RIVERWOOD INCREMENT I

1994 ANNUAL

TRAFFIC MONITORING REPORT

Project #94508

May 4, 1994

Prepared By:
David Plummer & Associates, Inc.
1531 Hendry Street
Ft. Myers, FL 33901

RIVERWOOD INCREMENT I

1994 ANNUAL TRAFFIC MONITORING REPORT

INTRODUCTION

Riverwood is a residential community located on SR 776 in Charlotte County, Exhibit 1. Approved as a Master/Incremental Development in November 1990, Riverwood Increment I will include 1,100 dwelling units, 140,000 square feet of retail/office, 18 holes of golf and ancillary recreation uses.

As of April 1994, the following development parameters are existing on site.

Riverwood Increment I
Existing Development Parameters

Land Use	Size
Single Family	107 DU
Multifamily	12 DU
Total	119 DU
Golf Course	18 Holes
Club House	5,000 Sq. Ft.
Activity Center	Ancillary Use

STUDY REQUIREMENTS

The Riverwood Increment I DRI Development Order requires that an annual traffic monitoring report be submitted to Charlotte County, the Southwest Florida Regional Planning Council and the Florida Department of Transportation, Exhibit 2. The first report is to be submitted one year after the issuance of the first construction permit for buildings within the Riverwood Increment I. In consultation with the Project's attorney, the first construction permit for buildings was determined to represent a permit for any permanent structure of either residential or non-residential uses.

The first Riverwood Increment I construction permit was issued on May 4, 1992. It is anticipated, therefore, that all subsequent traffic monitoring reports will be submitted

on or before May 4, of each year. The first Annual Traffic Monitoring Report was prepared and dated April 1, 1993.

As stated in the Riverwood Development Order for Increment I, several impacted roadways and intersections are to be monitored.

Impacted Roadways

Analysis of two-way peak hour, peak season levels of service for the following impacted roadways.

SR 776

Cornelius Boulevard to Project Entrance
Project Entrance to David Boulevard
David Boulevard to CR 771
CR 771 to Sunnybrook Boulevard
Sunnybrook Boulevard to San Casa Road

Impacted Intersections

Analysis of AM and PM peak hour, peak season levels of service for the following impacted intersections.

- SR 776/Cornelius Boulevard
- SR 776/Jacobs Street
- SR 776/Project Entrance(s)
- SR 776/David Boulevard
- SR 776/Marathon Boulevard
- SR 776/Oceanspray Boulevard
- SR 776/Sunnybrook Boulevard

As of 1994, less than one-tenth of the buildout development parameters of Riverwood Increment I are in place. As such, it was agreed by the review agencies (Appendix A) that there would not be sufficient traffic generated by Riverwood Increment I to warrant a detailed traffic monitoring report. In lieu of the detailed traffic monitoring report for 1994 and similar to that of the first monitoring report, a summary of the status of the development, in combination with the monitoring of AM and PM peak hour conditions at the Project Entrances and segment volumes on SR 776, was proposed and agreed to by the review agencies. Subsequent annual reports would provide, as appropriate, a detailed traffic monitoring report of off-site conditions.

STUDY METHODOLOGY

Per Condition 3.b of the Riverwood Increment I Development Order, several transportation methodology meetings for the Traffic Monitoring Report was held during April, 1994 with representatives of the Southwest Florida Regional Planning Council, the Florida Department of Transportation and Charlotte County. In addition to agreeing to the modified monitoring program, the following conditions and procedures were determined (see also Appendix A).

1. Peak hour, AM (7:00 - 9:00) and PM (4:00 - 6:00), intersection turning movement counts at the Project Entrances with SR 776 will be undertaken for one weekday during the month of April, 1994.

2. The Project's peak hour measured volumes will be compared to the Increment I forecasted volumes.

3. Peak hour intersection capacity analysis, using the 1985 Highway Capacity Manual, will be provided for the two Project Entrances.

4. Two-way peak hour, peak season traffic volumes, as well as AADT volumes on SR 776 between the Project entrances, will be reported.

DATA COLLECTION

Turning movement counts were conducted at the following intersections during the AM and PM peak hours.

1. SR 776/Riverwood Drive
2. SR 776/Willow Bend Drive

Peak hour turning movement counts were conducted from 7:00 to 9:00 AM and 4:00 to 6:00 PM on Tuesday, April 26, 1994.

In order to provide the required analyses, the counts were converted to peak season, peak hour volumes, as necessary, using the Florida Department of Transportation adjustment factors for Charlotte County. Because of the site specific nature of the driveway counts, the adjustment factors were not applied to the traffic volumes generated by Riverwood. The adjustment factors were applied to all through volumes on SR 776. Turning movement counts are provided in Appendix B and summarized in Exhibits 3 and 4.

Coincident with the intersection turning movement counts, a twenty-four hour machine count on SR 776 was conducted between the two Project driveways. The purpose of

the machine count was first, to monitor daily traffic volumes on a segment basis and second, to establish the peak hour to daily ratio for SR 776. The twenty-four count summary is included in Appendix B.

TRAFFIC ANALYSIS

Trip Generation

Question 31. Transportation of the original DRI/ADA provided projections of total, internal and external trips associated with the entire Riverwood Increment I. These forecasts were presented for the PM peak hour (i.e., street peak hour) and on a daily (24-hour) basis.

Utilizing the AM peak hour and PM peak hour traffic counts for the two driveways serving the existing development, the existing external trip generation for the Community was determined. The measured, external trip generation is summarized below along with a comparison to the external trip generation forecasted by Question 31. Transportation.

Riverwood Increment I
Trip Generation Comparison
PM Peak Hour

	Peak Hour, Two- Way
Measured Volume	99
Question 31. Forecasted Volume	1193
Measured Volume/Forecasted Volume	8.30%

As shown (and as expected), the existing measured external traffic volumes are significantly less than that forecasted in the original Question 31. Transportation for Riverwood Increment I.

Capacity Analysis

AM and PM peak hour intersection capacity analyses were conducted for the intersections of SR 776 with Riverwood Drive and Willow Bend Drive (see Appendix C). The intersection levels of service are summarized below.

Riverwood Increment I
Intersection Capacity Analysis
Existing Conditions Peak Hour, Peak Season

Intersection	AM Peak[1]	PM Peak[1]
SR 776/Riverwood Drive	A	B
SR 776/Willow Bend Drive	A	B

Footnote:

1) Measured by major street left-turn movement. Side street left-turn may experience delay.

While the side street left-turn movements experience delay at the two Project entrances, the major street (SR 776) left turn movements into the Project operate at LOS A and LOS B in the AM and PM peak hours, respectively.

Traffic Volumes

Two-way peak hour, peak season traffic volumes on SR 776 between the Project entrances, along with estimated AADT volumes, are summarized in Exhibit 5. While acceptable levels of service are maintained on this segment of SR 776 under existing conditions, widening of SR 776 from south of Willow Bend Drive to Collingswood Boulevard to four lanes is a committed roadway improvement, expected to be completed by 1996/97. The segment of SR 776 from south of Willow Bend Drive to the Charlotte/Sarasota County Line is programmed by the Florida Department of Transportation for widening to four lanes through 1998/99.

