:00	0	0	1	0	0	6	0	0	0	0	0	0	0	2	0	0	9
17:15	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
17:45	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
Hour	0	0	1	0	0	10	0	0	0	0	0	0	0	6	1	0	18
Total	6	0	4	0	3	82	0	0	0	4	1	0	2	66	6	0	174
% Apr.	60.0	-	40.0	-	3.5	96.4	-	-	-	80.0	20.0	-	2.7	89.1	8.1	-	-
% Int.	3.4	-	2.2	-	1.7	47.1	-	-	-	2.2	0.5	-	1.1	37.9	3.4	-	-

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

Weather : GOOD
Counted by: JASON
Board # : 2139
Other :

Study Name: DAV@776
Site Code : 00002139
Start Date: 09/27/00
Page : 2

Trucks, Bikes

Start Time	DAVID BLVD Southbound Right	Thru	Left	Bikes	SR 776 Westbound Right	Thru	Left	Bikes	DAVID BLVD Northbound Right	Thru	Left	Bikes	SR 776 Eastbound Right	Thru	Left	Bikes	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 09/27/00 to 17:45 on 09/27/00																	
Time	07:30				07:30				07:30				07:30				
Vol.	1	0	1	0	1	28	0	0	0	1	0	0	1	29	4	0	
Pct.	50.0	0.0	50.0	0.0	3.4	96.5	0.0	0.0	0.0	100.0	0.0	0.0	2.9	85.2	11.7	0.0	
Total	2				29				1				34				
High	07:45				07:30				08:00				08:00				
Vol.	1	0	0	0	0	10	0	0	0	1	0	0	0	7	3	0	
Total	1				10				1				10				
PHF	0.500				0.725				0.250				0.850				

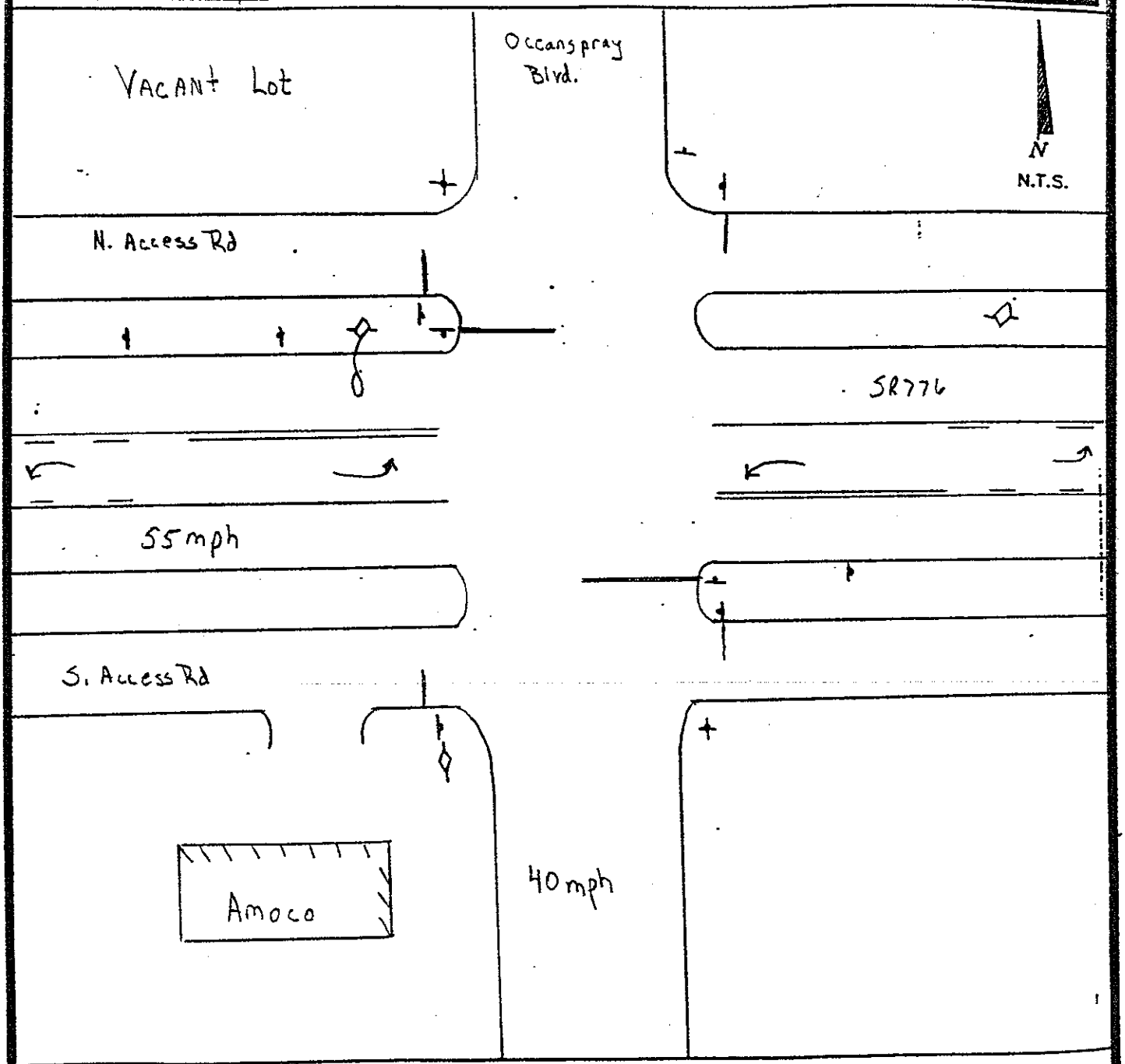
FLORIDA TRANSPORTATION ENGINEERING (FTE), INC.

CONDITION DIAGRAM

LOCATION I.D. SR776 + Occanspray Blvd.

COUNTY Charlotte CITY

DATE 9/10/96 REVISED 9/28/00 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, Inc.

8250 Pascal Drive

Punta Gorda, Florida 33950

(941) 639-2818

Weather : GOOD

Counted by: KIM

Board # : 329

Other :

Study Name: OCSP@776

Site Code : 00000329

Start Date: 09/27/00

Page : 1

Cars, Trucks, Peds

Start Time	OCEANSPRAY BLVD Southbound Right	Thru	Left	Peds	SR 776 Westbound Right	Thru	Left	Peds	OCEANSPRAY BLVD Northbound Right	Thru	Left	Peds	SR 776 Eastbound Right	Thru	Left	Peds	Intvl. Total
09/27/00																	
07:00	10	4	2	0	3	83	1	0	3	6	10	0	3	87	5	0	217
07:15	15	1	3	0	5	66	4	0	8	9	4	0	2	124	13	0	254
07:30	6	7	9	0	1	95	1	0	2	8	2	0	4	135	12	0	282
07:45	10	1	15	0	4	72	6	0	9	10	2	0	11	116	7	0	263
Hour	41	13	29	0	13	316	12	0	22	33	18	0	20	462	37	0	1016
08:00	15	6	5	0	2	70	3	0	11	9	4	0	1	98	3	0	227
08:15	12	3	12	0	3	59	6	0	9	3	2	0	1	88	8	0	206
08:30	10	4	13	0	5	69	2	0	4	5	5	0	4	106	8	0	235
08:45	7	5	5	0	2	55	2	0	7	6	2	0	0	83	7	0	181
Hour	44	18	35	0	12	253	13	0	31	23	13	0	6	375	26	0	849
[BREAK]																	
16:00	15	9	1	0	6	107	4	0	5	5	0	0	3	114	8	0	277
16:15	11	9	7	0	11	101	12	0	2	11	2	0	4	96	14	0	280
16:30	18	9	7	0	5	102	8	0	3	7	3	0	2	105	8	0	277
16:45	12	9	6	0	11	83	4	0	5	7	3	0	4	90	13	0	247
Hour	56	36	21	0	33	393	28	0	15	30	8	0	13	405	43	0	1081
17:00	19	8	8	0	16	129	6	0	8	7	4	0	5	96	16	0	322
17:15	7	11	5	0	10	122	9	0	3	11	2	0	8	109	16	0	313
17:30	17	10	6	0	8	121	7	0	4	4	4	0	5	87	22	0	295
17:45	10	10	5	0	8	82	9	0	3	9	2	0	1	82	9	0	230
Hour	53	39	24	0	42	454	31	0	18	31	12	0	19	374	63	0	1160
Total	194	106	109	0	100	1416	84	0	86	117	51	0	58	1616	169	0	4106
% Apr.	47.4	25.9	26.6	-	6.2	88.5	5.2	-	33.8	46.0	20.0	-	3.1	87.6	9.1	-	-
% Int.	4.7	2.5	2.6	-	2.4	34.4	2.0	-	2.0	2.8	1.2	-	1.4	39.3	4.1	-	-

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

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

Study Name: OCSP@776
Site Code : 00000329
Start Date: 09/27/00
Page : 2

Cars, Trucks, Peds

	OCEANSPRAY BLVD Southbound				SR 776 Westbound				OCEANSPRAY BLVD Northbound				SR 776 Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 09/27/00 to 08:45 on 09/27/00																	
Time	07:15				07:15				07:15				07:15				
Vol.	46	15	32	0	12	303	14	0	30	36	12	0	18	473	35	0	
Pct.	49.4	16.1	34.4	0.0	3.6	92.0	4.2	0.0	38.4	46.1	15.3	0.0	3.4	89.9	6.6	0.0	
Total	93				329				78				526				
High	07:45				07:30				08:00				07:30				
Vol.	10	1	15	0	1	95	1	0	11	9	4	0	4	135	12	0	
Total	26				97				24				151				
PHF	0.894				0.847				0.812				0.870				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 on 09/27/00 to 17:45 on 09/27/00																	
Time	16:45				16:45				16:45				16:45				
Vol.	55	38	25	0	45	455	26	0	20	29	13	0	22	382	67	0	
Pct.	46.6	32.2	21.1	0.0	8.5	86.5	4.9	0.0	32.2	46.7	20.9	0.0	4.6	81.1	14.2	0.0	
Total	118				526				62				471				
High	17:00				17:00				17:00				17:15				
Vol.	19	8	8	0	16	129	6	0	8	7	4	0	8	109	16	0	
Total	35				151				19				133				
PHF	0.842				0.870				0.815				0.885				

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

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

Study Name: OCSP@776
Site Code : 00000329
Start Date: 09/27/00
Page : 1

Trucks, Bikes

Start Time	OCEANSPRAY BLVD Southbound Right	Thru	Left	Bikes	SR 776 Westbound Right	Thru	Left	Bikes	OCEANSPRAY BLVD Northbound Right	Thru	Left	Bikes	SR 776 Eastbound Right	Thru	Left	Bikes	Intvl. Total
09/27/00																	
07:00	1	0	0	0	0	5	0	0	0	0	0	0	0	10	0	0	16
07:15	0	0	0	0	0	2	0	0	0	0	0	0	0	6	1	0	9
07:30	0	0	1	0	0	12	0	0	0	0	0	0	0	8	2	0	23
07:45	0	0	0	0	0	6	0	0	0	0	0	0	0	12	0	0	18
Hour	1	0	1	0	0	25	0	0	0	0	0	0	0	36	3	0	66
08:00	2	0	0	0	0	9	0	0	0	0	0	0	0	7	0	0	18
08:15	1	0	0	0	0	8	0	0	0	0	0	0	0	3	1	0	13
08:30	1	0	0	0	1	10	1	0	0	0	0	0	0	8	2	0	23
08:45	2	0	0	0	1	5	0	0	0	0	0	0	0	8	0	0	16
Hour	6	0	0	0	2	32	1	0	0	0	0	0	0	26	3	0	70
[BREAK]																	
16:00	1	0	0	0	0	7	0	0	0	0	0	0	0	5	2	0	15
16:15	0	0	1	0	0	6	0	0	0	0	0	0	0	4	0	0	11
16:30	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
16:45	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	7
Hour	1	0	1	0	0	17	0	0	0	0	0	0	0	17	2	0	38
17:00	0	0	0	0	0	1	0	0	0	0	0	0	0	8	0	0	9
17:15	0	0	0	0	0	2	0	0	0	0	0	0	0	3	1	0	6
17:30	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
[BREAK]																	
Hour	0	0	0	0	1	5	0	0	0	0	0	0	0	11	1	0	18
Total	8	0	2	0	3	79	1	0	0	0	0	0	0	90	9	0	192
% Apr.	80.0	-	20.0	-	3.6	95.1	1.2	-	-	-	-	-	-	90.9	9.0	-	-
% Int.	4.1	-	1.0	-	1.5	41.1	0.5	-	-	-	-	-	-	46.8	4.6	-	-

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

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

Study Name: OCSP@776
Site Code : 00000329
Start Date: 09/27/00
Page : 2

Trucks, Bikes

Start Time	OCEANSPRAY BLVD Southbound Right	Thru	Left	Bikes	SR 776 Westbound Right	Thru	Left	Bikes	OCEANSPRAY BLVD Northbound Right	Thru	Left	Bikes	SR 776 Eastbound Right	Thru	Left	Bikes	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 09/27/00 to 17:45 on 09/27/00																	
Time	07:30				07:30				07:30				07:30				
Vol.	3	0	1	0	0	35	0	0	0	0	0	0	0	30	3	0	
Pct.	75.0	0.0	25.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	90.9	9.0	0.0	
Total	4				35				0				33				
High	08:00				07:30				07:30				07:45				
Vol.	2	0	0	0	0	12	0	0	0	0	0	0	0	12	0	0	
Total	2				12				0				12				
PHF	0.500				0.729				0.000				0.687				

