DAVID PLUMMER & ASSOCIATES, INC.

CONSULTING ENGINEERS AND TRANSPORTATION PLANNERS

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CHARLOTTE COUNTY
PLANNING DEPT.

Mike

April 1, 1993

Mr. David Loveland
SOUTHWEST FLORIDA REGIONAL
PLANNING COUNCIL
P.O. Box 3455
N. Ft. Myers, FL 33918

RE: Riverwood Increment I, First Annual Traffic Monitoring Report #92523

Dear Dave,

Enclosed please find one copy of the report titled Riverwood Increment I, First Annual Traffic Monitoring Report and dated April 1, 1993.

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

Looking forward to continued association, I remain

Very truly yours,

Mark J. Gillis

MJG/kt

cc: Steve Clayton
Steve Hartsell
Dawn Wolfe
Michael O'Keeffe
Ronald Cabak
James Stansbury

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

dpa

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CHARLOTTE COUNTY
PLANNING DEPT.

RIVERWOOD INCREMENT I

FIRST ANNUAL

TRAFFIC MONITORING REPORT

Project #92523

April 1, 1993

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

RIVERWOOD INCREMENT I

FIRST 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 March 1993, the following development parameters are existing on site.

Riverwood Increment I
Existing Development Parameters

Land Use	Size
Single Family	
Model Homes	4 DU
Occupied Units	1 DU
Under Construction	4 DU
Total	9 DU
Golf Course	9 Holes
Club House	4,000 Sq. Ft.

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 Community Affairs, 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 represents 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 the first traffic monitoring report will be submitted on or before May 4, 1993.

dpa

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 this date, only a very small portion of the buildout development parameters of Riverwood Increment I is in place. The existing development includes only one occupied residential unit, the clubhouse and nine holes of golf.

Given the above, it was agreed by the review agencies (Appendix A) that there would not be sufficient traffic generated by Riverwood Increment I within its first year after the issuance of the first construction permit to warrant a detailed traffic monitoring report. In lieu of the detailed traffic monitoring report for the first year, a summary of the status of the development, in combination with the monitoring of AM and PM peak hour conditions at the Project Entrances with 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, a transportation methodology meeting for the Traffic Monitoring Report was held on Thursday, February 25, 1993. Those in attendance included representatives of the Southwest Florida Regional Planning Council, the Florida Department of Transportation, Charlotte County Planning Department and Riverwood. 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 March, 1993.

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 just north and south of the Project entrances, will be reported.

DATA COLLECTION

Peak hour 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 Thursday, March 11, 1993.

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. Traffic counts are provided in Appendix B and summarized in Exhibits 3 and 4.

At the same time as the intersection turning movement counts, Charlotte County Public Works Department conducted a twenty four hour machine count on SR 776 immediately south of Riverwood Drive. That count is presented 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	69
Question 31. Forecasted Volume	1193
Measured Volume/Forecasted Volume	0.058

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 experiences 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 north and south of the Riverwood entrances, along with estimated AADT volumes, are summarized in Exhibit 5. While reduced levels of service are experienced on SR 776 under existing conditions, widening of SR 776 from Willow Bend Drive to Collingswood Boulevard to four lanes is a committed roadway improvement.