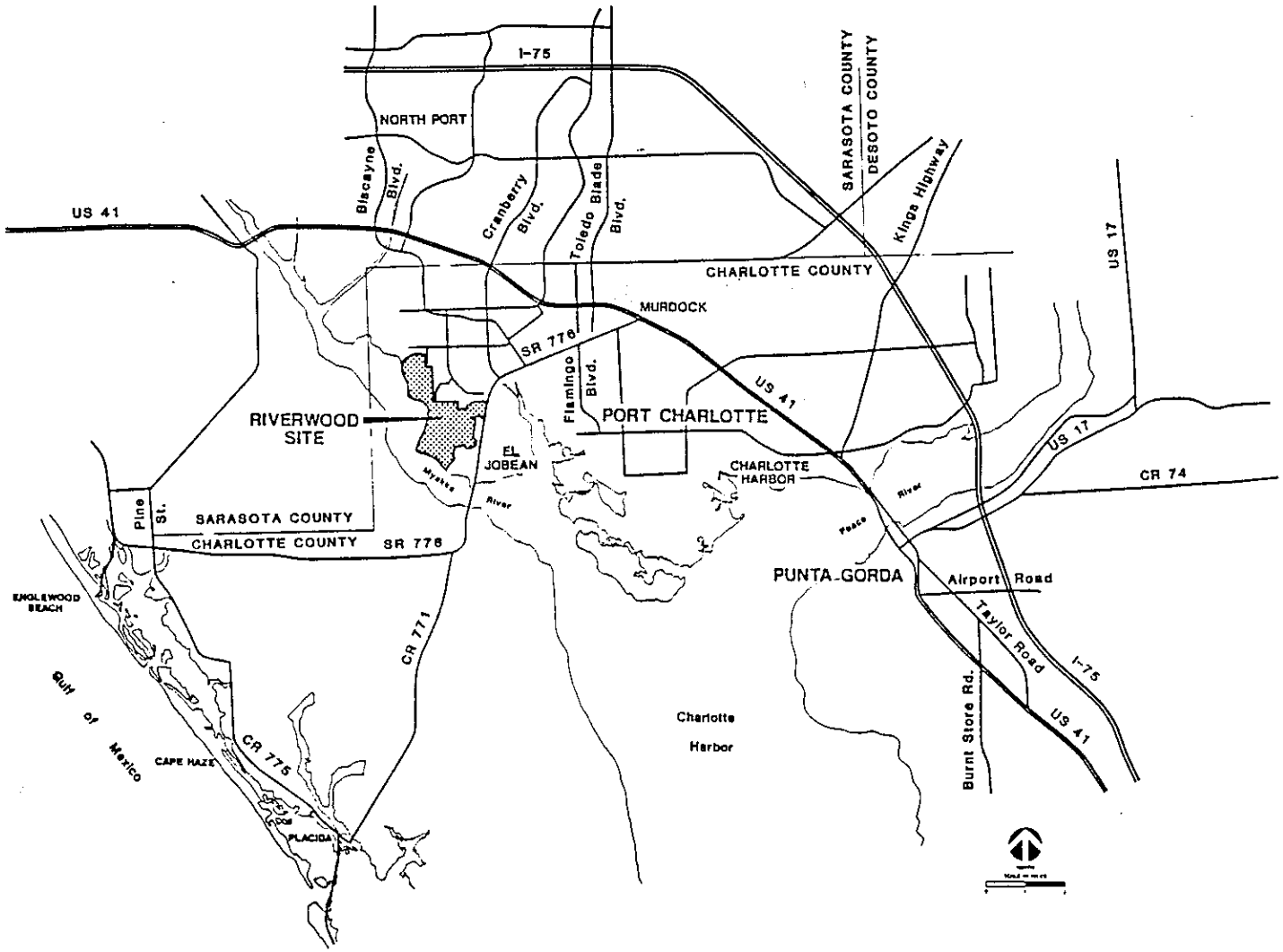
CONCLUSIONS

The Riverwood 1994 Annual Traffic Monitoring Report has shown the following.

1. The external trip generation for the existing Riverwood Community is significantly less than that forecasted in Increment I Question 31. Transportation. The field measured volumes are approximately 92% less than those forecasted.

2. Of the field measured trip generation, the vast majority of the external trips are associated with the golf course, model center and construction activities. Approximately 119 residential dwelling units are currently occupied.

3. While existing acceptable levels of service are maintained on SR 776 adjacent to the Project entrances, widening of SR 776 to four lanes from south of Willow Bend Drive to Collingswood Boulevard is committed for construction by 1996/97.



Base Map Prepared By WMB&P.

dpa	RIVERWOOD ANNUAL TRAFFIC MONITORING REPORT	PROJECT LOCATION MAP	94608 1

3. TRANSPORTATION

a. In addition to the other obligations specified in the Development Order, the Applicant, or his successor shall be required to construct, at no cost to Charlotte County, all site-related improvements deemed necessary by Charlotte County and the Florida Department of Transportation. Site-related improvements shall be those improvements deemed site-related at the time of construction under the definitions of the Impact Fee Ordinance, as may be amended. The Applicant's obligation shall include the full cost of design and engineering, drainage and utility relocation, dedication of right-of-way under the Applicant's ownership, construction of turn lanes, acceleration and deceleration lanes, construction inspection, contract administration, testing and signalization (as needed and warranted). The alignment, design, signalization, and construction schedule shall be approved by either the County Engineer and/or the Florida DOT, as appropriate.

b. The Applicant or his successor shall submit an annual traffic monitoring report. The monitoring program shall be designed in cooperation with Charlotte County, the Southwest Florida Regional Planning Council and the Florida Department of Transportation. The annual monitoring report shall contain at a minimum AM and PM peak-hour, peak season traffic counts (with turning movements) and mutually agreed upon professionally acceptable level of service analyses at all project access points onto the roadway network and at the following intersections:

- SR 776/Cornelius Boulevard
- SR 776/Jacobs Street
- SR 776/Project Entrance East
- SR 776/Project Entrance West
- SR 776/David Boulevard
- SR 776/Marathon Boulevard
- SR 776/Oceanspray Boulevard
- SR 776/Sunnybrook Boulevard

In addition, peak season daily traffic counts and level of service calculations shall be submitted as part of the annual monitoring report for all project access roads and the roadway links listed below:

- SR 776

  Cornelius Boulevard to Project Entrance
  Project Entrance to David Boulevard
  David Boulevard to CR 771
  CR 771 to Sunnybrook Boulevard
  Sunnybrook Boulevard to San Casa Road

Riverwood shall submit the annual monitoring report to Charlotte County, the Southwest Florida Regional Planning Council and the Florida Department of Community Affairs for review. The first report shall be submitted one year after the issuance of the first construction permits for buildings within the Riverwood Increment I. Reports shall be submitted annually until project buildout. The purpose of the annual monitoring program is to:

1. Assist Charlotte County and FDOT in determining the proper timing of necessary roadway improvements.

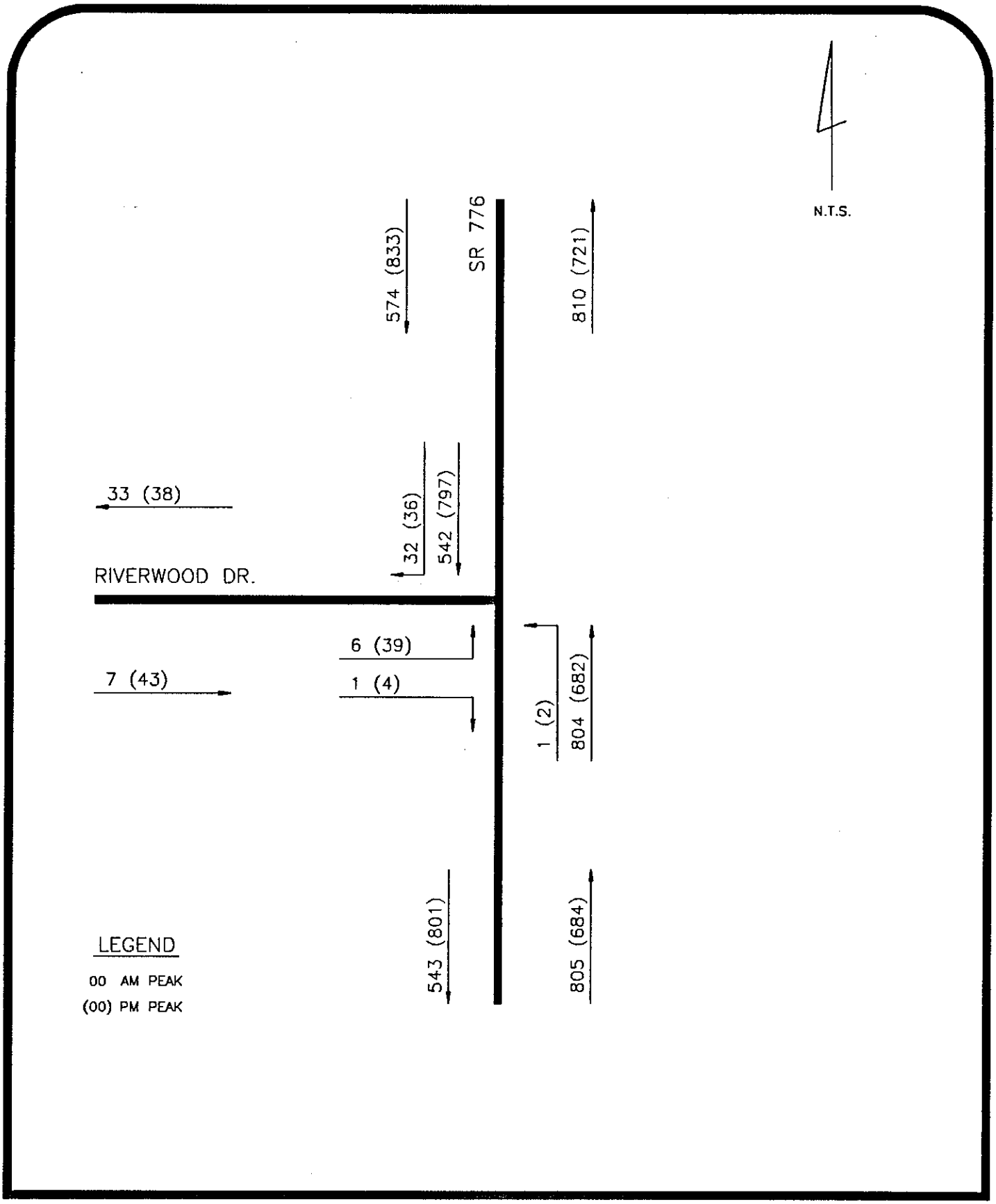
2. Determine the existing levels of service on regional and local facilities.