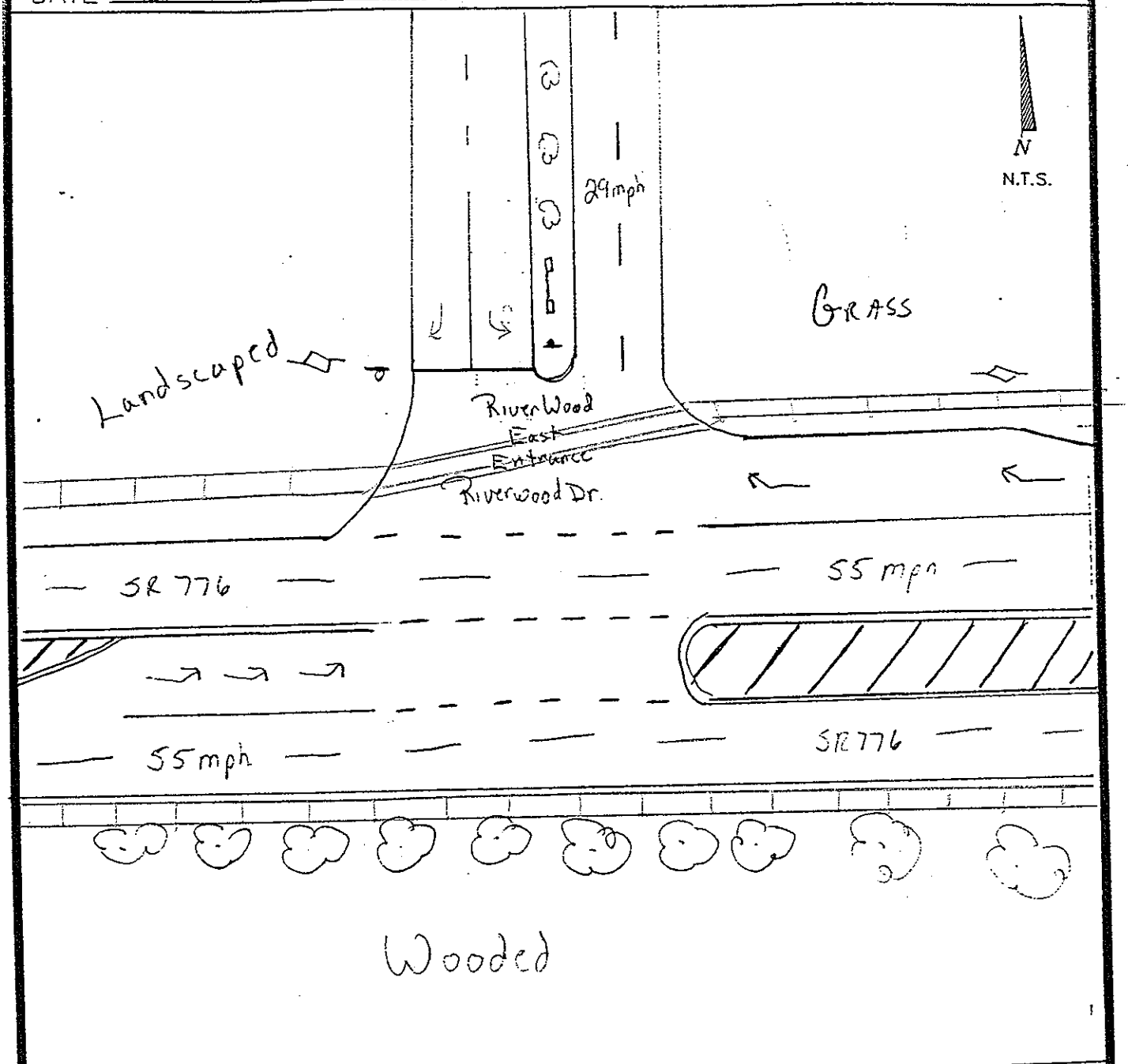
FLORIDA TRANSPORTATION ENGINEERING (FTE), INC.

CONDITION DIAGRAM

LOCATION I.D. SR 776 + Riverwood East

COUNTY Charlotte CITY

DATE 5/16 REVISED 9/28/00 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, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

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

Study Name: RIVW@776
Site Code : 00000328
Start Date: 09/28/00
Page : 1

Cars, Trucks, Peds

	RIVERWOOD DRIVE Southbound				SR 776 Westbound				Northbound				SR 776 Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Intvl. Total
09/28/00																	
07:00	0	0	11	0	7	164	0	0	0	0	0	0	0	141	0	0	323
07:15	3	0	5	0	10	183	0	0	0	0	0	0	1	187	0	0	389
07:30	1	0	5	0	3	183	0	0	0	0	0	0	0	223	1	0	416
07:45	3	0	7	0	9	144	0	0	0	0	0	0	0	210	6	0	379
Hour	7	0	28	0	29	674	0	0	0	0	0	0	1	761	7	0	1507
08:00	2	0	5	0	4	134	0	0	0	0	0	0	0	177	0	0	322
08:15	3	0	8	0	5	122	0	0	0	0	0	0	0	138	0	0	276
08:30	0	0	2	0	3	129	0	0	0	0	0	0	0	179	0	0	313
08:45	1	0	6	0	6	121	0	0	0	0	0	0	0	137	1	0	272
Hour	6	0	21	0	18	506	0	0	0	0	0	0	0	631	1	0	1183
[BREAK]																	
15:30	1	0	11	0	8	184	0	0	0	0	0	0	0	191	1	0	396
15:45	0	0	17	0	7	173	0	0	0	0	0	0	0	169	1	0	367
Hour	1	0	28	0	15	357	0	0	0	0	0	0	0	360	2	0	763
16:00	2	0	10	0	6	189	0	0	0	0	0	0	0	161	1	0	369
16:15	0	0	10	0	8	186	0	0	0	0	0	0	0	201	0	0	405
16:30	2	0	8	0	5	204	0	0	0	0	0	0	0	185	0	0	404
16:45	4	0	5	0	6	167	0	0	0	0	0	0	0	174	0	0	356
Hour	8	0	33	0	25	746	0	0	0	0	0	0	0	721	1	0	1534
17:00	1	0	7	0	8	237	0	0	0	0	0	0	0	192	0	0	445
17:15	0	0	9	0	6	245	0	0	0	0	0	0	1	190	1	0	452
Total	23	0	126	0	101	2765	0	0	0	0	0	0	2	2855	12	0	5884
% Apr.	15.4	-	84.5	-	3.5	96.4	-	-	-	-	-	-	-	99.5	0.4	-	-
% Int.	0.3	-	2.1	-	1.7	46.9	-	-	-	-	-	-	-	48.5	0.2	-	-

Florida Transportation Engineering, Inc.

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

8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

Study Name: RIVW@776
Site Code : 00000328
Start Date: 09/28/00
Page : 2

Cars, Trucks, Peds

	RIVERWOOD DRIVE Southbound				SR 776 Westbound				Northbound				SR 776 Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 09/28/00 to 08:45 on 09/28/00																	
Time	07:00				07:00				07:00				07:00				
Vol.	7	0	28	0	29	674	0	0	0	0	0	0	1	761	7	0	
Pct.	20.0	0.0	80.0	0.0	4.1	95.8	0.0	0.0	0.0	0.0	0.0	0.0	0.1	98.9	0.9	0.0	
Total	35				703				0				769				
High	07:00				07:15				07:15				07:30				
Vol.	0	0	11	0	10	183	0	0	0	0	0	0	0	223	1	0	
Total	11				193				0				224				
PHF	0.795				0.910				0.000				0.858				
Peak Hour Analysis By Entire Intersection for the Period: 15:30 on 09/28/00 to 17:15 on 09/28/00																	
Time	16:30				16:30				16:30				16:30				
Vol.	7	0	29	0	25	853	0	0	0	0	0	0	1	741	1	0	
Pct.	19.4	0.0	80.5	0.0	2.8	97.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	99.7	0.1	0.0	
Total	36				878				0				743				
High	16:30				17:15				17:15				17:00				
Vol.	2	0	8	0	6	245	0	0	0	0	0	0	0	192	0	0	
Total	10				251				0				192				
PHF	0.900				0.874				0.000				0.967				

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

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

Study Name: RIVW@776
Site Code : 00000328
Start Date: 09/28/00
Page : 1

Trucks, Bikes

Start	RIVERWOOD DRIVE Southbound				SR 776 Westbound				Northbound				SR 776 Eastbound				Intvl.
Time	Right	Thru	Left	Bikes	Right	Thru	Left	Bikes	Right	Thru	Left	Bikes	Right	Thru	Left	Bikes	Total
09/28/00																	
07:00	0	0	2	0	1	8	0	0	0	0	0	0	0	8	0	0	19
07:15	0	0	0	0	0	13	0	0	0	0	0	0	0	9	0	0	22
07:30	0	0	0	0	0	10	0	0	0	0	0	0	0	9	0	0	19
07:45	1	0	0	0	2	7	0	0	0	0	0	0	0	8	1	0	19
Hour	1	0	2	0	3	38	0	0	0	0	0	0	0	34	1	0	79
08:00	0	0	2	0	0	16	0	0	0	0	0	0	0	6	0	0	24
08:15	1	0	2	0	0	12	0	0	0	0	0	0	0	6	0	0	21
08:30	0	0	0	0	0	13	0	0	0	0	0	0	0	13	0	0	26
08:45	0	0	0	0	0	14	0	0	0	0	0	0	0	11	0	0	25
Hour	1	0	4	0	0	55	0	0	0	0	0	0	0	36	0	0	96
[BREAK]																	
15:30	0	0	0	0	0	11	0	0	0	0	0	0	0	11	0	0	22
15:45	0	0	0	0	0	5	0	0	0	0	0	0	0	10	0	0	15
Hour	0	0	0	0	0	16	0	0	0	0	0	0	0	21	0	0	37
16:00	0	0	0	0	0	4	0	0	0	0	0	0	0	6	1	0	11
16:15	0	0	2	0	0	12	0	0	0	0	0	0	0	13	0	0	27
16:30	0	0	0	0	0	9	0	0	0	0	0	0	0	9	0	0	18
16:45	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
Hour	0	0	2	0	0	26	0	0	0	0	0	0	0	31	1	0	60
17:00	0	0	0	0	0	8	0	0	0	0	0	0	0	6	0	0	14
17:15	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0	7
Total	2	0	8	0	3	148	0	0	0	0	0	0	0	130	2	0	293
% Apr.	20.0	-	80.0	-	1.9	98.0	-	-	-	-	-	-	-	98.4	1.5	-	-
% Int.	0.6	-	2.7	-	1.0	50.5	-	-	-	-	-	-	-	44.3	0.6	-	-

Florida Transportation Engineering, Inc.

8250 Pascal Drive

Punta Gorda, Florida 33950

(941) 639-2818

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

Study Name: RIVW@776
Site Code : 00000328
Start Date: 09/28/00
Page : 2

Trucks, Bikes

Start Time	RIVERWOOD DRIVE Southbound Right	Thru	Left	Bikes	SR 776 Westbound Right	Thru	Left	Bikes	Northbound Right	Thru	Left	Bikes	SR 776 Eastbound Right	Thru	Left	Bikes	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 09/28/00 to 17:15 on 09/28/00																	
Time	08:00				08:00				08:00				08:00				
Vol.	1	0	4	0	0	55	0	0	0	0	0	0	0	36	0	0	
Pct.	20.0	0.0	80.0	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	5				55				0				36				
High	08:15				08:00				08:00				08:30				
Vol.	1	0	2	0	0	16	0	0	0	0	0	0	0	13	0	0	
Total	3				16				0				13				
PHF	0.416				0.859				0.000				0.692				