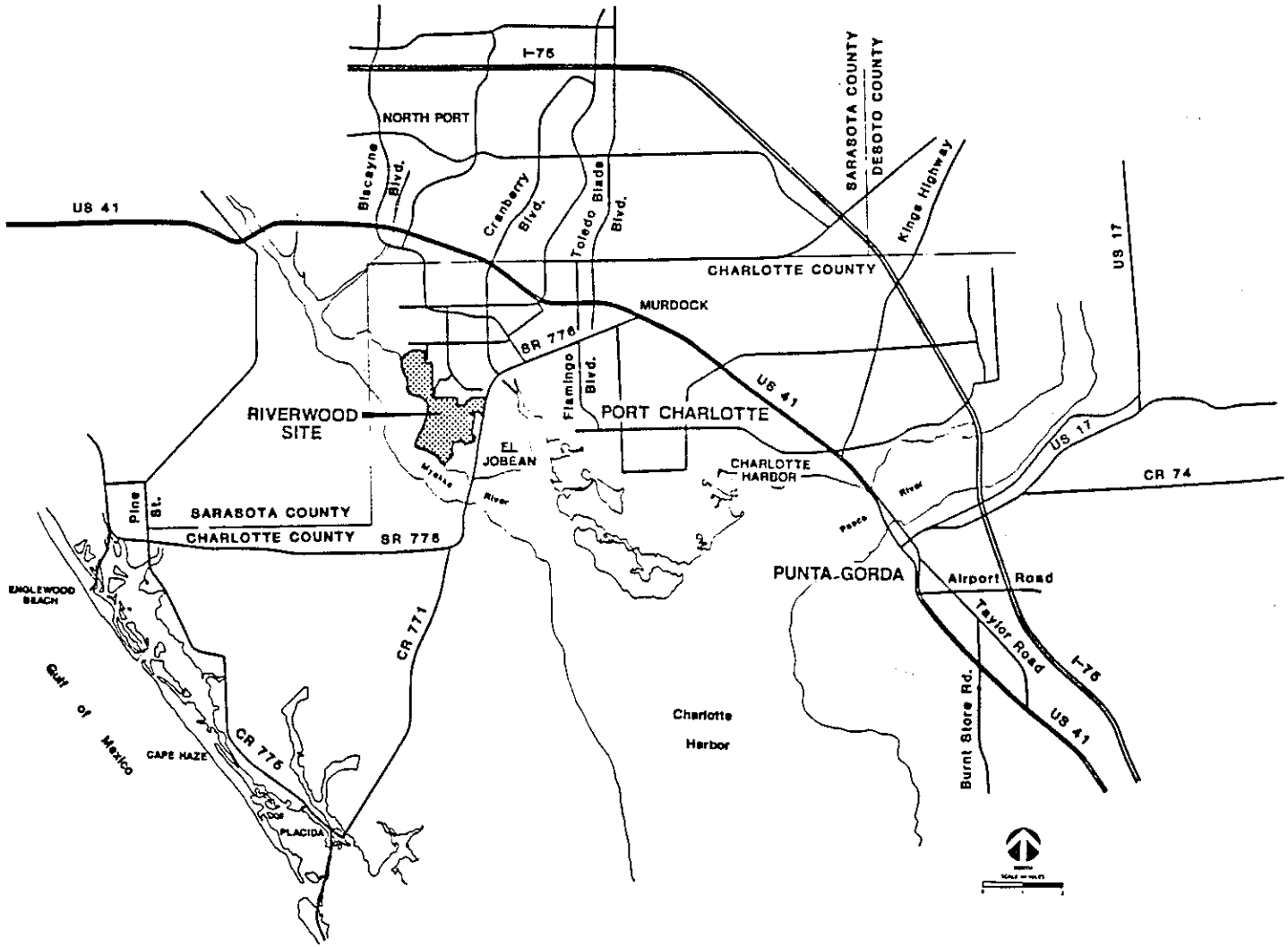
CONCLUSIONS

The Riverwood First 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 95% 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. Only one single family unit is currently occupied.

3. While reduced levels of service are experienced on SR 776, widening of SR 776 to four lanes from Willow Bend Drive to Collingswood Boulevard is committed for construction.



Base Map Prepared By WMB&P.

dpa	RIVERWOOD ANNUAL TRAFFIC MONITORING REPORT	PROJECT LOCATION MAP	92523 1

EXHIBIT 2

RIVERWOOD INCREMENT I DEVELOPMENT ORDER

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.