It is recognized and understood that traffic counts may be obtained from original machine and manual peak hour counts, County traffic volume reports, Florida Department of Transportation, other ADA's and DRI's with similar monitoring requirements, and other generally acceptable sources.

c. The SWFRPC transportation assessment for the Riverwood Master Development and the Riverwood Master Development Order identified a year 2004 Master Roadway Network (Exhibit 1) and the regionally and locally significant roads as shown in Exhibit 2. The SWFRPC transportation assessment of significant Increment I impacts determined that the following actions are needed coincident with development of the Riverwood Increment I if peak hour LOS "D" conditions (urban) or LOS "C" (rural) are to be maintained through buildout of Increment I on regional road segments and intersections:

Roadway	Action
SR 776	
- Cornelius Blvd. to San Casa Rd.	Reclassify to urban and/or LOS D

d. In order to mitigate the transportation impacts on the regionally and locally significant roads as identified in Exhibit 2 for this increment and meet comprehensive plan concurrency requirements, the Applicant shall pay its proportionate share of offsite regionally and locally significant roadway and intersection improvements coincident with the impacts of the Increment I traffic. The proportionate share necessary to mitigate the impacts of Increment I has been identified in Exhibit 3 and is $2,050,000. Compliance with the conditions of this development order satisfies the Applicant's traffic obligation under the Charlotte County Impact Fee



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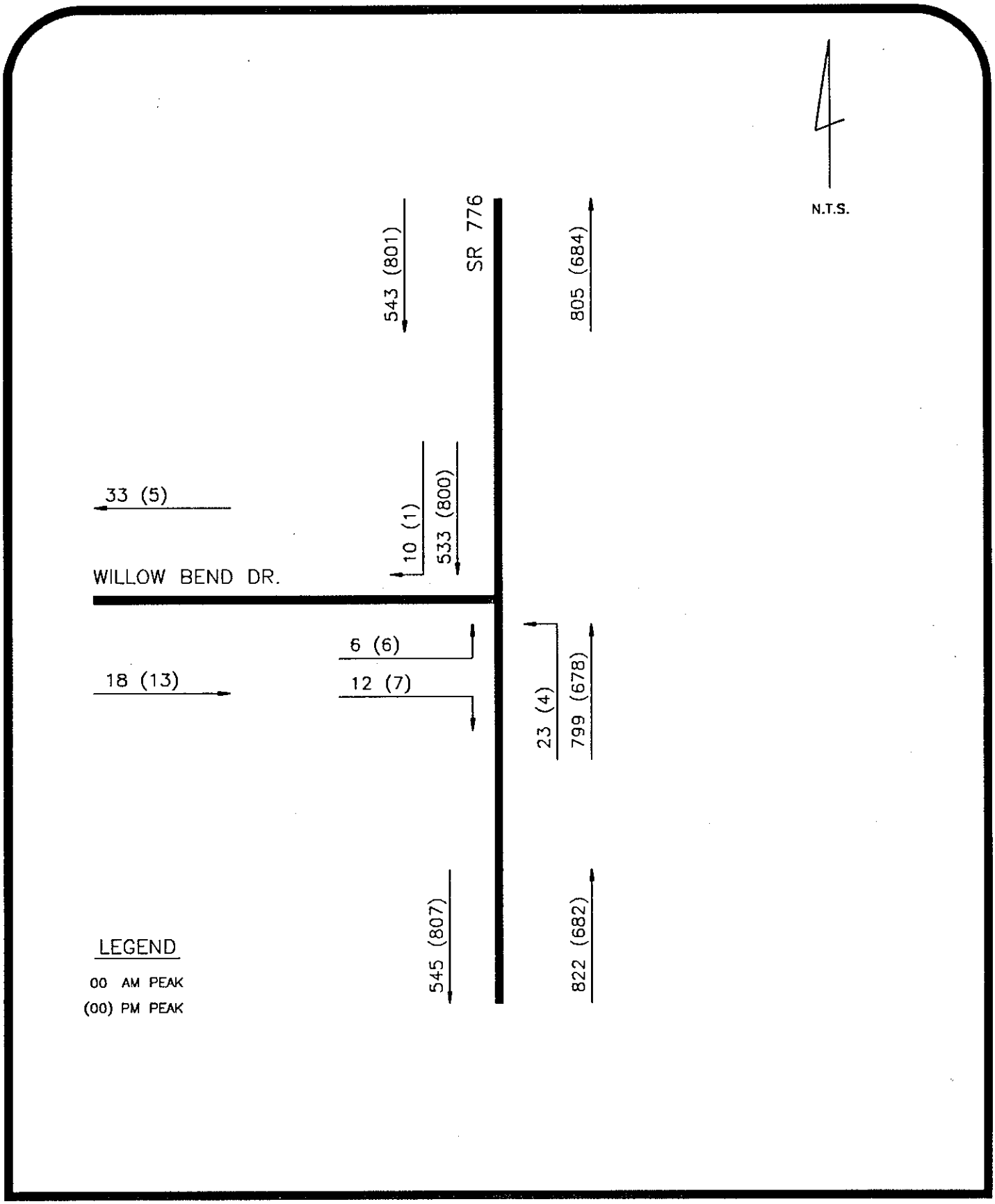

dpa	RIVERWOOD ANNUAL TRAFFIC MONITORING REPORT	EXISTING 1994 PEAK HOUR, PEAK SEASON TRAFFIC VOLUMES	94508 4

EXHIBIT 5

RIVERWOOD INCREMENT I
1994 TRAFFIC VOLUME SUMMARY
SR 776 (BETWEEN RIVERWOOD DRIVE AND WILLOW BEND DRIVE)

	A.M. PEAK	P.M. PEAK	DAILY
Raw Count [1]	1241	1376	16716
ADT [2]	1204	1335	16215
AADT [3]	1180	1308	15891
Peak Season Traffic [4]	1381	1530	18592
Peak Hour/Daily Ratio	0.074	0.082	N/A
Roadway Capacity [5]	1820	1820	N/A
Adopted LOS [5]	D	D	N/A
Actual LOS [5,6]	C	D	N/A

Footnotes:

1) See Appendix C.
2) ADT = Raw Count x .97 (FDOT 1992 Weekly Axle Factor Category Report, SR 776 from CR 771 to US 41, 11/17/93).
3) AADT = ADT x .98 (FDOT 1992 Weekly Volume Factor Category Report, 11/10/93).
4) Peak Season Traffic = AADTx 1.17 (Charlotte County Peak Season Factor).
5) Per Charlotte County Concurrency Management Report, 12/31/93.
6) Based on FDOT Generalized Two-Way Peak Hour Volumes For Florida's Urbanized Areas (2LU-Uninterrupted Flow), 4/12/92.

APPENDIX A

TRAFFIC MONITORING METHODOLOGY REPORT

DAVID PLUMMER & ASSOCIATES, INC.

CONSULTING ENGINEERS AND TRANSPORTATION PLANNERS

April 20, 1994

Ms. Maureen Swenson
Southwest Florida Regional Planning Council
P.O. Box 3455
4980 Bayline Drive
North Ft. Myers, FL 33918

RE: Riverwood Traffic Monitoring #94508

Dear Maureen,

Further to our meeting of April 15, 1994, please find the enclosed synopsis titled Riverwood DRI Second Annual Traffic Monitoring Report Methodology (Revised 4/20/94) for your file.

The above methodology has been revised based on our discussions and comments received from the Florida Department of Transportation and Charlotte County.

We appreciate your participation in the monitoring program.

If you should have any questions concerning the above, please do not hesitate to contact these offices.

Very truly yours,

Stephen Leung

SL:msp

cc: Dawn Wolfe (FDOT)
Nancy Wagner (Charlotte County Planning)
Dawn Qiu (Charlotte County MPO)
John Sheposh (Charlotte County Public Works)
Stephen Clayton
Steven Hartsell

FORT MYERS, CORAL GABLES, PALM BEACH
1531 HENDRY STREET, FORT MYERS, FLORIDA 33901
TELEPHONE 813 332-2617, FAX 813 332-2645

dpa

DAVID PLUMMER & ASSOCIATES, INC.