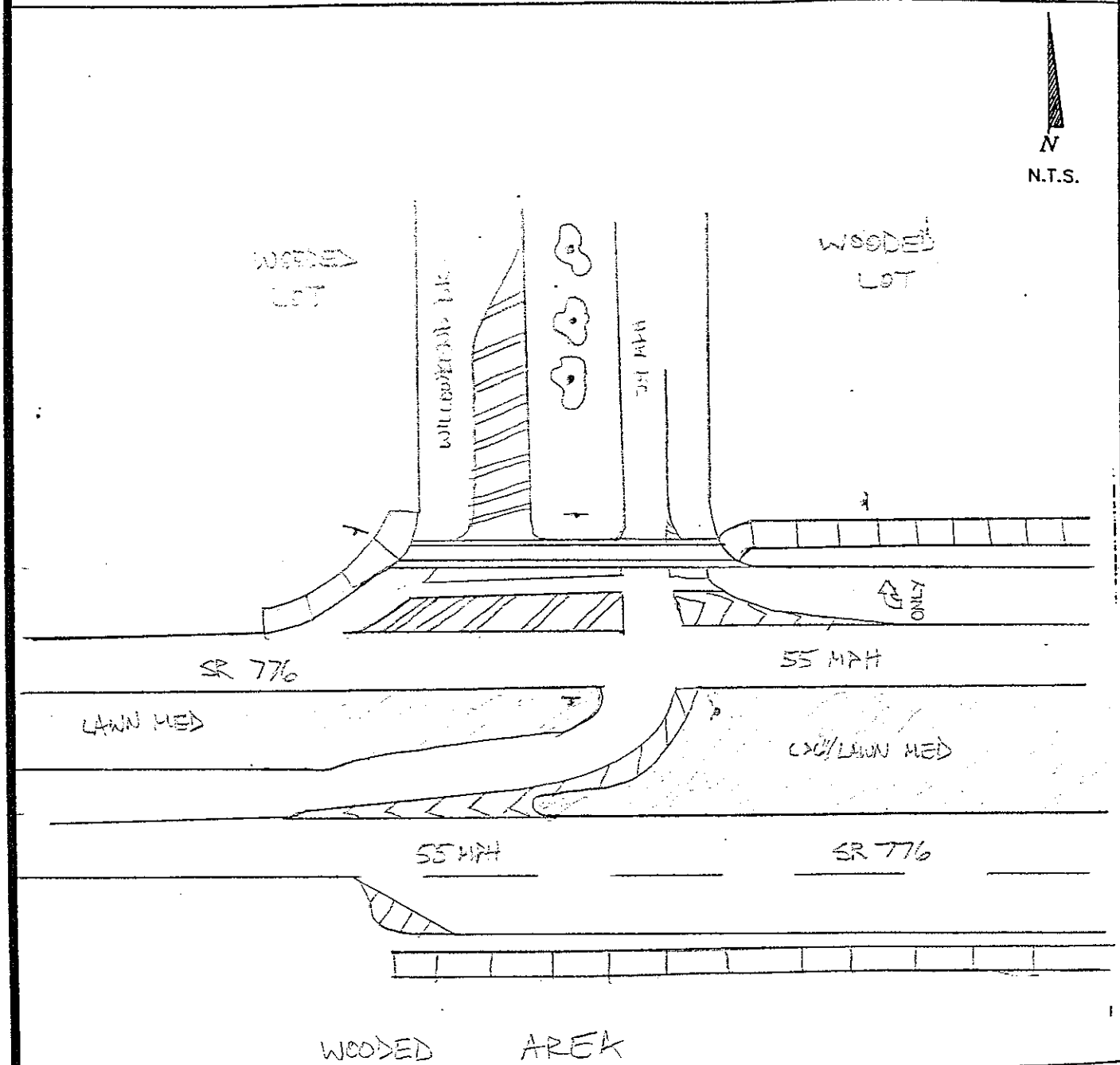
FLORIDA TRANSPORTATION ENGINEERING (FTE), INC.

CONDITION DIAGRAM

LOCATION I.D. SR 776 + WILLOWBEND DR.

COUNTY CHARLOTTE CITY PT. CHARLOTTE

DATE 9/22/99 REVISED 9/28/00 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, Inc.
8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

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

Study Name: WILL@776
Site Code : 00000329
Start Date: 09/28/00
Page : 1

Cars, Trucks, Peds

	WILLOBEND DRIVE Southbound				SR 776 Westbound				Northbound				SR 776 Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Intvl. Total
09/28/00																	
07:00	2	0	0	0	3	151	0	0	0	0	0	0	0	147	1	0	304
07:15	0	0	0	0	4	158	1	0	0	0	0	0	0	188	6	0	357
07:30	1	0	0	1	2	184	0	0	0	0	0	0	0	231	2	0	421
07:45	1	0	0	0	1	140	0	0	0	0	0	0	0	214	4	0	360
Hour	4	0	0	1	10	633	1	0	0	0	0	0	0	780	13	0	1442
08:00	2	0	0	0	1	132	0	0	0	0	0	0	0	179	2	0	316
08:15	2	0	0	0	1	116	0	0	0	0	0	0	0	146	1	0	266
08:30	2	0	0	0	0	129	0	0	0	0	0	0	0	175	1	0	307
08:45	1	0	0	0	3	116	0	0	0	0	0	0	1	157	0	0	278
Hour	7	0	0	0	5	493	0	0	0	0	0	0	1	657	4	0	1167
[BREAK]																	
15:30	2	0	0	0	1	190	1	0	0	0	0	0	0	192	2	0	388
15:45	5	0	0	0	0	179	0	0	0	0	0	0	0	165	1	0	350
Hour	7	0	0	0	1	369	1	0	0	0	0	0	0	357	3	0	738
16:00	3	0	0	0	1	187	0	0	0	0	0	0	0	169	3	0	363
16:15	0	0	0	0	1	195	0	0	0	0	0	0	0	204	1	0	401
16:30	0	0	0	0	0	210	1	0	0	0	0	0	0	198	0	0	409
16:45	1	0	0	0	0	169	0	0	0	0	0	0	0	190	1	0	361
Hour	4	0	0	0	2	761	1	0	0	0	0	0	0	761	5	0	1534
17:00	5	0	0	0	0	241	0	0	0	0	0	0	0	200	4	0	450
17:15	1	0	0	0	2	235	0	0	0	0	0	0	0	196	1	0	435
Total	28	0	0	1	20	2732	3	0	0	0	0	0	1	2951	30	0	5766
% Apr.	96.5	-	-	3.4	0.7	99.1	0.1	-	-	-	-	-	-	98.9	1.0	-	-
% Int.	0.4	-	-	-	0.3	47.3	-	-	-	-	-	-	-	51.1	0.5	-	-

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

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

Study Name: WILL@776
Site Code : 00000329
Start Date: 09/28/00
Page : 2

Cars, Trucks, Peds

	WILLOBEND DRIVE Southbound				SR 776 Westbound				Northbound				SR 776 Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 09/28/00 to 08:45 on 09/28/00																	
Time	07:15				07:15				07:15				07:15				
Vol.	4	0	0	1	8	614	1	0	0	0	0	0	0	812	14	0	
Pct.	80.0	0.0	0.0	20.0	1.2	98.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	98.3	1.6	0.0	
Total	5				623				0				826				
High	08:00				07:30				07:30				07:30				
Vol.	2	0	0	0	2	184	0	0	0	0	0	0	0	231	2	0	
Total	2				186				0				233				
PHF	0.625				0.837				0.000				0.886				
Peak Hour Analysis By Entire Intersection for the Period: 15:30 on 09/28/00 to 17:15 on 09/28/00																	
Time	16:30				16:30				16:30				16:30				
Vol.	7	0	0	0	2	855	1	0	0	0	0	0	0	784	6	0	
Pct.	100.0	0.0	0.0	0.0	0.2	99.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	99.2	0.7	0.0	
Total	7				858				0				790				
High	17:00				17:00				17:00				17:00				
Vol.	5	0	0	0	0	241	0	0	0	0	0	0	0	200	4	0	
Total	5				241				0				204				
PHF	0.350				0.890				0.000				0.968				

Florida Transportation Engineering, Inc.

8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

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

Study Name: WILL@776
Site Code : 00000329
Start Date: 09/28/00
Page : 1

Trucks, Bikes

Start Time	WILLOBEND DRIVE Southbound Right	Thru	Left	Bikes	SR 776 Westbound Right	Thru	Left	Bikes	Northbound Right	Thru	Left	Bikes	SR 776 Eastbound Right	Thru	Left	Bikes	Intvl. Total
09/28/00																	
07:00	2	0	0	0	0	8	0	0	0	0	0	0	0	8	0	0	18
07:15	0	0	0	0	2	11	0	0	0	0	0	0	0	10	1	0	24
07:30	0	0	0	0	1	8	0	0	0	0	0	0	0	10	0	0	19
07:45	0	0	0	0	0	7	0	0	0	0	0	0	0	9	0	0	16
Hour	2	0	0	0	3	34	0	0	0	0	0	0	0	37	1	0	77
08:00	0	0	0	0	0	18	0	0	0	0	0	0	0	5	0	0	23
08:15	0	0	0	0	0	13	0	0	0	0	0	0	0	6	0	0	19
08:30	1	0	0	0	0	15	0	0	0	0	0	0	0	10	0	0	26
08:45	0	0	0	0	2	16	0	0	0	0	0	0	0	13	0	0	31
Hour	1	0	0	0	2	62	0	0	0	0	0	0	0	34	0	0	99
[BREAK]																	
15:30	0	0	0	0	0	11	0	0	0	0	0	0	0	9	0	0	20
15:45	0	0	0	0	0	5	0	0	0	0	0	0	0	10	0	0	15
Hour	0	0	0	0	0	16	0	0	0	0	0	0	0	19	0	0	35
16:00	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	9
16:15	0	0	0	0	0	9	0	0	0	0	0	0	0	15	0	0	24
16:30	0	0	0	0	0	5	0	0	0	0	0	0	0	8	0	0	13
16:45	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
Hour	0	0	0	0	0	21	0	0	0	0	0	0	0	30	0	0	51
17:00	0	0	0	0	0	7	0	0	0	0	0	0	0	5	0	0	12
17:15	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	6
Total	3	0	0	0	5	144	0	0	0	0	0	0	0	127	1	0	280
% Apr.	100.0	-	-	-	3.3	96.6	-	-	-	-	-	-	-	99.2	0.7	-	-
% Int.	1.0	-	-	-	1.7	51.4	-	-	-	-	-	-	-	45.3	0.3	-	-

Florida Transportation Engineering, Inc.

8250 Pascal Drive
Punta Gorda, Florida 33950
(941) 639-2818

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

Study Name: WILL@776
Site Code : 00000329
Start Date: 09/28/00
Page : 2

Trucks, Bikes

	WILLOBEND DRIVE				SR 776								SR 776				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	Bikes	Right	Thru	Left	Bikes	Right	Thru	Left	Bikes	Right	Thru	Left	Bikes	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 09/28/00 to 17:15 on 09/28/00																	
Time	08:00				08:00				08:00				08:00				
Vol.	1	0	0	0	2	62	0	0	0	0	0	0	0	34	0	0	
Pct.	100.0	0.0	0.0	0.0	3.1	96.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
Total	1				64				0				34				
High	08:30				08:00				08:00				08:45				
Vol.	1	0	0	0	0	18	0	0	0	0	0	0	0	13	0	0	
Total	1				18				0				13				
PHF	0.250				0.888				0.000				0.653				

APPENDIX C

FDOT Adjustment Factors
2000 Adjusted Turning Movement Volumes

County: 01 CHARLOTTE -

FDOT Axle Factors

Week	Dates	0104 SR776,GULF-RIVERBCH
1	01/01/1999 - 01/02/1999	0.98
2	01/03/1999 - 01/09/1999	0.98
3	01/10/1999 - 01/16/1999	0.98
4	01/17/1999 - 01/23/1999	0.98
5	01/24/1999 - 01/30/1999	0.98
6	01/31/1999 - 02/06/1999	0.98
7	02/07/1999 - 02/13/1999	0.98
8	02/14/1999 - 02/20/1999	0.98
9	02/21/1999 - 02/27/1999	0.98
10	02/28/1999 - 03/06/1999	0.98
11	03/07/1999 - 03/13/1999	0.98
12	03/14/1999 - 03/20/1999	0.98
13	03/21/1999 - 03/27/1999	0.98
14	03/28/1999 - 04/03/1999	0.98
15	04/04/1999 - 04/10/1999	0.98
16	04/11/1999 - 04/17/1999	0.98
17	04/18/1999 - 04/24/1999	0.98
18	04/25/1999 - 05/01/1999	0.98
19	05/02/1999 - 05/08/1999	0.98
20	05/09/1999 - 05/15/1999	0.98
21	05/16/1999 - 05/22/1999	0.98
22	05/23/1999 - 05/29/1999	0.98
23	05/30/1999 - 06/05/1999	0.98
24	06/06/1999 - 06/12/1999	0.98
25	06/13/1999 - 06/19/1999	0.98
26	06/20/1999 - 06/26/1999	0.98
27	06/27/1999 - 07/03/1999	0.98
28	07/04/1999 - 07/10/1999	0.98

29	07/11/1999 - 07/17/1999	0.98
30	07/18/1999 - 07/24/1999	0.98
31	07/25/1999 - 07/31/1999	0.98
32	08/01/1999 - 08/07/1999	0.98
33	08/08/1999 - 08/14/1999	0.98
34	08/15/1999 - 08/21/1999	0.98
35	08/22/1999 - 08/28/1999	0.98
36	08/29/1999 - 09/04/1999	0.98
37	09/05/1999 - 09/11/1999	0.98
38	09/12/1999 - 09/18/1999	0.98
39	09/19/1999 - 09/25/1999	0.98
40	09/26/1999 - 10/02/1999	0.98
41	10/03/1999 - 10/09/1999	0.98
42	10/10/1999 - 10/16/1999	0.98
43	10/17/1999 - 10/23/1999	0.98
44	10/24/1999 - 10/30/1999	0.98
45	10/31/1999 - 11/06/1999	0.98
46	11/07/1999 - 11/13/1999	0.98
47	11/14/1999 - 11/20/1999	0.98
48	11/21/1999 - 11/27/1999	0.98
49	11/28/1999 - 12/04/1999	0.98
50	12/05/1999 - 12/11/1999	0.98
51	12/12/1999 - 12/18/1999	0.98
52	12/19/1999 - 12/25/1999	0.98
53	12/26/1999 - 12/31/1999	0.98