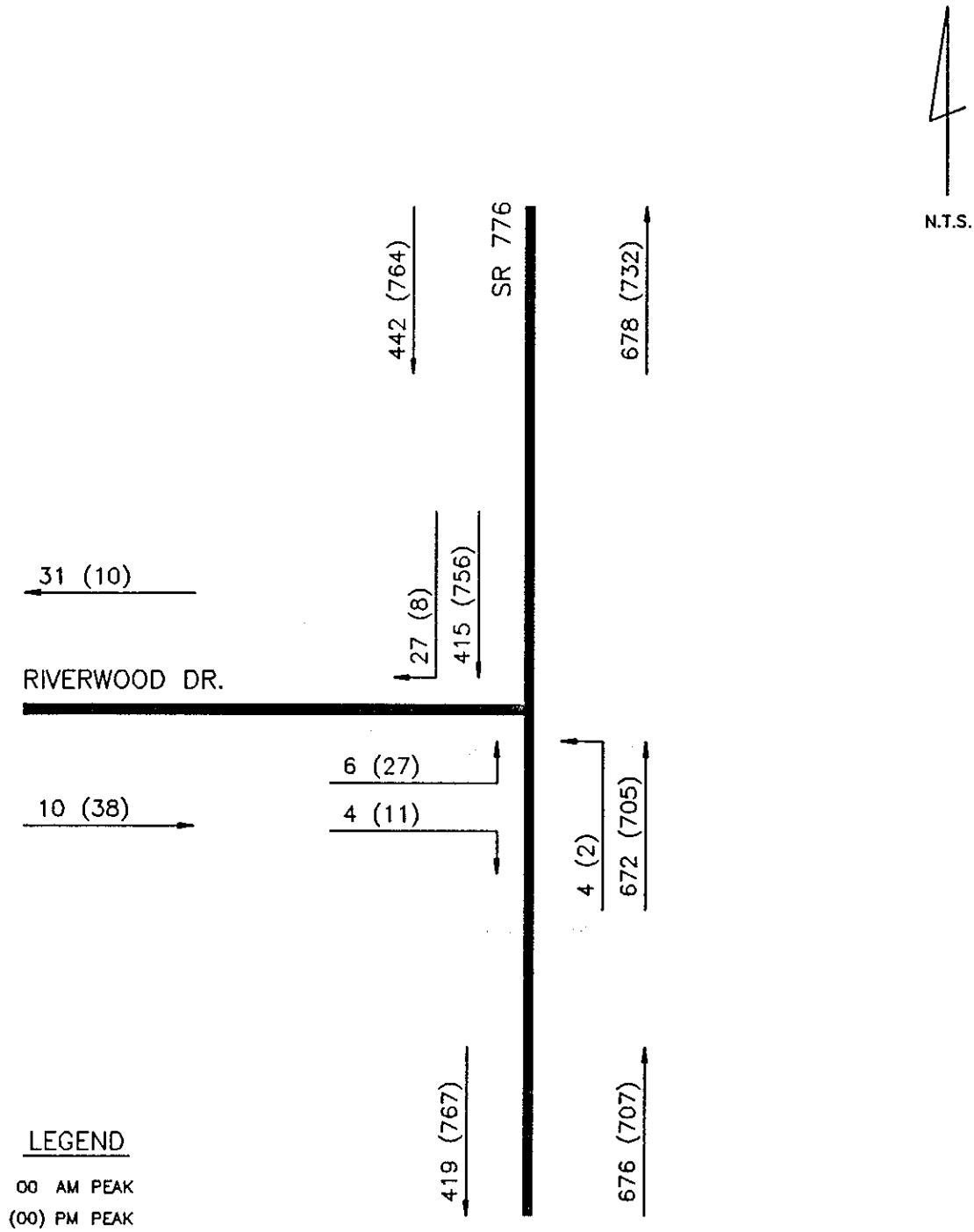
2. Determine the existing levels of service on regional and local facilities.

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.

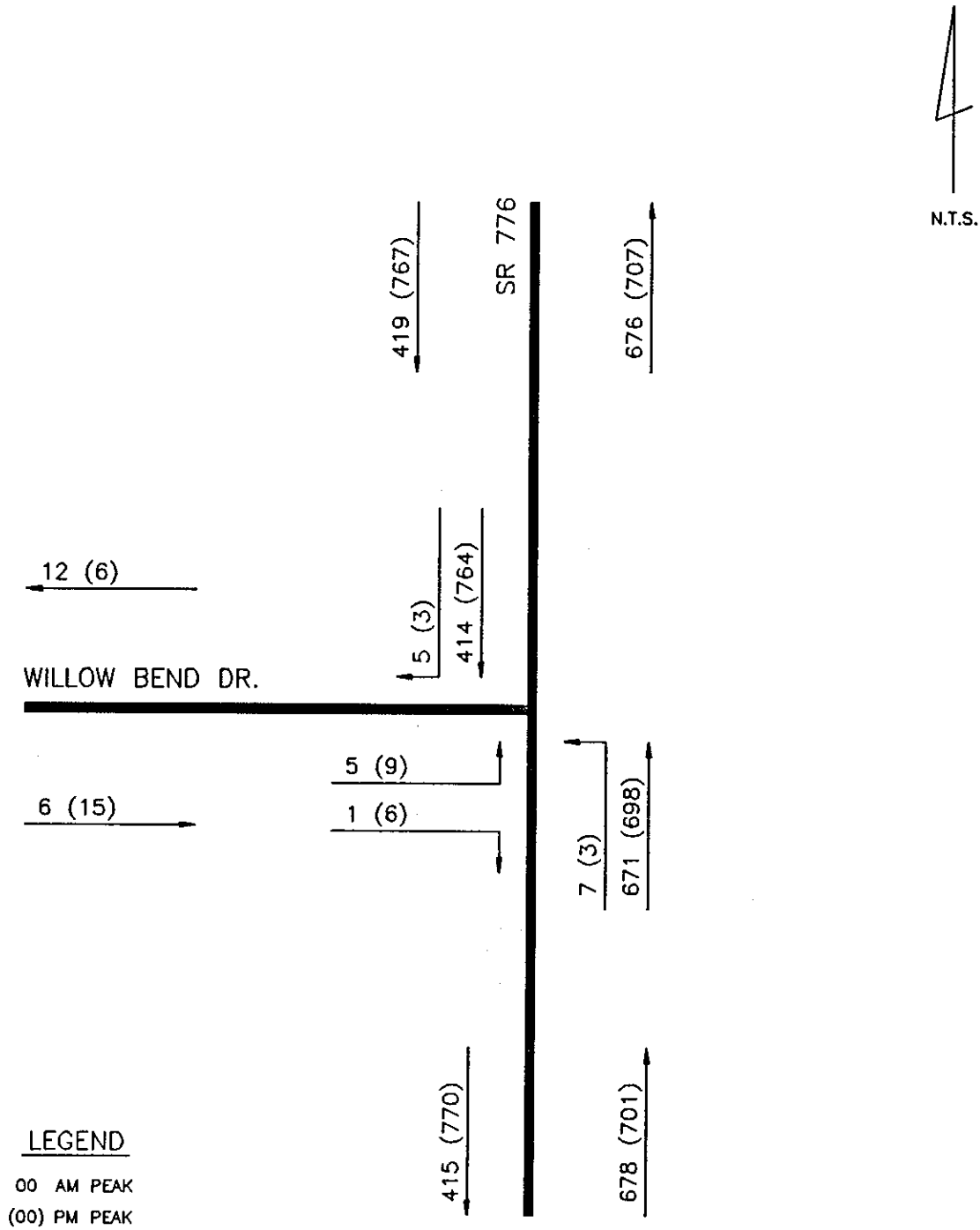
c. The SWFRPC transportation assessment for the Riverwood Master Development and the Riverwood Master Development Order identified a year 2004 Master Roadway Network (Exhibit 1) and the regionally and locally significant roads as shown in Exhibit 2. The SWFRPC transportation assessment of significant 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