CONSULTING ENGINEERS AND TRANSPORTATION PLANNERS

April 20, 1994

Ms. Dawn Wolfe
Florida Department of Transportation
P.O. Box 1030
2295 Victoria Avenue
Suite 292
Ft. Myers, FL 33902-1030

RE: Riverwood Traffic Monitoring #94508

Dear Dawn,

Further to our conversations of April 13 and 19, 1994, please find the enclosed synopsis titled Riverwood DRI Second Annual Traffic Monitoring Report Methodology (Revised 4/20/94) for your file.

The above methodology has been revised based on our discussions and comments received from the Southwest Florida Regional Planning Council and Charlotte County.

We appreciate your participation in the monitoring program.

If you should have any questions concerning the above, please do not hesitate to contact these offices.

Very truly yours,

Stephen Leung

SL:msp

cc: Maureen Swenson (SWFRPC)
Nancy Wagner (Charlotte County Planning)
Dawn Qiu (Charlotte County MPO)
John Sheposh (Charlotte County Public Works)
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dpa

DAVID PLUMMER & ASSOCIATES, INC.

CONSULTING ENGINEERS AND TRANSPORTATION PLANNERS

April 20, 1994

Ms. Nancy Wagner
Charlotte County Planning Department
18500 Murdock Circle
Port Charlotte, FL 33948-1094

Ms. Dawn Qiu
Charlotte County MPO
28000 Airport Road
A-6
Punta Gorda, FL 33982-2411

Mr. John Sheposh
Charlotte County Public Works Department
7000 Florida Street
Punta Gorda, FL 33950

RE: Riverwood Traffic Monitoring #94508

Dear Nancy, Dawn and John,

Further to our meeting of April 19, 1994, please find the enclosed synopsis titled Riverwood DRI Second Annual Traffic Monitoring Report Methodology (Revised 4/20/94) for your file.

The above methodology has been revised based on our discussions and comments received from the Florida Department of Transportation and the Southwest Florida Regional Planning Council.

We appreciate your participation in the monitoring program.

FORT MYERS, CORAL GABLES, PALM BEACH
1531 HENDRY STREET, FORT MYERS, FLORIDA 33901
TELEPHONE 813 332-2617, FAX 813 332-2645

dpa

If you should have any questions concerning the above, please do not hesitate to contact these offices.

Very truly yours,

Stephen Leung

SL:msp

cc: Dawn Wolfe (FDOT
Maureen Swenson (SWFRPC)
Stephen Clayton
Steven Hartsell

94508
Revised 4/20/94

RIVERWOOD DRI

SECOND ANNUAL

TRAFFIC MONITORING REPORT METHODOLOGY

Riverwood is an approved residential community located on SR 776 in Charlotte County, Exhibit 1. Approved as a Master/Incremental Development, Riverwood Increment I includes the following development parameters.

Development Parameters

Land Use	Size
Single Family	150 DU
Multi Family	950 DU
	1,100 DU
Retail/Office	140,000 Sq. Ft.
Golf	18 Holes

The Riverwood Increment I DRI Development Order requires that an annual traffic monitoring report be submitted to Charlotte County, the Southwest Florida Regional Planning Council and the Florida Department of Community Affairs, Exhibit 2. The first report was submitted one year after the issuance of the first construction permit for buildings within the Riverwood Increment I. It is anticipated that the second traffic monitoring report will be submitted on or before May 4, 1994.

As stated in the Riverwood Development Order for Increment I, several impacted roadways and intersections would need to be monitored.

Impacted Roadways

Analysis of two-way peak hour, peak season levels of service for the following impacted roadways.

SR 776

Cornelius Boulevard to Project Entrance
Project Entrance to David Boulevard
David Boulevard to CR 771
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Impacted Intersections

Analysis of AM and PM peak hour, peak season levels of service for the following impacted intersections.

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- SR 776/Project Entrance(s)
- SR 776/David Boulevard
- SR 776/Marathon Boulevard
- SR 776/Oceanspray Boulevard
- SR 776/Sunnybrook Boulevard

As of April 1, 1994, only a very small portion of the buildout development parameters of Riverwood Increment I is in place. The existing development includes approximately 100 single-family dwelling units, 10 multifamily dwelling units, a clubhouse (5,000 s.f.) and eighteen holes of golf.

As with the first monitoring report, there will not be sufficient traffic generated by Riverwood Increment I within its second year after the issuance of the first construction permit to warrant a detailed traffic monitoring report. In lieu of a detailed monitoring report, a summary of the status of the development, in combination with the monitoring of AM and PM peak hour conditions at the two Project Entrances with SR 776, is proposed at this time. Subsequent annual reports would provide, as appropriate, a detailed traffic monitoring report of off-site conditions.

Peak hour AM (7:00 - 9:00) and PM (4:00 - 6:00) intersection turning movement counts at the Project Entrances with SR 776 will be undertaken for one weekday during the month of April, 1994. The Project's peak hour measured volumes will be compared to the Increment I forecasted volumes. Peak hour intersection capacity analysis, using the 1985 Highway Capacity Manual, will be provided for the two Project Entrances.

A 24-hour traffic count will be conducted on SR 776 (between the two Project Entrances) coincident with the intersection counts. Two-way peak hour, peak season traffic volumes, as well as AADTvolumes on SR 776, just north and south of the Project Entrances, will be reported.

dpa

APPENDIX B

1994 TRAFFIC COUNTS

TRAFFIC COUNT ADJUSTMENT FACTORS

PROJECT NAME: Riverwood Monitoring

LOCATION: SR776 Riverwood Dr.

DATE OF COUNTS: 4/26/94

DAY OF COUNTS: Tues

TURNING MOVEMENT COUNT ADJUSTMENT FACTORS:

SOURCE:

A. Day of Count to Average Weekday:	N/A	
B. Week/Month of Count to AADT:	.98	1992 Charlotte County Weekly Volume Factor Report
C. AADT to Peak Season:	.86	
D. Seasonal Peak/Daily Ratio (For non-seasonal counts only)	.9624	Collier County Highway Capacity Analysis Study (Comparison of seasonal to non-seasonal peak/daily ratios)

OVERALL FACTOR = 1 X A ÷ B X C X D

OVERALL FACTOR = 1 X N/A X .98 ÷ .86 X N/A = 1.14

MACHINE COUNT ADJUSTMENT FACTORS:

SOURCE:

A. Axle Factor	.9524	1990 Amendments to the Lee Plan, Volume 1 of 3
B. Day of Count to Average Weekday:		
C. Week/Month of Count to AADT:		
D. AADT to Peak Season:		

OVERALL FACTOR = 1 X A X B ÷ C X D

OVERALL FACTOR = 1 X _____ X _____ ÷ _____ X _____ = _____

02-May-94
08:33:20

DAVID PLUMMER & ASSOCIATES
SUMMARY OF VEHICLE MOVEMENTS

LOCATION: SR 776 & RIVERWOOD DR.
COUNTY : CHARLOTTE
OBSERVER: S.B.
WEATHER : GOOD
ROAD CONDITION:

CITY:PORT CHARLOTTE
DATE:4/28/94
REMARKS :

TIME		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND
BEGIN	END	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	TOTAL
07:00 AM	07:15 AM	0	131	0	131	0	88	11	99	1	0	0	1	0	0	0	0	231
07:15 AM	07:30 AM	0	183	0	183	0	131	6	137	2	0	0	2	0	0	0	0	322
07:30 AM	07:45 AM	0	190	0	190	0	124	9	133	2	0	0	2	0	0	0	0	325
07:45 AM	08:00 AM	0	192	0	192	0	111	10	121	1	0	0	1	0	0	0	0	314
08:00 AM	08:15 AM	1	140	0	141	0	109	7	116	1	0	1	2	0	0	0	0	259
08:15 AM	08:30 AM	2	138	0	140	0	118	13	131	6	0	1	7	0	0	0	0	278
08:30 AM	08:45 AM	3	146	0	149	0	121	8	129	7	0	0	7	0	0	0	0	285
08:45 AM	09:00 AM	2	129	0	131	0	82	10	92	4	0	0	4	0	0	0	0	227
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	15	134	0	149	0	195	9	204	4	0	1	5	0	0	0	0	358
04:15 PM	04:30 PM	0	160	0	160	0	160	9	169	7	0	0	7	0	0	0	0	336
04:30 PM	04:45 PM	1	139	0	140	0	178	11	189	12	0	1	13	0	0	0	0	342
04:45 PM	05:00 PM	0	137	0	137	0	158	6	164	8	0	0	8	0	0	0	0	309
05:00 PM	05:15 PM	1	162	0	163	0	203	10	213	12	0	3	15	0	0	0	0	391
05:15 PM	05:30 PM	1	149	0	150	0	164	7	171	11	0	3	14	0	0	0	0	335
05:30 PM	05:45 PM	0	136	0	136	0	174	2	176	16	0	1	17	0	0	0	0	329
05:45 PM	06:00 PM	0	148	0	148	0	147	3	150	13	0	2	15	0	0	0	0	313