County: 01 CHARLOTTE -

Week	Dates	0105 SR776,RIVERBCH-US41
1	01/01/1999 - 01/02/1999	0.95
2	01/03/1999 - 01/09/1999	0.95
3	01/10/1999 - 01/16/1999	0.95
4	01/17/1999 - 01/23/1999	0.95
5	01/24/1999 - 01/30/1999	0.95
6	01/31/1999 - 02/06/1999	0.95
7	02/07/1999 - 02/13/1999	0.95
8	02/14/1999 - 02/20/1999	0.95
9	02/21/1999 - 02/27/1999	0.95
10	02/28/1999 - 03/06/1999	0.95
11	03/07/1999 - 03/13/1999	0.95
12	03/14/1999 - 03/20/1999	0.95
13	03/21/1999 - 03/27/1999	0.95
14	03/28/1999 - 04/03/1999	0.95
15	04/04/1999 - 04/10/1999	0.95
16	04/11/1999 - 04/17/1999	0.95
17	04/18/1999 - 04/24/1999	0.95
18	04/25/1999 - 05/01/1999	0.95
19	05/02/1999 - 05/08/1999	0.95
20	05/09/1999 - 05/15/1999	0.95
21	05/16/1999 - 05/22/1999	0.95
22	05/23/1999 - 05/29/1999	0.95
23	05/30/1999 - 06/05/1999	0.95
24	06/06/1999 - 06/12/1999	0.95
25	06/13/1999 - 06/19/1999	0.95
26	06/20/1999 - 06/26/1999	0.95
27	06/27/1999 - 07/03/1999	0.95
28	07/04/1999 - 07/10/1999	0.95

29	07/11/1999 - 07/17/1999	0.95
30	07/18/1999 - 07/24/1999	0.95
31	07/25/1999 - 07/31/1999	0.95
32	08/01/1999 - 08/07/1999	0.95
33	08/08/1999 - 08/14/1999	0.95
34	08/15/1999 - 08/21/1999	0.95
35	08/22/1999 - 08/28/1999	0.95
36	08/29/1999 - 09/04/1999	0.95
37	09/05/1999 - 09/11/1999	0.95
38	09/12/1999 - 09/18/1999	0.95
39	09/19/1999 - 09/25/1999	0.95
40	09/26/1999 - 10/02/1999	0.95
41	10/03/1999 - 10/09/1999	0.95
42	10/10/1999 - 10/16/1999	0.95
43	10/17/1999 - 10/23/1999	0.95
44	10/24/1999 - 10/30/1999	0.95
45	10/31/1999 - 11/06/1999	0.95
46	11/07/1999 - 11/13/1999	0.95
47	11/14/1999 - 11/20/1999	0.95
48	11/21/1999 - 11/27/1999	0.95
49	11/28/1999 - 12/04/1999	0.95
50	12/05/1999 - 12/11/1999	0.95
51	12/12/1999 - 12/18/1999	0.95
52	12/19/1999 - 12/25/1999	0.95
53	12/26/1999 - 12/31/1999	0.95

Print Date: Oct/13/2000

Florida Department of Transportation
Transportation Statistics Office

1999 Peak Season Factor Category Report

CHARLOTTE COUNTYWIDE
Category: 0100

	Week	Dates	SF	PSCF	MOCF= 0.89
	1	01/01/1999 - 01/02/1999	0.99	1.11	
	2	01/03/1999 - 01/09/1999	0.97	1.09	
	3	01/10/1999 - 01/16/1999	0.95	1.07	
*	4	01/17/1999 - 01/23/1999	0.94	1.06	
*	5	01/24/1999 - 01/30/1999	0.92	1.03	
*	6	01/31/1999 - 02/06/1999	0.90	1.01	
*	7	02/07/1999 - 02/13/1999	0.89	1.00	
*	8	02/14/1999 - 02/20/1999	0.87	0.98	
*	9	02/21/1999 - 02/27/1999	0.87	0.98	
*	10	02/28/1999 - 03/06/1999	0.86	0.97	
*	11	03/07/1999 - 03/13/1999	0.85	0.96	
*	12	03/14/1999 - 03/20/1999	0.85	0.96	
*	13	03/21/1999 - 03/27/1999	0.86	0.97	
*	14	03/28/1999 - 04/03/1999	0.88	0.99	
*	15	04/04/1999 - 04/10/1999	0.90	1.01	
*	16	04/11/1999 - 04/17/1999	0.92	1.03	
	17	04/18/1999 - 04/24/1999	0.95	1.07	
	18	04/25/1999 - 05/01/1999	0.97	1.09	
	19	05/02/1999 - 05/08/1999	1.00	1.12	
	20	05/09/1999 - 05/15/1999	1.02	1.15	
	21	05/16/1999 - 05/22/1999	1.04	1.17	
	22	05/23/1999 - 05/29/1999	1.05	1.18	
	23	05/30/1999 - 06/05/1999	1.06	1.19	
	24	06/06/1999 - 06/12/1999	1.08	1.21	
	25	06/13/1999 - 06/19/1999	1.09	1.22	
	26	06/20/1999 - 06/26/1999	1.10	1.24	

1999 Peak Season Factor Category Report

CHARLOTTE COUNTYWIDE

Category: 0100

Week	Dates	SF	PSCF
27	06/27/1999 - 07/03/1999	1.11	1.25
28	07/04/1999 - 07/10/1999	1.12	1.26
29	07/11/1999 - 07/17/1999	1.13	1.27
30	07/18/1999 - 07/24/1999	1.13	1.27
31	07/25/1999 - 07/31/1999	1.13	1.27
32	08/01/1999 - 08/07/1999	1.13	1.27
33	08/08/1999 - 08/14/1999	1.12	1.26
34	08/15/1999 - 08/21/1999	1.12	1.26
35	08/22/1999 - 08/28/1999	1.14	1.28
36	08/29/1999 - 09/04/1999	1.15	1.29
37	09/05/1999 - 09/11/1999	1.17	1.31
38	09/12/1999 - 09/18/1999	1.19	1.34
39	09/19/1999 - 09/25/1999	1.16	1.30
40	09/26/1999 - 10/02/1999	1.13	1.27
41	10/03/1999 - 10/09/1999	1.11	1.25
42	10/10/1999 - 10/16/1999	1.08	1.21
43	10/17/1999 - 10/23/1999	1.06	1.19
44	10/24/1999 - 10/30/1999	1.04	1.17
45	10/31/1999 - 11/06/1999	1.02	1.15
46	11/07/1999 - 11/13/1999	0.99	1.11
47	11/14/1999 - 11/20/1999	0.97	1.09
48	11/21/1999 - 11/27/1999	0.98	1.10
49	11/28/1999 - 12/04/1999	0.98	1.10
50	12/05/1999 - 12/11/1999	0.98	1.10
51	12/12/1999 - 12/18/1999	0.99	1.11
52	12/19/1999 - 12/25/1999	0.97	1.09
53	12/26/1999 - 12/31/1999	0.95	1.07

Project: Riverwood AMR
FTE No.: 100029-01

Turning Movement Volume Adjustment Worksheet

Base Year: 2000
Adjustment Factor: 1.3

Location: SR 776 and Gillot Blvd.

2000 RAW TURNING MOVEMENT VOLUMES

AM PEAK 7:00-8:00AM

	Left	Thru	Right
Eastbound	19	586	0
Westbound	0	609	45
Northbound	0	0	0
Southbound	154	0	32

PM PEAK 4:30-5:30

	Left	Thru	Right
Eastbound	55	624	0
Westbound	0	604	167
Northbound	0	0	0
Southbound	70	0	24

2000 TURNING MOVEMENT VOLUMES

	Left	Thru	Right
Eastbound	25	762	0
Westbound	0	792	59
Northbound	0	0	0
Southbound	200	0	42

	Left	Thru	Right
Eastbound	72	811	0
Westbound	0	785	217
Northbound	0	0	0
Southbound	91	0	31

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Project: Riverwood AMR
FTE No.: 100029-01

Turning Movement Volume Adjustment Worksheet

Base Year: 2000
Adjustment Factor: 1.3

Location: SR 776 and David Blvd.

2000 RAW TURNING MOVEMENT VOLUMES

AM PEAK 7:00-8:00AM

	Left	Thru	Right
Eastbound	14	344	11
Westbound	4	432	9
Northbound	15	6	7
Southbound	11	22	62

PM PEAK 5:00-6:00

	Left	Thru	Right
Eastbound	49	436	20
Westbound	13	381	8
Northbound	14	7	6
Southbound	11	5	27

2000 TURNING MOVEMENT VOLUMES

	Left	Thru	Right
Eastbound	18	447	14
Westbound	5	562	12
Northbound	20	8	9
Southbound	14	29	81

	Left	Thru	Right
Eastbound	64	567	26
Westbound	17	495	10
Northbound	18	9	8
Southbound	14	7	35

Project: Riverwood AMR
FTE No.: 100029-01

Turning Movement Volume Adjustment Worksheet

Base Year: 2000
Adjustment Factor: 1.3

Location: SR 776 and Oceanspray Blvd.

2000 RAW TURNING MOVEMENT VOLUMES

AM PEAK 7:15-8:15AM

	Left	Thru	Right
Eastbound	35	473	18
Westbound	14	303	12
Northbound	12	36	30
Southbound	32	15	46

PM PEAK 4:45-5:45

	Left	Thru	Right
Eastbound	67	382	22
Westbound	26	455	45
Northbound	13	29	20
Southbound	25	38	55

2000 TURNING MOVEMENT VOLUMES

	Left	Thru	Right
Eastbound	46	615	23
Westbound	18	394	16
Northbound	16	47	39
Southbound	42	20	60

	Left	Thru	Right
Eastbound	87	497	29
Westbound	34	592	59
Northbound	17	38	26
Southbound	33	49	72

Project: Riverwood AMR
FTE No.: 100029-01

Turning Movement Volume Adjustment Worksheet

Base Year: 2000
Adjustment Factor: 1.3

Location: SR 776 and Willowbend Drive

2000 RAW TURNING MOVEMENT VOLUMES

AM PEAK 7:15-8:15AM

	Left	Thru	Right
Eastbound	14	812	0
Westbound	0	614	8
Northbound	0	0	0
Southbound	0	0	4

PM PEAK 4:30-5:30

	Left	Thru	Right
Eastbound	6	784	0
Westbound	0	855	2
Northbound	0	0	0
Southbound	0	0	5

2000 TURNING MOVEMENT VOLUMES

	Left	Thru	Right
Eastbound	18	1056	0
Westbound	0	798	10
Northbound	0	0	0
Southbound	0	0	5

	Left	Thru	Right
Eastbound	8	1019	0
Westbound	0	1112	3
Northbound	0	0	0
Southbound	0	0	7

Project: Riverwood AMR
FTE No.: 100029-01

Turning Movement Volume Adjustment Worksheet

Base Year: 2000
Adjustment Factor: 1.3

Location: SR 776 and Riverwood Drive

2000 RAW TURNING MOVEMENT VOLUMES

AM PEAK 7:00-8:00AM

	Left	Thru	Right
Eastbound	7	761	0
Westbound	0	674	29
Northbound	0	0	0
Southbound	28	0	7

PM PEAK 4:30-5:30

	Left	Thru	Right
Eastbound	1	741	0
Westbound	0	853	25
Northbound	0	0	0
Southbound	29	0	7

2000 TURNING MOVEMENT VOLUMES

	Left	Thru	Right
Eastbound	9	989	0
Westbound	0	876	38
Northbound	0	0	0
Southbound	36	0	9

	Left	Thru	Right
Eastbound	1	963	0
Westbound	0	1109	33
Northbound	0	0	0
Southbound	38	0	9

APPENDIX D

Charlotte County LOS Tables

CHARLOTTE COUNTY - PUNTA GORDA ROAD CORRIDOR LEVEL OF SERVICE CAPACITIES

Charlotte County-Punta Gorda
Metropolitan Planning Organization
Technical Report 98-3

Prepared by: Robert Johnson, Principal Planner
August 14, 1998

Funding for this document was provided by the U.S. Department of Transportation (Federal Highway Administration), the State of Florida Department of Transportation, Charlotte County, and the City of Punta Gorda

APPENDIX B
CHARLOTTE COUNTY - PUNTA GORDA MPO
Existing (1998) Service Capacities

ID	ON ST	FROM	TO	Service Capacities for 100th Hour A	B	C	D	E	# OF Lanes	Count Sta. #
C01320	Rotonda Blvd W	Haitian Dr	Boundary	2638	2881	2881	2881	2881	4	137
C01325	Rotonda Blvd W	Boundary	Parade Cir	2638	2881	2881	2881	2881	4	136
C01530	Rotonda Blvd N	Parade Cir	Boundary	2636	2881	2881	2881	2881	4	122
C01330	Rotonda Blvd E	Parade Cir	Boundary	2636	2881	2881	2881	2881	4	154
C01335	Rotonda Blvd E	Boundary	CR 771	2636	2881	2881	2881	2881	4	154
C01340	Royal Poinciana	Burnt Store	US 41	832	1269	1411	1411	1411	2	321
C01085	S Jones Loop	Taylor Rd	Piper Rd	0	279	604	914	1549	2	193
C01470	San Casa Dr	CR 775	SR 776	1400	1512	1512	1512	1512	2	138
C01475	San Domingo	CR 771	Calumet	1151	1366	1440	1440	1440	2	205
C01480	Sandhill Blvd	Kings Hwy	Deep Creek	1250	1440	1440	1440	1440	2	109
C01485	Sandhill Blvd	Deep Creek	Paramaribo	1250	1440	1440	1440	1440	2	110
C90175	Sargassum	CR 771	Terminus	1261	1440	1440	1440	1440	2	0
C90095	Sheehan Blvd	Alton	Midway Blvd	1261	1440	1440	1440	1440	2	231
C90090	Sheehan Blvd	Peachland	Alton	1261	1440	1440	1440	1440	2	237
C01505	Shreve St	US 17 NB	US 17 SB	504	1177	1287	1334	1334	2	323
C01495	Shreve St	Airport Rd	Henry St	504	1177	1287	1334	1334	2	150
C01500	Shreve St	Henry St	US 17 NB	504	1177	1287	1334	1334	2	324
C01510	Spinnaker Blvd	Gulfstream	SR 776	N/A	942	1152	1152	1152	2	214
C01515	Spinnaker Blvd	SR 776	Wilmington	N/A	942	1152	1152	1152	2	149
C01350	SR 31	Lee County Co	Desoto Co	219	439	713	1133	1828	2	1141
C01360	SR 776	Bay Hgts	PG Bch Rd	N/A	1786	2841	2898	2898	4	129
C01365	SR 776	PG Bch Rd	Pine St	N/A	1786	2841	2898	2898	4	120
C01370	SR 776	Pine St	San Casa	N/A	1786	2841	2898	2898	4	142
C01375	SR 776	San Casa	Oriole	N/A	1786	2841	2898	2898	4	144
C01380	SR 776	Oriole Blvd	Gulfstream	1256	1400	1428	1428	1428	2	144
C01385	SR 776	Gulfstream	Spinnaker	1256	1400	1428	1428	1428	2	143
C01390	SR 776	Spinnaker	Sunnybrook	1256	1400	1428	1428	1428	2	146
C01395	SR 776	Sunnybrook	David Blvd	1256	1400	1428	1428	1428	2	145
C01400	SR 776	David Blvd	Gulfstream	1256	1400	1428	1428	1428	2	194
C01405	SR 776	Gulfstream	CR 771	1256	1400	1428	1428	1428	2	160
C01410	SR 776	CR 771	Gillot Blvd	561	993	1418	1985	2836	2	13
C01415	SR 776	Gillot Blvd	Cornelius	561	993	1418	1985	2836	2	13
C01425	SR 776	Cornelius	Murdock Cir	561	993	1418	1985	2836	2	14
C01450	SR 776/Veterans Blvd	Murdock Cir W	Toledo Blade	N/A	2814	3475	3688	3688	4	86
C01520	St. Paul	Appleton	Ingraham	1247	1440	1440	1440	1440	2	207
C01525	St. Paul	Ingraham	Calumet	1247	1440	1440	1440	1440	2	208
C90190	Suistone	Sunnybrook	Sandhill	1182	1377	1440	1440	1440	2	0
C90105	Sunnybrook Rd	Broadpoint	Harborview	806	1167	1314	1416	1440	2	233
C01535	Sunnybrook Blvd	Boundary	Gulfstream	1326	1440	1440	1440	1440	2	133
C01540	Sunnybrook Blvd	Gulfstream	SR 776	1326	1440	1440	1440	1440	2	148
C01545	Sunnybrook Blvd	SR 776	Wilmington	1326	1440	1440	1440	1440	2	147
C01550	Tamiami Dr	Tarpon	Harbor Blvd	N/A	1348	1440	1440	1440	2	270
C01555	Tamiami Dr	Harbor Blvd	Gardner Dr	N/A	1348	1440	1440	1440	2	269
C90080	Tamiami-N Access Rd	Gardner	Harbor	1249	1440	1440	1440	1440	2	0
C01560	Taylor Rd	US 41 SB	N Jones Loop	482	844	1205	1688	2411	2	179
C01570	Taylor Rd	N Jones Loop	Airport Rd	482	844	1205	1688	2411	2	180
C01580	Taylor Rd	Airport Rd	Cooper St	482	844	1205	1688	2411	2	181
C01595	Taylor Rd	Cooper St	Carmalita	N/A	915	1241	1377	1388	2	327
C01600	Taylor Rd	Carmalita	US 41 NB	N/A	915	1241	1377	1388	2	326
C01605	Toledo Blade	Peachland	SR 776	N/A	N/A	2014	2395	2430	4	259
C01615	Toledo Blade	SR 776	Collingswood	N/A	1364	1488	1488	1488	2	93
C01620	Toledo Blade	Collingswood	Education	N/A	1364	1488	1488	1488	2	15
C01625	Toledo Blade	Education	Pellam	N/A	1364	1488	1488	1488	2	96
C01630	Toledo Blade	Pellam	Lakeview	870	1153	1237	1267	1267	2	94

APPENDIX E

Percent Trucks
Peak Hour Factors
2000 HCS Analyses

Percent Truck Worksheet

Project: Riverwood AMR
FTE No.: 100029-01

Location: SR 776 and Gillot Blvd.

2000 TRUCKS

AM PEAK 7:00-8:00AM

	Left	Thru	Right
Eastbound	3	24	0
Westbound	0	46	7
Northbound	0	0	0
Southbound	3	0	1

PM PEAK 4:30-5:30

	Left	Thru	Right
Eastbound	0	18	0
Westbound	0	15	0
Northbound	0	0	0
Southbound	0	0	1

2000 TRUCKS (%)

AM PEAK 7:00-8:00AM

	Left	Thru	Right
Eastbound	15.79%	4.10%	
Westbound		7.55%	15.56%
Northbound			
Southbound	1.95%		3.13%

PM PEAK 4:30-5:30

	Left	Thru	Right
Eastbound	0.00%	2.88%	
Westbound		2.48%	0.00%
Northbound			
Southbound	0.00%		4.17%

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Percent Truck Worksheet

Project: Riverwood AMR
FTE No.: 100029-01

Location: SR 776 and David Blvd.

2000 TRUCKS

AM PEAK 7:00-8:00AM

	Left	Thru	Right
Eastbound	0	22	2
Westbound	0	32	2
Northbound	0	1	0
Southbound	0	0	2

PM PEAK 5:00-6:00

	Left	Thru	Right
Eastbound	1	6	0
Westbound	0	10	0
Northbound	0	0	0
Southbound	1	0	0

2000 TRUCKS (%)

AM PEAK 7:00-8:00AM

	Left	Thru	Right
Eastbound	0.00%	6.40%	18.18%
Westbound	0.00%	7.41%	22.22%
Northbound	0.00%	16.67%	0.00%
Southbound	0.00%	0.00%	3.23%

PM PEAK 5:00-6:00

	Left	Thru	Right
Eastbound	2.04%	1.38%	0.00%
Westbound	0.00%	2.62%	0.00%
Northbound	0.00%	0.00%	0.00%
Southbound	9.09%	0.00%	0.00%

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Percent Truck Worksheet

Project: Riverwood AMR
FTE No.: 100029-01

Location: SR 776 and Oceanspray Blvd.

2000 TRUCKS

AM PEAK 7:15-8:15AM

	Left	Thru	Right
Eastbound	3	33	0
Westbound	0	29	0
Northbound	0	0	0
Southbound	1	0	2

PM PEAK 4:45-5:45

	Left	Thru	Right
Eastbound	1	16	0
Westbound	0	7	1
Northbound	0	0	0
Southbound	0	0	0

2000 TRUCKS (%)

AM PEAK 7:15-8:15AM

	Left	Thru	Right
Eastbound	8.57%	6.98%	0.00%
Westbound	0.00%	9.57%	0.00%
Northbound	0.00%	0.00%	0.00%
Southbound	3.13%	0.00%	4.35%

PM PEAK 4:45-5:45

	Left	Thru	Right
Eastbound	1.49%	4.19%	0.00%
Westbound	0.00%	1.54%	2.22%
Northbound	0.00%	0.00%	0.00%
Southbound	0.00%	0.00%	0.00%

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Percent Truck Worksheet

Project: Riverwood AMR
FTE No.: 100029-01

Location: SR 776 and Willowbend Drive

2000 TRUCKS

AM PEAK 7:15-8:15AM

	Left	Thru	Right
Eastbound	1	34	0
Westbound	0	44	3
Northbound	0	0	0
Southbound	0	0	0

PM PEAK 4:30-5:30

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

2000 TRUCKS (%)

AM PEAK 7:15-8:15AM

	Left	Thru	Right
Eastbound	7.14%	4.19%	
Westbound		7.17%	37.50%
Northbound			
Southbound			0.00%

PM PEAK 4:30-5:30

	Left	Thru	Right
Eastbound	0.00%	2.30%	
Westbound		2.11%	0.00%
Northbound			
Southbound			0.00%

Percent Truck Worksheet

Project: Riverwood AMR
FTE No.: 100029-01

Location: SR 776 and Riverwood Drive

2000 TRUCKS

AM PEAK 7:00-8:00AM

	Left	Thru	Right
Eastbound	1	34	0
Westbound	0	38	3
Northbound	0	0	0
Southbound	2	0	1

PM PEAK 4:30-5:30

	Left	Thru	Right
Eastbound	0	20	0
Westbound	0	23	0
Northbound	0	0	0
Southbound	0	0	0

2000 TRUCKS (%)

AM PEAK 7:00-8:00AM

	Left	Thru	Right
Eastbound	14.29%	4.47%	
Westbound		5.64%	10.34%
Northbound			
Southbound	7.14%		14.29%

PM PEAK 4:30-5:30

	Left	Thru	Right
Eastbound	0.00%	2.70%	
Westbound		2.70%	0.00%
Northbound			
Southbound	0.00%		0.00%

Peak Hour Factor Worksheet

Project: Riverwood AMR
FTE No.: 100029-01

Location: SR 776 and Gillot Blvd.

PEAK 15 MIN VOLUMES

AM PEAK 7:00-8:00AM

	Left	Thru	Right
Eastbound	11	157	0
Westbound	0	174	13
Northbound	0	0	0
Southbound	51	0	12

PM PEAK 4:30-5:30

	Left	Thru	Right
Eastbound	19	173	0
Westbound	0	159	45
Northbound	0	0	0
Southbound	18	0	14

PEAK HOUR FACTORS

AM PEAK 7:00-8:00AM

	Left	Thru	Right
Eastbound	0.43	0.93	
Westbound		0.88	0.87
Northbound			
Southbound	0.75		0.67

PM PEAK 4:30-5:30

	Left	Thru	Right
Eastbound	0.72	0.90	
Westbound		0.95	0.93
Northbound			
Southbound	0.97		0.43

Peak Hour Factor Worksheet

Project: Riverwood AMR
FTE No.: 100029-01

Location: SR 776 and David Blvd.

PEAK 15 MIN VOLUMES

AM PEAK 7:00-8:00AM

	Left	Thru	Right
Eastbound	7	94	3
Westbound	4	127	6
Northbound	9	2	3
Southbound	4	9	20

PM PEAK 5:00-6:00

	Left	Thru	Right
Eastbound	14	122	7
Westbound	6	101	3
Northbound	4	2	4
Southbound	6	2	9

PEAK HOUR FACTORS

AM PEAK 7:00-8:00AM

	Left	Thru	Right
Eastbound	0.50	0.91	0.92
Westbound	0.25	0.85	0.38
Northbound	0.42	0.75	0.58
Southbound	0.69	0.61	0.78

PM PEAK 5:00-6:00

	Left	Thru	Right
Eastbound	0.88	0.89	0.71
Westbound	0.54	0.94	0.67
Northbound	0.88	0.88	0.38
Southbound	0.46	0.63	0.75

Peak Hour Factor Worksheet

Project: Riverwood AMR
FTE No.: 100029-01

Location: SR 776 and Oceanspray Blvd.