02-May-94
08:33:21

DAVID PLUMMER & ASSOCIATES
HOURLY SUMMARY OF VEHICLE MOVEMENTS

LOCATION: SR 776 & RIVERWOOD DR.
COUNTY : CHARLOTTE
OBSERVER: S.B.
WEATHER : GOOD
ROAD CONDITION:

CITY:PORT CHARLOTTE
DATE:4/28/94
REMARKS :

TIME		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND
BEGIN	END	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	TOTAL
07:00 AM	08:00 AM	0	696	0	696	0	454	36	490	6	0	0	6	0	0	0	0	1192
08:00 AM	09:00 AM	8	553	0	561	0	430	38	468	18	0	2	20	0	0	0	0	1049
09:00 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	05:00 PM	16	570	0	586	0	691	35	726	31	0	2	33	0	0	0	0	1345
05:00 PM	06:00 PM	2	595	0	597	0	688	22	710	52	0	9	61	0	0	0	0	1368

DAVID PLUMMER & ASSOCIATES
PEAK HOUR CALCULATIONS

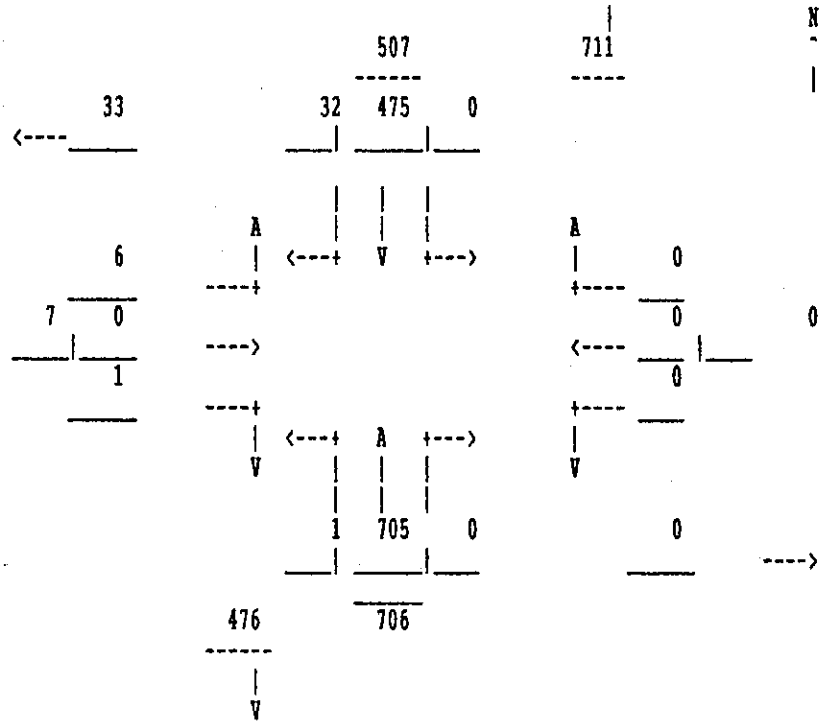
PEAK HOUR		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND
FROM	TO	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	TOTAL
AM PEAK																		
07:15 AM	08:15 AM	1	705	0	706	0	475	32	507	6	0	1	7	0	0	0	0	1220
PEAK HOUR FACTOR			0.92				0.93				0.88				NA			0.94
MIDDAY PEAK																		
12:00 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR			NA				NA				NA				NA			NA
PM PEAK																		
04:15 PM	05:15 PM	2	598	0	600	0	699	36	735	39	0	4	43	0	0	0	0	1378
PEAK HOUR FACTOR			0.92				0.86				0.72				NA			0.88

FDOT/DPA
RAW TURNING MOVEMENT DIAGRAM

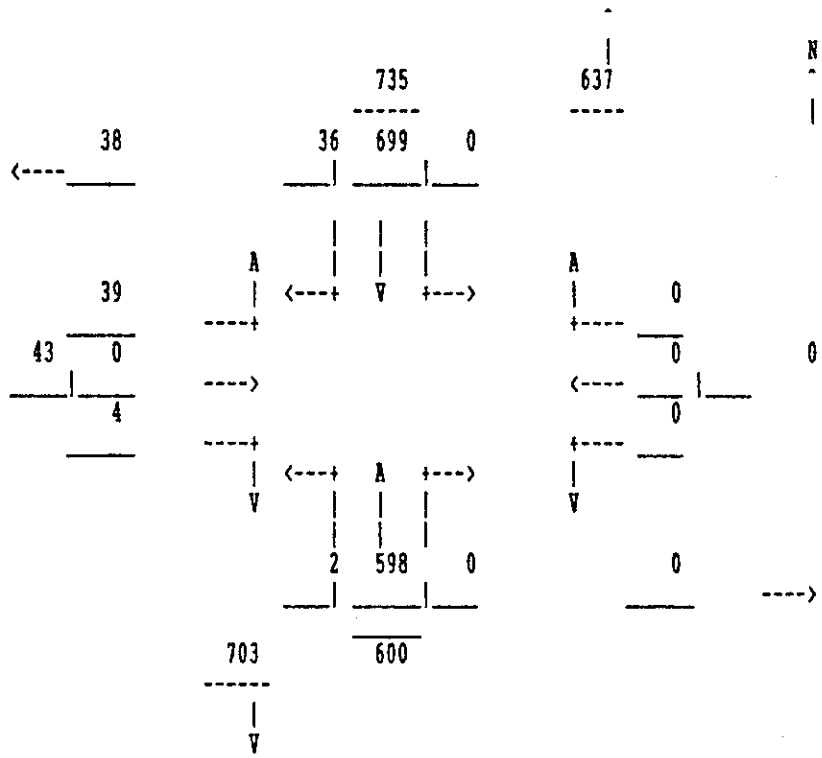
LOCATION: SR 776 & RIVERWOOD DR.
COUNTY : CHARLOTTE
OBSERVER: S.B.