PEAK 15 MIN VOLUMES

AM PEAK 7:15-8:15AM

	Left	Thru	Right
Eastbound	13	135	11
Westbound	6	95	5
Northbound	4	10	11
Southbound	15	7	15

PM PEAK 4:45-5:45

	Left	Thru	Right
Eastbound	22	109	8
Westbound	9	129	16
Northbound	4	11	8
Southbound	8	11	19

PEAK HOUR FACTORS

AM PEAK 7:15-8:15AM

	Left	Thru	Right
Eastbound	0.67	0.88	0.41
Westbound	0.58	0.80	0.60
Northbound	0.75	0.90	0.68
Southbound	0.53	0.54	0.77

PM PEAK 4:45-5:45

	Left	Thru	Right
Eastbound	0.76	0.88	0.69
Westbound	0.72	0.88	0.70
Northbound	0.81	0.66	0.63
Southbound	0.78	0.86	0.72

Peak Hour Factor Worksheet

Project: Riverwood AMR
FTE No.: 100029-01

Location: SR 776 and Willowbend Drive

PEAK 15 MIN VOLUMES

AM PEAK 7:15-8:15AM

	Left	Thru	Right
Eastbound	6	231	0
Westbound	0	184	4
Northbound	0	0	0
Southbound	0	0	2

PM PEAK 4:30-5:30

	Left	Thru	Right
Eastbound	4	200	0
Westbound	0	241	2
Northbound	0	0	0
Southbound	0	0	5

PEAK HOUR FACTORS

AM PEAK 7:15-8:15AM

	Left	Thru	Right
Eastbound	0.58	0.88	
Westbound		0.83	0.50
Northbound			
Southbound			0.50

PM PEAK 4:30-5:30

	Left	Thru	Right
Eastbound	0.38	0.98	
Westbound		0.89	0.25
Northbound			
Southbound			0.25

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Peak Hour Factor Worksheet

Project: Riverwood AMR
FTE No.: 100029-01

Location: SR 776 and Riverwood Drive

PEAK 15 MIN VOLUMES

AM PEAK 7:00-8:00AM

	Left	Thru	Right
Eastbound	6	223	0
Westbound	0	183	10
Northbound	0	0	0
Southbound	11	0	3

PM PEAK 4:30-5:30

	Left	Thru	Right
Eastbound	1	192	0
Westbound	0	245	8
Northbound	0	0	0
Southbound	9	0	4

PEAK HOUR FACTORS

AM PEAK 7:00-8:00AM

	Left	Thru	Right
Eastbound	0.29	0.85	
Westbound		0.92	0.73
Northbound			
Southbound	0.64		0.58

PM PEAK 4:30-5:30

	Left	Thru	Right
Eastbound	0.25	0.96	
Westbound		0.87	0.78
Northbound			
Southbound	0.81		0.44

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HCS: Unsignalized Intersections Release 3.1b

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: FTE
Intersection: SR 776 & Gillot Blvd.
Count Date: September 2000
Time Period: AM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	5	6	10	12
Volume:	25	762	792	59	200	42
HFR:	58	819	900	68	267	63
PHF:	0.43	0.93	0.88	0.87	0.75	0.67
PHV:	0.16	0.04	0.08	0.16	0.02	0.03

Pedestrian Volume Data:

Movements:

Flow:
Lane width:
Walk speed:
% Blockage:

Median Type: TWLTL
# of vehicles: 2

Flared approach Movements:

# of vehicles: Northbound 0
# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	N	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	Y	N	N	N	Y	N	N	N

Channelized: Y
Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	N	N	N	N	N	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	N	Y	N	N	N

Channelized: Y
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 1.00

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	10	12
t c,base	4.1	7.1	6.2
t c,hv	1.0	1.0	1.0
P hv	0.16	0.02	0.03
t c,g		0.2	0.1
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00
2 stage	0.00	1.00	0.00
t c			
1 stage	4.3	6.4	6.2
2 stage	4.3	5.4	6.2

Follow Up Time Calculations:

Movement	1	10	12
t f,base	2.2	3.5	3.3
t f,HV	0.9	0.9	0.9
P hv	0.16	0.02	0.03
t f	2.3	3.5	3.3

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	900	
Potential Capacity	336	
Pedestrian Impedance Factor		1.00
Movement Capacity		336
Probability of Queue free St.		0.81

Step 2: LT from Major St.	4	1
Conflicting Flows	900	
Potential Capacity	700	
Pedestrian Impedance Factor		1.00
Movement Capacity		700
Probability of Queue free St.		0.92

Worksheet 7a - Computation of the effect of Two-stage gap acceptance

Step 3: TH from Minor St.	8	11
Part 1- First Stage		
Conflicting Flows	936	900
Potential Capacity	347	360
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.92	1.00
Movement Capacity	318	360
Probability of Queue free St.	1.00	1.00
Part 2- Second Stage		
Conflicting Flows	900	936
Potential Capacity	360	347
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	1.00	0.92
Movement Capacity	360	318
Part 3- Single Stage		
Conflicting Flows	1836	1836
Potential Capacity	77	77
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.92	0.92
Movement Capacity	70	70
Result for 2 stage process:		
a	0.95	0.95
y	1.07	1.17
C t	218	235
Probability of Queue free St.	1.00	1.00

Worksheet 7b - Computation of the effect of Two-stage gap acceptance

Step 4: LT from Minor St.	7	10
Part 1- First Stage		
Conflicting Flows	936	900
Potential Capacity	385	397
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.92	1.00
Movement Capacity	353	397
Part 2- Second Stage		
Conflicting Flows	934	936
Potential Capacity	386	382
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.81	0.92
Movement Capacity	314	350
Part 3- Single Stage		
Conflicting Flows	1870	1836
Potential Capacity	80	83
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.92	0.92
Maj. L, Min T Adj. Imp Factor.	0.94	0.94
Cap. Adj. factor due to Impeding mvmnt	0.76	0.94
Movement Capacity	61	78

Result for 2 stage process:

a	0.95	0.95
y	1.50	1.17
C t	204	259

Worksheet 10 delay,queue length, and LOS

Movement	1	4	7	8	9	10	11	12
v(vph)	58				267		63	
C m(vph)	700				259		336	
v/c	0.08				1.03		0.19	
95% queue length								
Control Delay	10.6				205.9		18.2	
LOS	B				F		C	
Approach Delay						170.2		
Approach LOS						F		

HCS: Unsignalized Intersections Release 3.1b

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: FTE
Intersection: SR 776 & Gillot Blvd.
Count Date: September 2000
Time Period: PM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	5	6	10	12
Volume:	72	811	785	217	91	31
HFR:	100	901	826	233	94	72
PHF:	0.72	0.90	0.95	0.93	0.97	0.43
PHV:	0.00	0.03	0.02	0.00	0.00	0.04

Pedestrian Volume Data:

Movements:

Flow:
Lane width:
Walk speed:
% Blockage:

Median Type: TWLTL
# of vehicles: 2

Flared approach Movements:

# of vehicles: Northbound 0
# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	N	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	Y	N	N	N	Y	N	N	N

Channelized: Y
Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	N	N	N	N	N	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	N	Y	N	N	N

Channelized: Y
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 1.00

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	10	12
t c,base	4.1	7.1	6.2
t c,hv	1.0	1.0	1.0
P hv	0.00	0.00	0.04
t c,g		0.2	0.1
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00
2 stage	0.00	1.00	0.00
t c			
1 stage	4.1	6.4	6.2
2 stage	4.1	5.4	6.2

Follow Up Time Calculations:

Movement	1	10	12
t f,base	2.2	3.5	3.3
t f,HV	0.9	0.9	0.9
P hv	0.00	0.00	0.04
t f	2.2	3.5	3.3

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	826	
Potential Capacity	369	
Pedestrian Impedance Factor		1.00
Movement Capacity		369
Probability of Queue free St.		0.80

Step 2: LT from Major St.	4	1
Conflicting Flows	826	
Potential Capacity	813	
Pedestrian Impedance Factor		1.00
Movement Capacity		813
Probability of Queue free St.		0.88

Worksheet 7a - Computation of the effect of Two-stage gap acceptance

Step 3: TH from Minor St.	8	11

Part 1- First Stage

Conflicting Flows	1101	826
Potential Capacity	290	389
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.88	1.00
Movement Capacity	254	389
Probability of Queue free St.	1.00	1.00

Part 2- Second Stage

Conflicting Flows	826	1101
Potential Capacity	389	290
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	1.00	0.88
Movement Capacity	389	254

Part 3- Single Stage

Conflicting Flows	1927	1927
Potential Capacity	67	67
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.88	0.88
Movement Capacity	59	59

Result for 2 stage process:

a	0.95	0.95
y	0.85	1.69
C t	189	208
Probability of Queue free St.	1.00	1.00

Worksheet 7b - Computation of the effect of Two-stage gap acceptance

Step 4: LT from Minor St.	7	10

Part 1- First Stage

Conflicting Flows	1101	826
Potential Capacity	321	433
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.88	1.00
Movement Capacity	282	433

Part 2- Second Stage

Conflicting Flows	943	1101
Potential Capacity	382	321
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.80	0.88
Movement Capacity	307	282

Part 3- Single Stage

Conflicting Flows	2044	1927
Potential Capacity	63	74
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.88	0.88
Maj. L, Min T Adj. Imp Factor.	0.91	0.91
Cap. Adj. factor due to Impeding mvmnt	0.73	0.91
Movement Capacity	46	67

Result for 2 stage process:

a	0.95	0.95
y	1.46	1.71
C t	163	231

Worksheet 10 delay,queue length, and LOS

Movement	1	4	7	8	9	10	11	12
v(vph)	100				94		72	
C m(vph)	813				231		369	
v/c	0.12				0.41		0.20	
95% queue length								
Control Delay	10.0				31.1		17.1	
LOS	B				D		C	
Approach Delay						25.0		
Approach LOS						D		

HCS: Unsignalized Intersections Release 3.1b

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: FTE
Intersection: SR 776 & David Blvd.
Count Date: September 2000
Time Period: AM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	3	4	5	6	7	8	9	10	11	12
Volume:	18	447	14	5	562	12	20	8	9	14	29	81
HFR:	36	491	15	20	661	32	48	11	16	20	48	104
PHF:	0.50	0.91	0.92	0.25	0.85	0.38	0.42	0.75	0.58	0.69	0.61	0.78
PHV:	0.00	0.06	0.18	0.00	0.07	0.22	0.00	0.17	0.00	0.00	0.00	0.03

Pedestrian Volume Data:

Movements:

Flow:
Lane width:
Walk speed:
% Blockage:

Median Type: TWLTL
# of vehicles: 4

Flared approach Movements:

# of vehicles: Northbound 0
# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	Y	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	Y	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	Y	Y	N	N	N	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	Y	Y	N	N	N	N	N	N

Channelized: N
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 1.00

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	4	7	8	9	10	11	12
t c,base	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t c,hv	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
P hv	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.03
t c,g		0.2	0.2	0.1	0.2	0.2	0.1	
G	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t 3,lt	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
t c,T:								
1 stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2 stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t c								
1 stage	4.1	4.1	7.1	6.7	6.2	7.1	6.5	6.2
2 stage	4.1	4.1	6.1	5.7	6.2	6.1	5.5	6.2

Follow Up Time Calculations:

Movement	1	4	7	8	9	10	11	12
t f,base	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3
t f,HV	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
P hv	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.03
t f	2.2	2.2	3.5	4.2	3.3	3.5	4.0	3.3

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	499	677
Potential Capacity	576	451
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	576	451
Probability of Queue free St.	0.97	0.77

Step 2: LT from Major St.	4	1
Conflicting Flows	506	693
Potential Capacity	1069	912
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1069	912
Probability of Queue free St.	0.98	0.96

Worksheet 7a - Computation of the effect of Two-stage gap acceptance

Step 3: TH from Minor St.	8	11
Part 1- First Stage		
Conflicting Flows	571	717
Potential Capacity	482	437
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.96	0.98
Movement Capacity	463	428
Probability of Queue free St.	0.98	0.89

Part 2- Second Stage		
Conflicting Flows	733	578
Potential Capacity	405	504
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.98	0.96
Movement Capacity	398	484

Part 3- Single Stage		
Conflicting Flows	1304	1295
Potential Capacity	150	164
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.94	0.94
Movement Capacity	141	154

Result for 2 stage process:		
a	0.98	0.98
y	1.46	0.88
C t	336	377
Probability of Queue free St.	0.97	0.87

Worksheet 7b - Computation of the effect of Two-stage gap acceptance

Step 4: LT from Minor St.	7	10
Part 1- First Stage		
Conflicting Flows	571	717
Potential Capacity	509	424
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.96	0.98
Movement Capacity	489	416

Part 2- Second Stage		
Conflicting Flows	793	584
Potential Capacity	385	501
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.67	0.91
Movement Capacity	259	458

Part 3- Single Stage		
Conflicting Flows	1363	1301
Potential Capacity	126	139
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.82	0.91
Maj. L, Min T Adj. Imp Factor.	0.86	0.93
Cap. Adj. factor due to Impeding mvmnt	0.67	0.91
Movement Capacity	84	127

Result for 2 stage process:

a	0.98	0.98
y	2.92	0.93
C t	216	357

Worksheet 8 Shared Lane Calculations

Shared Lane Calculations

Movement	7	8	9	10	11	12
v(vph)	48	11	16	20	48	104
Movement Capacity		216	336	576	357	377	451
Shared Lane Capacity		264		415		

Worksheet 10 delay,queue length, and LOS

Movement	1	4	7	8	9	10	11	12
v(vph)	36	20	74			172		
C m(vph)	912	1069	264			415		
v/c	0.04	0.02	0.28			0.41		
95% queue length								
Control Delay	9.1	8.4	23.9			19.7		
LOS	A	A	C			C		
Approach Delay				23.9			19.7	
Approach LOS				C			C	