CITY: PORT CHARLOTTE
DATE: 4/28/94

AM Peak Hour



PM Peak Hour



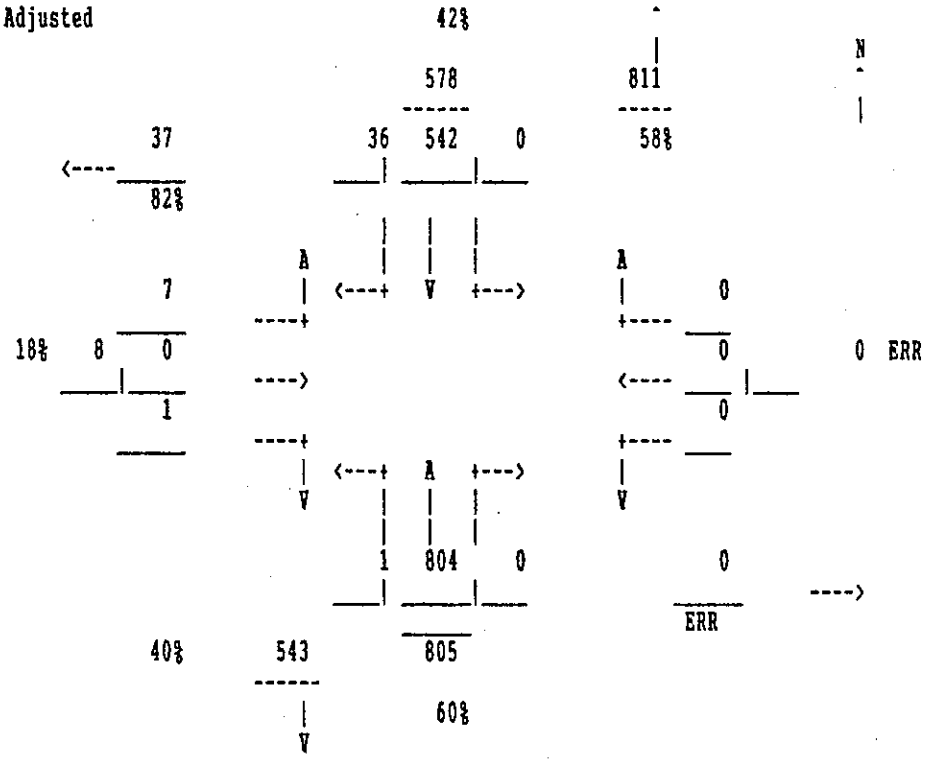
02-May-94
08:33:22

FDOT/DPA
ADJUSTED TURNING MOVMEMENT DIAGRAM

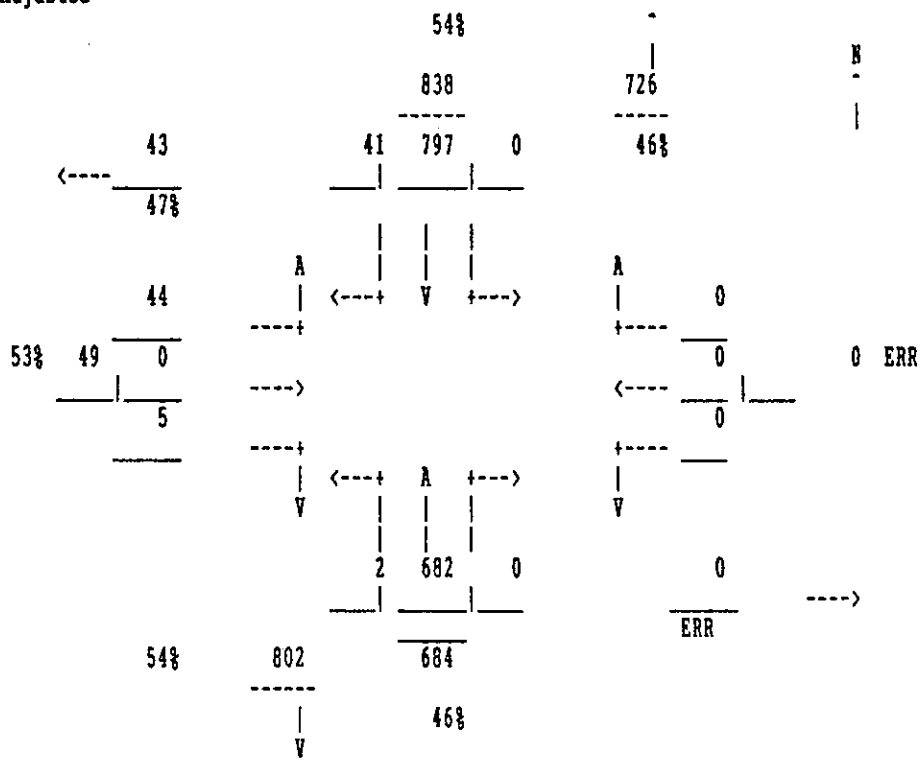
LOCATION: SR 776 & RIVERWOOD DR.
COUNTY : CHARLOTTE
OBSERVER: S.B.

ADJUSTMENT FACTOR: 1.14

AM Peak Hour - Adjusted



PM Peak Hour - Adjusted



TRAFFIC COUNT ADJUSTMENT FACTORS

PROJECT NAME: Riverwood / Mountain

LOCATION: SR 776 + William Bend

DATE OF COUNTS: 4/26/94

DAY OF COUNTS: Tues

TURNING MOVEMENT COUNT ADJUSTMENT FACTORS:

SOURCE:

A. Day of Count to Average Weekday:	N/A	
B. Week/Month of Count to AADT:	.98	1992 Charlotte County Weekly Volume Factor Report
C. AADT to Peak Season:	.86	
D. Seasonal Peak/Daily Ratio (For non-seasonal counts only)	.9624	Collier County Highway Capacity Analysis Study (Comparison of seasonal to non-seasonal peak/daily ratios)

OVERALL FACTOR = 1 X A ÷ B X C X D

OVERALL FACTOR = 1 X N/A X .98 ÷ .86 X N/A = 1.14

MACHINE COUNT ADJUSTMENT FACTORS:

SOURCE:

A. Axle Factor	.9524	1990 Amendments to the Lee Plan, Volume 1 of 3
B. Day of Count to Average Weekday:		
C. Week/Month of Count to AADT:		
D. AADT to Peak Season:		

OVERALL FACTOR = 1 X A X B ÷ C X D

OVERALL FACTOR = 1 X _____ X _____ ÷ _____ X _____ = _____

02-May-94
08:39:37

DAVID PLUMMER & ASSOCIATES
SUMMARY OF VEHICLE MOVEMENTS

LOCATION: SR 776 & WILLOW BEND
COUNTY : CHARLOTTE
OBSERVER: S.B.
WEATHER : GOOD
ROAD CONDITION:

CITY:PORT CHARLOTTE
DATE:4/28/94
REMARKS :

TIME		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND
BEGIN	END	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	TOTAL
07:00 AM	07:15 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
07:15 AM	07:30 AM	1	0	0	1	0	0	2	2	2	0	1	3	0	0	0	0	6
07:30 AM	07:45 AM	3	0	0	3	0	0	1	1	0	0	3	3	0	0	0	0	7
07:45 AM	08:00 AM	11	0	0	11	0	0	3	3	1	0	3	4	0	0	0	0	18
08:00 AM	08:15 AM	8	0	0	8	0	0	4	4	3	0	5	8	0	0	0	0	20
08:15 AM	08:30 AM	1	0	0	1	0	0	5	5	3	0	2	5	0	0	0	0	11
08:30 AM	08:45 AM	1	0	0	1	0	0	1	1	0	0	4	4	0	0	0	0	6
08:45 AM	09:00 AM	5	0	0	5	0	0	2	2	3	0	0	3	0	0	0	0	10
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	1	1	2	0	1	3	0	0	0	0	4
04:15 PM	04:30 PM	3	0	0	3	0	0	1	1	5	0	3	8	0	0	0	0	12
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	1	0	3	4	0	0	0	0	4
04:45 PM	05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:15 PM	05:30 PM	2	0	0	2	0	0	1	1	2	0	1	3	0	0	0	0	6
05:30 PM	05:45 PM	1	0	0	1	0	0	1	1	1	0	0	1	0	0	0	0	3
05:45 PM	06:00 PM	1	0	0	1	0	0	0	0	1	0	1	2	0	0	0	0	3

02-May-94
08:39:37

DAVID PLUMMER & ASSOCIATES
SUMMARY OF VEHICLE MOVEMENTS

LOCATION: SR 776 & WILLOW BEND
COUNTY : CHARLOTTE
OBSERVER: S.B.
WEATHER : GOOD
ROAD CONDITION:

CITY:PORT CHARLOTTE
DATE:4/28/94
REMARKS :

TIME		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND
BEGIN	END	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	TOTAL
07:00 AM	07:15 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
07:15 AM	07:30 AM	1	0	0	1	0	0	2	2	2	0	1	3	0	0	0	0	6
07:30 AM	07:45 AM	3	0	0	3	0	0	1	1	0	0	3	3	0	0	0	0	7
07:45 AM	08:00 AM	11	0	0	11	0	0	3	3	1	0	3	4	0	0	0	0	18
08:00 AM	08:15 AM	8	0	0	8	0	0	4	4	3	0	5	8	0	0	0	0	20
08:15 AM	08:30 AM	1	0	0	1	0	0	5	5	3	0	2	5	0	0	0	0	11
08:30 AM	08:45 AM	1	0	0	1	0	0	1	1	0	0	4	4	0	0	0	0	6
08:45 AM	09:00 AM	5	0	0	5	0	0	2	2	3	0	0	3	0	0	0	0	10
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	1	1	2	0	1	3	0	0	0	0	4
04:15 PM	04:30 PM	3	0	0	3	0	0	1	1	5	0	3	8	0	0	0	0	12
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	1	0	3	4	0	0	0	0	4
04:45 PM	05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:15 PM	05:30 PM	2	0	0	2	0	0	1	1	2	0	1	3	0	0	0	0	6
05:30 PM	05:45 PM	1	0	0	1	0	0	1	1	1	0	0	1	0	0	0	0	3
05:45 PM	06:00 PM	1	0	0	1	0	0	0	0	1	0	1	2	0	0	0	0	3

02-May-94
08:39:38

DAVID PLUMMER & ASSOCIATES
HOURLY SUMMARY OF VEHICLE MOVEMENTS

LOCATION: SR 776 & WILLOW BEND
COUNTY : CHARLOTTE
CITY:PORT CHARLOTTE
OBSERVER: S.B.
DATE:4/28/94
WEATHER : GOOD
REMARKS :
ROAD CONDITION:

TIME		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND
BEGIN	END	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	TOTAL
07:00 AM	08:00 AM	16	0	0	16	0	0	7	7	3	0	7	10	0	0	0	0	33
08:00 AM	09:00 AM	15	0	0	15	0	0	12	12	9	0	11	20	0	0	0	0	47
09:00 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	05:00 PM	4	0	0	4	0	0	2	2	8	0	7	15	0	0	0	0	21
05:00 PM	06:00 PM	4	0	0	4	0	0	2	2	4	0	3	7	0	0	0	0	13

DAVID PLUMMER & ASSOCIATES
PEAK HOUR CALCULATIONS

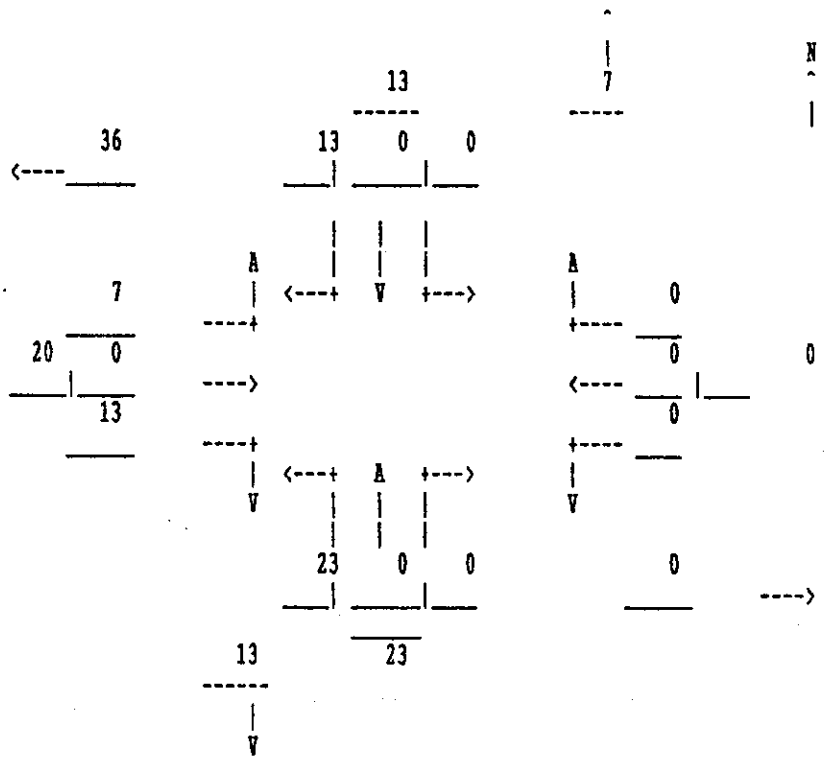
PEAK HOUR		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND
FROM	TO	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	TOTAL
AM PEAK																		
07:30 AM	08:30 AM	23	0	0	23	0	0	13	13	7	0	13	20	0	0	0	0	56
PEAK HOUR FACTOR			0.52				0.65				0.63				NA			0.70
MIDDAY PEAK																		
12:00 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR			NA				NA				NA				NA			NA
PM PEAK																		
04:00 PM	05:00 PM	4	0	0	4	0	0	2	2	8	0	7	15	0	0	0	0	21
PEAK HOUR FACTOR			0.33				0.50				0.47				NA			0.44

FDOT/DPA
RAW TURNING MOVEMENT DIAGRAM

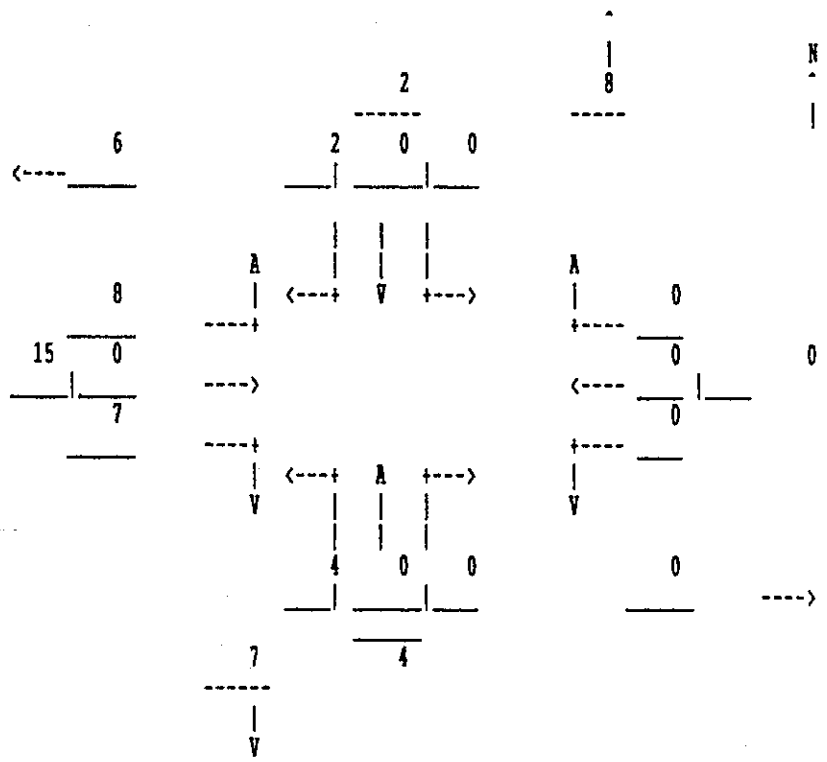
LOCATION: SR 776 & WILLOW BEND
COUNTY : CHARLOTTE
OBSERVER: S.B.

CITY: PORT CHARLOTTE
DATE: 4/28/94

AM Peak Hour



PM Peak Hour



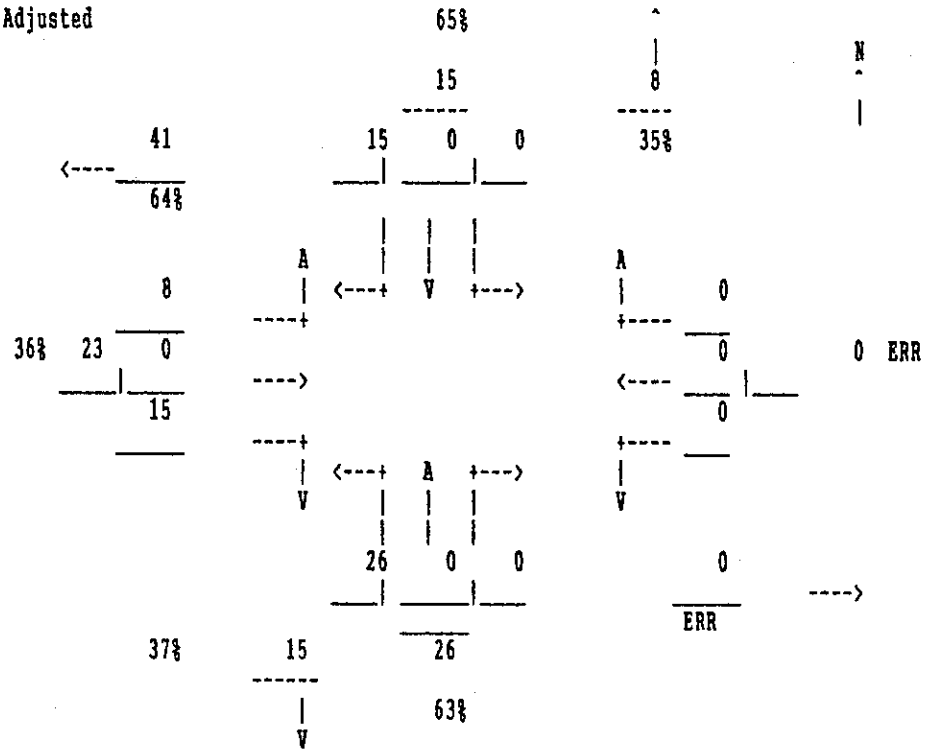
02-May-94
08:39:38

FDOT/DPA
ADJUSTED TURNING MOVMEMENT DIAGRAM

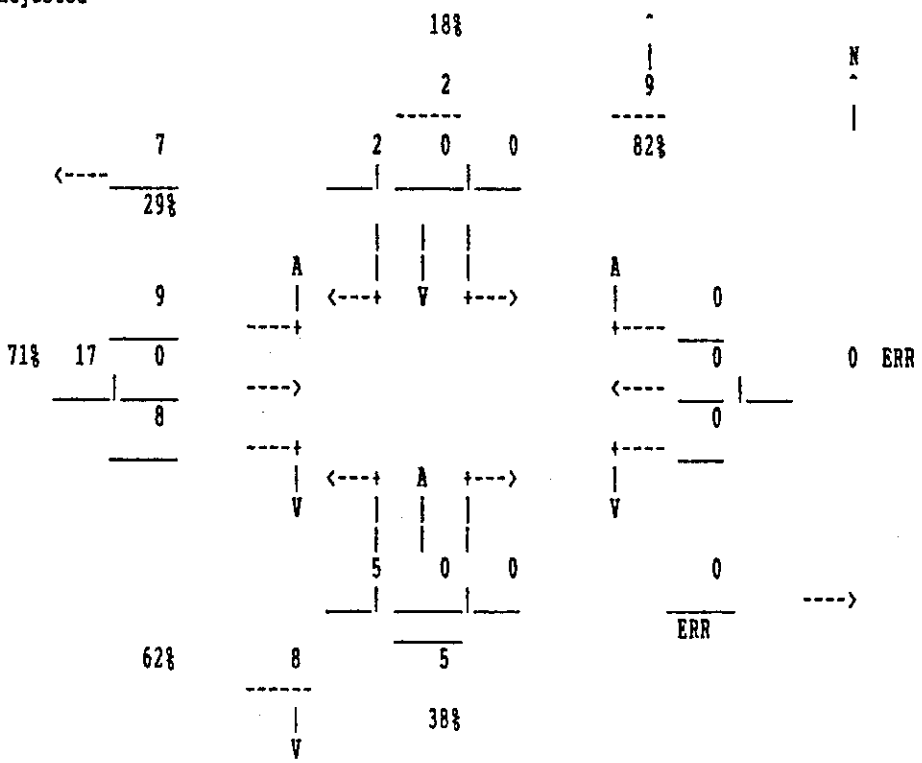
LOCATION: SR 776 & WILLOW BEND
COUNTY : CHARLOTTE
OBSERVER: S.B.