HCS: Unsignalized Intersections Release 3.1b

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: FTE
Intersection: SR 776 & David Blvd.
Count Date: September 2000
Time Period: PM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	3	4	5	6	7	8	9	10	11	12
Volume:	64	567	26	17	495	10	18	9	8	14	7	35
HFR:	73	637	37	31	527	15	20	10	21	30	11	47
PHF:	0.88	0.89	0.71	0.54	0.94	0.67	0.88	0.88	0.38	0.46	0.63	0.75
PHV:	0.02	0.01	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.09	0.00	0.00

Pedestrian Volume Data:

Movements:

Flow:
Lane width:
Walk speed:
% Blockage:

Median Type: TWLTL
# of vehicles: 4

Flared approach Movements:

# of vehicles: Northbound 0
# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	Y	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	Y	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	Y	Y	N	N	N	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	Y	Y	N	N	N	N	N	N

Channelized: N
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 1.00

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	4	7	8	9	10	11	12
t c,base	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t c,hv	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
P hv	0.02	0.00	0.00	0.00	0.00	0.09	0.00	0.00
t c,g		0.2	0.2	0.1	0.2	0.2	0.1	
G	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t 3,lt	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
t c,T:								
1 stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2 stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t c								
1 stage	4.1	4.1	7.1	6.5	6.2	7.2	6.5	6.2
2 stage	4.1	4.1	6.1	5.5	6.2	6.2	5.5	6.2

Follow Up Time Calculations:

Movement	1	4	7	8	9	10	11	12
t f,base	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3
t f,HV	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
P hv	0.02	0.00	0.00	0.00	0.00	0.09	0.00	0.00
t f	2.2	2.2	3.5	4.0	3.3	3.6	4.0	3.3

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	655	534
Potential Capacity	469	550
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	469	550
Probability of Queue free St.	0.96	0.92

Step 2: LT from Major St.	4	1
Conflicting Flows	674	542
Potential Capacity	927	1027
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	927	1027
Probability of Queue free St.	0.97	0.93

Worksheet 7a - Computation of the effect of Two-stage gap acceptance

Step 3: TH from Minor St.	8	11
Part 1- First Stage		
Conflicting Flows	801	597
Potential Capacity	400	495
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.93	0.97
Movement Capacity	372	478
Probability of Queue free St.	0.97	0.98

Part 2- Second Stage		
Conflicting Flows	604	819
Potential Capacity	491	392
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.97	0.93
Movement Capacity	474	364

Part 3- Single Stage		
Conflicting Flows	1405	1416
Potential Capacity	141	139
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.90	0.90
Movement Capacity	126	124

Result for 2 stage process:		
a	0.98	0.98
y	0.89	1.69
C t	325	314
Probability of Queue free St.	0.97	0.96

Worksheet 7b - Computation of the effect of Two-stage gap acceptance

Step 4: LT from Minor St.	7	10
Part 1- First Stage		
Conflicting Flows	801	597
Potential Capacity	381	477
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.93	0.97
Movement Capacity	354	461

Part 2- Second Stage		
Conflicting Flows	626	816
Potential Capacity	475	361
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.86	0.86
Movement Capacity	411	311

Part 3- Single Stage		
Conflicting Flows	1427	1414
Potential Capacity	114	111
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.87	0.87
Maj. L, Min T Adj. Imp Factor.	0.90	0.90
Cap. Adj. factor due to Impeding mvmnt	0.82	0.86
Movement Capacity	94	96

Result for 2 stage process:

a	0.98	0.98
y	1.07	1.99
C t	288	267

Worksheet 8 Shared Lane Calculations

Shared Lane Calculations

Movement	7	8	9	10	11	12
v(vph)	20	10	21	30	11	47
Movement Capacity		288	325	469	267	314	550
Shared Lane Capacity		351		377		

Worksheet 10 delay,queue length, and LOS

Movement	1	4	7	8	9	10	11	12
v(vph)	73	31	52			88		
C m(vph)	1027	927	351			377		
v/c	0.07	0.03	0.15			0.23		
95% queue length								
Control Delay	8.8	9.0	17.0			17.5		
LOS	A	A	C			C		
Approach Delay				17.0			17.5	
Approach LOS				C			C	

HCS: Unsignalized Intersections Release 3.1b

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: FTE
Intersection: SR 776 & Oceanspray Blvd.
Count Date: September 2000
Time Period: AM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	3	4	5	6	7	8	9	10	11	12
Volume:	46	615	23	18	394	16	16	47	39	42	20	60
HFR:	69	699	56	31	492	27	21	52	57	79	37	78
PHF:	0.67	0.88	0.41	0.58	0.80	0.60	0.75	0.90	0.68	0.53	0.54	0.77
PHV:	0.09	0.07	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.03	0.00	0.04

Pedestrian Volume Data:

Movements:

Flow:
Lane width:
Walk speed:
% Blockage:

Median Type: TWLTL
# of vehicles: 4

Flared approach Movements:

# of vehicles: Northbound 0
# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	Y	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	Y	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	Y	Y	N	N	N	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	Y	Y	N	N	N	N	N	N

Channelized: N
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 1.00

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	4	7	8	9	10	11	12
t c,base	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t c,hv	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
P hv	0.09	0.00	0.00	0.00	0.00	0.03	0.00	0.04
t c,g		0.2	0.2	0.1	0.2	0.2	0.1	
G	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t 3,lt	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
t c,T:								
1 stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2 stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t c								
1 stage	4.2	4.1	7.1	6.5	6.2	7.1	6.5	6.2
2 stage	4.2	4.1	6.1	5.5	6.2	6.1	5.5	6.2

Follow Up Time Calculations:

Movement	1	4	7	8	9	10	11	12
t f,base	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3
t f,HV	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
P hv	0.09	0.00	0.00	0.00	0.00	0.03	0.00	0.04
t f	2.3	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	727	506
Potential Capacity	427	562
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	427	562
Probability of Queue free St.	0.87	0.86

Step 2: LT from Major St.	4	1
Conflicting Flows	755	519
Potential Capacity	865	1014
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	865	1014
Probability of Queue free St.	0.96	0.93

Worksheet 7a - Computation of the effect of Two-stage gap acceptance

Step 3: TH from Minor St.	8	11
Part 1- First Stage		
Conflicting Flows	864	568
Potential Capacity	374	510
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.93	0.96
Movement Capacity	349	491
Probability of Queue free St.	0.85	0.92
Part 2- Second Stage		
Conflicting Flows	581	892
Potential Capacity	503	363
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.96	0.93
Movement Capacity	485	338
Part 3- Single Stage		
Conflicting Flows	1445	1460
Potential Capacity	133	130
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.90	0.90
Movement Capacity	120	117
Result for 2 stage process:		
a	0.98	0.98
y	0.77	1.97
C t	315	294
Probability of Queue free St.	0.83	0.87

Worksheet 7b - Computation of the effect of Two-stage gap acceptance

Step 4: LT from Minor St.	7	10
Part 1- First Stage		
Conflicting Flows	864	568
Potential Capacity	352	506
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.93	0.96
Movement Capacity	328	488
Part 2- Second Stage		
Conflicting Flows	625	919
Potential Capacity	476	324
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.77	0.69
Movement Capacity	365	222
Part 3- Single Stage		
Conflicting Flows	1490	1487
Potential Capacity	103	102
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.79	0.75
Maj. L, Min T Adj. Imp Factor.	0.83	0.81
Cap. Adj. factor due to Impeding mvmnt	0.72	0.70
Movement Capacity	74	71

Result for 2 stage process:

a	0.98	0.98
y	1.14	3.48
C t	257	186

Worksheet 8 Shared Lane Calculations

Shared Lane Calculations

Movement	7	8	9	10	11	12	
v(vph)	21	52	57	79	37	78	
Movement Capacity		257	315	427	186	294	562
Shared Lane Capacity		342		281			

Worksheet 10 delay,queue length, and LOS

Movement	1	4	7	8	9	10	11	12
v(vph)	69	31	131			194		
C m(vph)	1014	865	342			281		
v/c	0.07	0.04	0.38			0.69		
95% queue length								
Control Delay	8.8	9.3	22.0			45.1		
LOS	A	A	C			E		
Approach Delay				22.0			45.1	
Approach LOS				C			E	

HCS: Unsignalized Intersections Release 3.1b

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: FTE
Intersection: SR 776 & Oceanspray Blvd.
Count Date: September 2000
Time Period: PM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	3	4	5	6	7	8	9	10	11	12
Volume:	87	497	29	34	592	59	17	38	26	33	49	72
HFR:	114	565	42	47	673	84	21	58	41	42	57	100
PHF:	0.76	0.88	0.69	0.72	0.88	0.70	0.81	0.66	0.63	0.78	0.86	0.72
PHV:	0.01	0.04	0.00	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrian Volume Data:

Movements:

Flow:
Lane width:
Walk speed:
% Blockage:

Median Type: TWLTL
# of vehicles: 4

Flared approach Movements:

# of vehicles: Northbound 0
# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	Y	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	Y	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	Y	Y	N	N	N	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	Y	Y	N	N	N	N	N	N

Channelized: N
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 1.00

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	4	7	8	9	10	11	12
t c,base	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t c,hv	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
P hv	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t c,g			0.2	0.2	0.1	0.2	0.2	0.1
G	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t 3,lt	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
t c,T:								
1 stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2 stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t c								
1 stage	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
2 stage	4.1	4.1	6.1	5.5	6.2	6.1	5.5	6.2

Follow Up Time Calculations:

Movement	1	4	7	8	9	10	11	12
t f,base	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3
t f,HV	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
P hv	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t f	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	586	715
Potential Capacity	514	434
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	514	434
Probability of Queue free St.	0.92	0.77

Step 2: LT from Major St.	4	1
Conflicting Flows	607	757
Potential Capacity	981	856
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	981	856
Probability of Queue free St.	0.95	0.87

Worksheet 7a - Computation of the effect of Two-stage gap acceptance

Step 3: TH from Minor St.	8	11
Part 1- First Stage		
Conflicting Flows	815	809
Potential Capacity	394	396
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.87	0.95
Movement Capacity	341	377
Probability of Queue free St.	0.83	0.85

Part 2- Second Stage

Conflicting Flows	851	836
Potential Capacity	379	385
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.95	0.87
Movement Capacity	361	334

Part 3- Single Stage

Conflicting Flows	1666	1645
Potential Capacity	98	101
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.82	0.82
Movement Capacity	80	83

Result for 2 stage process:

a	0.98	0.98
y	1.57	1.44
C t	230	263
Probability of Queue free St.	0.75	0.78

Worksheet 7b - Computation of the effect of Two-stage gap acceptance

Step 4: LT from Minor St.	7	10
Part 1- First Stage		
Conflicting Flows	815	809
Potential Capacity	374	377
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.87	0.95
Movement Capacity	324	359

Part 2- Second Stage

Conflicting Flows	888	864
Potential Capacity	341	352
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.62	0.66
Movement Capacity	212	233

Part 3- Single Stage

Conflicting Flows	1703	1673
Potential Capacity	73	77
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.65	0.62
Maj. L, Min T Adj. Imp Factor.	0.72	0.70
Cap. Adj. factor due to Impeding mvmnt	0.56	0.65
Movement Capacity	41	50

Result for 2 stage process:

a	0.98	0.98
y	4.99	2.27
C t	95	178

Worksheet 8 Shared Lane Calculations

Shared Lane Calculations

Movement	7	8	9	10	11	12
v(vph)	21	58	41	42	57	100
Movement Capacity		95	230	514	178	263	434
Shared Lane Capacity		217			291	

Worksheet 10 delay,queue length, and LOS

Movement	1	4	7	8	9	10	11	12
v(vph)	114	47	120			199		
C m(vph)	856	981	217				291	
v/c	0.13	0.05	0.55			0.68		
95% queue length								
Control Delay	9.9	8.9	41.4			43.0		
LOS	A	A	E			E		
Approach Delay				41.4			43.0	
Approach LOS				E			E	

HCS: Unsignalized Intersections Release 3.1b

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: FTE
Intersection: SR 776 & Willowbend Dr.
Count Date: September 2000
Time Period: AM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	5	6	12
Volume:	18	1056	798	10	5
HFR:	31	1200	961	20	10
PHF:	0.58	0.88	0.83	0.50	0.50
PHV:	0.07	0.04	0.07	0.38	0.00

Pedestrian Volume Data:

Movements:

Flow:
Lane width:
Walk speed:
% Blockage:

Median Type: Raised Curb
# of vehicles: 4

Flared approach Movements:

# of vehicles: Northbound 0
# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	N	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	Y	N	N	N	Y	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	N	N	N	N	N	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	N	Y	N	N	N	N	N	N

Channelized: N
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 1.00

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	12
t c,base	4.1	6.2
t c,hv	1.0	1.0
P hv	0.07	0.00
t c,g	0.1	
G	0.00	0.00
t 3,lt	0.0	0.0
t c,T:		
1 stage	0.00	0.00
2 stage	0.00	0.00
t c		
1 stage	4.2	6.2
2 stage	4.2	6.2