ADJUSTMENT FACTOR: 1.14

AM Peak Hour - Adjusted



PM Peak Hour - Adjusted



COMPUTERIZED TRAFFIC DATA, INC. 904-260-4354
445-26 STATE RD 13 STE 310 JACKSONVILLE, FL 32259

Volume Report with Midnight Totals

Data File : D0426001.PRN
Station : 000000000001
Identification : 000000004929 Interval : 15 minutes
Start date : Apr 26, 94 Start time : 00:00
Stop date : Apr 26, 94 Stop time : 24:00
City/Town : County : CHARLOTTE
Location : SR 776 SOUTH OF NORTH ENT. TO RIVERWOOD

Apr 26 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	2	10	2	18	57	130	182	129	129	161
30	11	5	5	4	7	27	89	163	149	129	142	126
45	7	3	2	8	7	31	116	178	140	140	122	144
00	2	7	1	3	12	36	128	210	143	144	130	127
Hr Total	29	20	10	25	28	112	390	681	614	542	523	558

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	112	148	167	145	165	141	106	87	63	30	27	8
30	137	154	146	191	161	185	108	54	40	34	19	7
45	132	136	171	157	143	140	91	47	37	43	19	13
00	137	153	173	156	151	136	95	70	40	38	24	10
Hr Total	518	591	657	649	620	602	400	258	180	145	89	38

Midnight Total : 8279
AM peak hour begins : 07:15 AM peak volume : 733 Peak hour factor : 0.87
PM peak hour begins : 14:30 PM peak volume : 680 Peak hour factor : 0.89

Apr 26 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	6	2	1	2	5	30	91	130	109	130	126
30	7	2	6	2	3	15	41	131	129	108	118	140
45	10	7	3	6	6	22	87	126	121	114	140	151
00	6	9	2	2	9	28	81	121	97	131	124	144
Hr Total	37	24	13	11	20	70	239	469	477	462	512	561

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	153	152	150	162	191	205	156	101	75	80	33	32
30	146	141	157	182	171	188	103	119	65	74	38	17
45	133	164	136	159	185	166	87	88	78	67	33	16
00	146	160	170	175	156	155	90	71	100	51	45	20
Hr Total	578	617	613	678	703	714	436	379	318	272	149	85

Midnight Total : 8437
AM peak hour begins : 11:30 AM peak volume : 594 Peak hour factor : 0.97
PM peak hour begins : 16:30 PM peak volume : 734 Peak hour factor : 0.90

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Identification : 000000004929 Interval : 15 minutes
Start date : Apr 26, 94 Start time : 00:00
Stop date : Apr 26, 94 Stop time : 24:00
City/Town : County : CHARLOTTE
Location : SR 776 SOUTH OF NORTH ENT. TO RIVERWOOD

Apr 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	11	4	11	4	23	87	221	312	238	259	287
30	18	7	11	6	10	42	130	294	278	237	260	266
45	17	10	5	14	13	53	203	304	261	254	262	295
00	8	16	3	5	21	64	209	331	240	275	254	271
Hr Total	66	44	23	36	48	182	629	1150	1091	1004	1035	1119

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	265	300	317	307	356	346	262	188	138	110	60	40
30	283	295	303	373	332	373	211	173	105	108	57	24
45	265	300	307	316	328	306	178	135	115	110	52	29
00	283	313	343	331	307	291	185	141	140	89	69	30
Hr Total	1096	1208	1270	1327	1323	1316	836	637	498	417	238	123

Midnight Total : 16716
AM peak hour begins : 07:15 AM peak volume : 1241 Peak hour factor : 0.94
PM peak hour begins : 15:15 PM peak volume : 1376 Peak hour factor : 0.92

APPENDIX C

INTERSECTION CAPACITY ANALYSIS

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IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 55

PEAK HOUR FACTOR..... .9

AREA POPULATION..... 175000

NAME OF THE EAST/WEST STREET..... RIVERWOOD DR.

NAME OF THE NORTH/SOUTH STREET..... SR 776

NAME OF THE ANALYST..... DPA

DATE OF THE ANALYSIS (mm/dd/yy)..... 5/4/1994

TIME PERIOD ANALYZED..... AM PEAK, PEAK SEASON

OTHER INFORMATION.... EXISTING 1994 CONDITIONS

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	6	--	1	0
THRU	0	--	804	542
RIGHT	1	--	0	32

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	--	1	1

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	-----	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	---	---	---
NORTHBOUND	7	0	0
SOUTHBOUND	12	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	EB	6.50	6.50	0.00	6.50
MAJOR LEFTS	NB	5.50	5.50	0.00	5.50
MINOR LEFTS	EB	8.00	8.00	0.00	8.00

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... RIVERWOOD DR.
NAME OF THE NORTH/SOUTH STREET.... SR 776
DATE AND TIME OF THE ANALYSIS..... 5/4/1994 ; AM PEAK, PEAK SEASON
OTHER INFORMATION.... EXISTING 1994 CONDITIONS

MOVEMENT	FLOW-RATE v(pcph)	POTEN-TIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
EB LEFT	7	54	53	53	47	E
RIGHT	1	414	414	414	412	A
MAJOR STREET						
NB LEFT	1	530	530	530	529	A

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NAME OF THE ANALYST..... DPA

DATE OF THE ANALYSIS (mm/dd/yy)..... 5/4/1994

TIME PERIOD ANALYZED..... PM PEAK, PEAK SEASON

OTHER INFORMATION.... EXISTING 1994 CONDITIONS

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	39	--	2	0
THRU	0	--	682	797
RIGHT	4	--	0	36

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	--	1	1

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	-----	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	---	---	---
NORTHBOUND	10	0	0
SOUTHBOUND	6	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	EB	6.50	6.50	0.00	6.50
MAJOR LEFTS	NB	5.50	5.50	0.00	5.50
MINOR LEFTS	EB	8.00	8.00	0.00	8.00

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MINOR STREET						
EB LEFT	43	45	45	45	1	E
RIGHT	4	268	268	268	263	C
MAJOR STREET						
NB LEFT	2	365	365	365	363	B

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OTHER INFORMATION.... EXISTING 1994 CONDITIONS

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	6	--	23	0
THRU	0	--	799	533
RIGHT	12	--	0	10

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	--	1	1

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	-----	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	39	0	0
WESTBOUND	---	---	---
NORTHBOUND	7	0	0
SOUTHBOUND	12	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	EB	6.50	6.50	0.00	6.50
MAJOR LEFTS	NB	5.50	5.50	0.00	5.50
MINOR LEFTS	EB	8.00	8.00	0.00	8.00

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MINOR STREET						
EB LEFT	8	54	52	52	44	E
RIGHT	16	427	427	427	411	A
MAJOR STREET						
NB LEFT	26	553	553	553	526	A

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OTHER INFORMATION.... EXISTING 1994 CONDITIONS

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MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	6	--	4	0
THRU	0	--	678	800
RIGHT	7	--	0	1

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	--	1	1

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	-----	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	77	0	0
WESTBOUND	---	---	---
NORTHBOUND	10	0	0
SOUTHBOUND	6	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	EB	6.50	6.50	0.00	6.50
MAJOR LEFTS	NB	5.50	5.50	0.00	5.50
MINOR LEFTS	EB	8.00	8.00	0.00	8.00

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MINOR STREET						
EB LEFT	9	45	45	45	35	E
RIGHT	11	274	274	274	263	C
MAJOR STREET						
NB LEFT	5	382	382	382	378	B

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