Follow Up Time Calculations:

Movement	1	12
t f,base	2.2	3.3
t f,HV	0.9	0.9
P hv	0.07	0.00
t f	2.3	3.3

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	961	
Potential Capacity	313	
Pedestrian Impedance Factor		1.00
Movement Capacity		313
Probability of Queue free St.		0.97

Step 2: LT from Major St.	4	1
Conflicting Flows	981	
Potential Capacity	683	
Pedestrian Impedance Factor		1.00
Movement Capacity		683
Probability of Queue free St.		0.95

Worksheet 7a - Computation of the effect of Two-stage gap acceptance

Step 3: TH from Minor St.	8	11

Part 1- First Stage

Conflicting Flows	1262	961
Potential Capacity	243	337
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.95	1.00
Movement Capacity	232	337
Probability of Queue free St.	1.00	1.00

Part 2- Second Stage

Conflicting Flows	981	1262
Potential Capacity	330	243
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	1.00	0.95
Movement Capacity	330	232

Part 3- Single Stage

Conflicting Flows	2244	2224
Potential Capacity	43	44
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.95	0.95
Movement Capacity	41	42

Result for 2 stage process:

a	0.98	0.98
y	0.74	1.55
C t	208	214
Probability of Queue free St.	1.00	1.00

Worksheet 7b - Computation of the effect of Two-stage gap acceptance

Step 4: LT from Minor St.	7	10

Part 1- First Stage

Conflicting Flows	1262	961
Potential Capacity	269	374
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.95	1.00
Movement Capacity	257	374

Part 2- Second Stage

Conflicting Flows	976	1262
Potential Capacity	368	269
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.97	0.95
Movement Capacity	356	257

Part 3- Single Stage

Conflicting Flows	2239	2224
Potential Capacity	47	48
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.95	0.95
Maj. L, Min T Adj. Imp Factor.	0.97	0.97
Cap. Adj. factor due to Impeding mvmnt	0.93	0.97
Movement Capacity	44	47

Result for 2 stage process:

a	0.98	0.98
y	0.76	1.56
C t	229	237

Worksheet 10 delay,queue length, and LOS

Movement	1	4	7	8	9	10	11	12
v(vph)	31						10	
C m(vph)	683						313	
v/c	0.05						0.03	
95% queue length								
Control Delay	10.5						16.9	
LOS	B						C	
Approach Delay						16.9		
Approach LOS						C		

HCS: Unsignalized Intersections Release 3.1b

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: FTE
Intersection: SR 776 & Willowbend Dr.
Count Date: September 2000
Time Period: PM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	5	6	12
Volume:	8	1019	1112	3	7
HFR:	21	1040	1249	12	28
PHF:	0.38	0.98	0.89	0.25	0.25
PHV:	0.00	0.02	0.02	0.00	0.00

Pedestrian Volume Data:

Movements:

Flow:
Lane width:
Walk speed:
% Blockage:

Median Type: Raised Curb
# of vehicles: 4

Flared approach Movements:

# of vehicles: Northbound 0
# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	N	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	Y	N	N	N	Y	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	N	N	N	N	N	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	N	Y	N	N	N	N	N	N

Channelized: N
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared In volume, major th vehicles:	0	0
Shared In volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 1.00

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	12
t c,base	4.1	6.2
t c,hv	1.0	1.0
P hv	0.00	0.00
t c,g	0.1	
G	0.00	0.00
t 3,lt	0.0	0.0
t c,T:		
1 stage	0.00	0.00
2 stage	0.00	0.00
t c		
1 stage	4.1	6.2
2 stage	4.1	6.2

Follow Up Time Calculations:

Movement	1	12
t f,base	2.2	3.3
t f,HV	0.9	0.9
P hv	0.00	0.00
t f	2.2	3.3

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	1249	
Potential Capacity	213	
Pedestrian Impedance Factor		1.00
Movement Capacity		213
Probability of Queue free St.		0.87

Step 2: LT from Major St.	4	1
Conflicting Flows	1261	
Potential Capacity	558	
Pedestrian Impedance Factor		1.00
Movement Capacity		558
Probability of Queue free St.		0.96

Worksheet 7a - Computation of the effect of Two-stage gap acceptance

Step 3: TH from Minor St.	8	11

Part 1- First Stage

Conflicting Flows	1082	1249
Potential Capacity	296	247
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.96	1.00
Movement Capacity	285	247
Probability of Queue free St.	1.00	1.00

Part 2- Second Stage

Conflicting Flows	1261	1082
Potential Capacity	244	296
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	1.00	0.96
Movement Capacity	244	285

Part 3- Single Stage

Conflicting Flows	2343	2331
Potential Capacity	37	37
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.96	0.96
Movement Capacity	35	36

Result for 2 stage process:

a	0.98	0.98
y	1.33	0.85
C t	198	212
Probability of Queue free St.	1.00	1.00

Worksheet 7b - Computation of the effect of Two-stage gap acceptance

Step 4: LT from Minor St.	7	10

Part 1- First Stage

Conflicting Flows	1082	1249
Potential Capacity	328	273
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.96	1.00
Movement Capacity	316	273

Part 2- Second Stage

Conflicting Flows	1269	1082
Potential Capacity	267	328
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.87	0.96
Movement Capacity	232	316

Part 3- Single Stage

Conflicting Flows	2351	2331
Potential Capacity	40	41
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.96	0.96
Maj. L, Min T Adj. Imp Factor.	0.97	0.97
Cap. Adj. factor due to Impeding mvmnt	0.84	0.97
Movement Capacity	34	40

Result for 2 stage process:

a	0.98	0.98
y	1.59	0.84
C t	195	235

Worksheet 10 delay,queue length, and LOS

Movement	1	4	7	8	9	10	11	12
v(vph)	21						28	
C m(vph)	558						213	
v/c	0.04						0.13	
95% queue length								
Control Delay	11.7						24.4	
LOS	B						C	
Approach Delay						24.4		
Approach LOS						C		

HCS: Unsignalized Intersections Release 3.1b

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: FTE
Intersection: SR 776 & Riverwood East
Count Date: September 2000
Time Period: AM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	5	6	10	12
Volume:	9	989	876	38	36	9
HFR:	31	1164	952	52	56	16
PHF:	0.29	0.85	0.92	0.73	0.64	0.58
PHV:	0.14	0.04	0.06	0.10	0.07	0.14

Pedestrian Volume Data:

Movements:

Flow:
Lane width:
Walk speed:
% Blockage:

Median Type: TWLTL
# of vehicles: 4

Flared approach Movements:

# of vehicles: Northbound 0
# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	N	N	Y	N

Channelized: N
Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	Y	N	N	Y	N	N	N	Y

Channelized: Y
Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	N	N	N	N	N	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	N	Y	N	N	N

Channelized: N
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	2	2

Length of study period, hrs: 1.00

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	10	12
t c,base	4.1	7.5	6.9
t c,hv	2.0	2.0	2.0
P hv	0.14	0.07	0.14
t c,g		0.2	0.1
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00
2 stage	0.00	1.00	0.00
t c			
1 stage	4.4	6.9	7.2
2 stage	4.4	5.9	7.2

Follow Up Time Calculations:

Movement	1	10	12
t f,base	2.2	3.5	3.3
t f,HV	1.0	1.0	1.0
P hv	0.14	0.07	0.14
t f	2.3	3.6	3.4

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	476	
Potential Capacity	503	
Pedestrian Impedance Factor		1.00
Movement Capacity	503	
Probability of Queue free St.	0.97	

Step 2: LT from Major St.	4	1
Conflicting Flows	952	
Potential Capacity	646	
Pedestrian Impedance Factor		1.00
Movement Capacity	646	
Probability of Queue free St.	0.95	

Worksheet 7a - Computation of the effect of Two-stage gap acceptance

Step 3: TH from Minor St.	8	11
Part 1- First Stage		
Conflicting Flows	1226	952
Potential Capacity	253	341
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.95	1.00
Movement Capacity	241	341
Probability of Queue free St.	1.00	1.00

Part 2- Second Stage		
Conflicting Flows	952	1226
Potential Capacity	341	253
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	1.00	0.95
Movement Capacity	341	241

Part 3- Single Stage		
Conflicting Flows	2178	2178
Potential Capacity	47	47
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.95	0.95
Movement Capacity	45	45

Result for 2 stage process:		
a	0.98	0.98
y	0.74	1.51
C t	216	221
Probability of Queue free St.	1.00	1.00

Worksheet 7b - Computation of the effect of Two-stage gap acceptance

Step 4: LT from Minor St.	7	10
Part 1- First Stage		
Conflicting Flows	1226	952
Potential Capacity	244	324
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.95	1.00
Movement Capacity	233	324

Part 2- Second Stage		
Conflicting Flows	476	644
Potential Capacity	597	471
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.97	0.95
Movement Capacity	578	449

Part 3- Single Stage		
Conflicting Flows	1702	1596
Potential Capacity	85	92
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.95	0.95
Maj. L, Min T Adj. Imp Factor.	0.96	0.96
Cap. Adj. factor due to Impeding mvmnt	0.93	0.96
Movement Capacity	79	89

Result for 2 stage process:

a	0.98	0.98
y	0.33	0.65
C t	226	300

Worksheet 10 delay,queue length, and LOS

Movement	1	4	7	8	9	10	11	12
v(vph)	31				56		16	
C m(vph)	646				300		503	
v/c	0.05				0.19		0.03	
95% queue length								
Control Delay	10.9				19.8		12.4	
LOS	B				C		B	
Approach Delay						18.2		
Approach LOS						C		

HCS: Unsignalized Intersections Release 3.1b

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: FTE
Intersection: SR 776 & Riverwood East
Count Date: September 2000
Time Period: PM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	5	6	10	12
Volume:	1	963	1109	33	38	9
HFR:	4	1003	1275	42	47	20
PHF:	0.25	0.96	0.87	0.78	0.81	0.44
PHV:	0.00	0.03	0.03	0.00	0.00	0.00

Pedestrian Volume Data:

Movements:

Flow:
Lane width:
Walk speed:
% Blockage:

Median Type: TWLTL
# of vehicles: 4

Flared approach Movements:

# of vehicles: Northbound 0
# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	N	N	Y	N

Channelized: N
Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	Y	N	N	Y	N	N	N	Y

Channelized: Y
Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	N	N	N	N	N	N	N	N

Channelized: N
Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	N	Y	N	N	N

Channelized: N
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	2	2

Length of study period, hrs: 1.00

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	10	12
t c,base	4.1	7.5	6.9
t c,hv	2.0	2.0	2.0
P hv	0.00	0.00	0.00
t c,g		0.2	0.1
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00
2 stage	0.00	1.00	0.00
t c			
1 stage	4.1	6.8	6.9
2 stage	4.1	5.8	6.9

Follow Up Time Calculations:

Movement	1	10	12
t f,base	2.2	3.5	3.3
t f,HV	1.0	1.0	1.0
P hv	0.00	0.00	0.00
t f	2.2	3.5	3.3

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	637	
Potential Capacity	425	
Pedestrian Impedance Factor		1.00
Movement Capacity		425
Probability of Queue free St.		0.95

Step 2: LT from Major St.	4	1
Conflicting Flows	1275	
Potential Capacity	552	
Pedestrian Impedance Factor		1.00
Movement Capacity		552
Probability of Queue free St.		0.99

Worksheet 7a - Computation of the effect of Two-stage gap acceptance

Step 3: TH from Minor St.	8	11

Part 1- First Stage

Conflicting Flows	1011	1275
Potential Capacity	320	240
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.99	1.00
Movement Capacity	317	240
Probability of Queue free St.	1.00	1.00

Part 2- Second Stage

Conflicting Flows	1275	1011
Potential Capacity	240	320
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	1.00	0.99
Movement Capacity	240	317

Part 3- Single Stage

Conflicting Flows	2286	2286
Potential Capacity	40	40
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.99	0.99
Movement Capacity	40	40

Result for 2 stage process:

a	0.98	0.98
y	1.41	0.72
C t	213	216
Probability of Queue free St.	1.00	1.00

Worksheet 7b - Computation of the effect of Two-stage gap acceptance

Step 4: LT from Minor St.	7	10

Part 1- First Stage

Conflicting Flows	1011	1275
Potential Capacity	317	230
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.99	1.00
Movement Capacity	315	230

Part 2- Second Stage

Conflicting Flows	637	510
Potential Capacity	494	574
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.95	0.99
Movement Capacity	470	570

Part 3- Single Stage

Conflicting Flows	1648	1784
Potential Capacity	92	74
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.99	0.99
Maj. L, Min T Adj. Imp Factor.	0.99	0.99
Cap. Adj. factor due to Impeding mvmnt	0.95	0.99
Movement Capacity	87	74

Result for 2 stage process:

a	0.98	0.98
y	0.60	0.31
C t	295	224

Worksheet 10 delay,queue length, and LOS

Movement	1	4	7	8	9	10	11	12
v(vph)	4				47		20	
C m(vph)	552				224		425	
v/c	0.01				0.21		0.05	
95% queue length								
Control Delay	11.6				25.4		13.9	
LOS	B				D		B	
Approach Delay						21.9		
Approach LOS						C		