dpa	RIVERWOOD ANNUAL TRAFFIC MONITORING REPORT	EXISTING 1993 PEAK HOUR, PEAK SEASON TRAFFIC VOLUMES	92523 3



dpa	RIVERWOOD ANNUAL TRAFFIC MONITORING REPORT	EXISTING 1993 PEAK HOUR, PEAK SEASON TRAFFIC VOLUMES	92523 4

RIVERWOOD INCREMENT I

EXHIBIT 5

TRAFFIC VOLUME SUMMARY

Roadway Segment	Peak Season, Peak Hour[1] AM Peak	PM Peak	AADT[2]
SR 776, Riverwood Drive to North	1,120	1,496	15,800
SR 776, Riverwood Drive to Willow Bend Drive	1,095	1,474	15,500
SR 776, Willow Bend Drive to South	1,093	1,471	14,490

Footnotes:

1) From peak hour, peak season intersection turning movement count.
2) Derived from peak hour, peak season turning movement count.

APPENDIX A

TRAFFIC MONITORING METHODOLOGY REPORT

DAVID PLUMMER & ASSOCIATES, INC.

CONSULTING ENGINEERS AND TRANSPORTATION PLANNERS

February 26, 1993

Mr. David Loveland
SOUTHWEST FLORIDA REGIONAL
PLANNING COUNCIL
P.O. Box 3455
N. Ft. Myers, FL 33918

RE: Riverwood - Increment I #92523
Traffic Monitoring Report Methodology

Dear Dave,

We appreciated meeting with you, Ms. Dawn Wolfe and Mr. Michael O'Keeffe on February 25, 1993 regarding the above Project.

Please find enclosed, the agreed upon Riverwood Increment I - Traffic Monitoring Report Methodology. The methodology has been revised to reflect comments and suggestions discussed at our meeting.

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

Very truly yours,

Stephen Leung

SL/kt

cc: Dawn Wolfe
Michael O'Keeffe
Ronald Cabak
Steve Clayton
Steve Hartsell
James Stansbury

FORT MYERS, CORAL GABLES, LAKE BEACH
1531 HENDRY STREET FORT MYERS, FLORIDA 33901
TELEPHONE 813 332-2917 FAX 813 332-2635

92523
Revised 2/26/93

RIVERWOOD DRI

TRAFFIC MONITORING REPORT METHODOLOGY

Introduction

A transportation methodology meeting for the Riverwood Increment I Traffic Monitoring Report was held on Thursday, February 25, 1993. Those in attendance included the following individuals.

Mr. David Loveland - Southwest Florida Regional Planning Council
Ms. Dawn Wolfe - Florida Department of Transportation
Mr. Michael O'Keeffe - Charlotte County Planning
Mr. Mark Gillis - David Plummer & Associates
Mr. Stephen Leung - David Plummer & Associates

Overview

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 will 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 represents 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 the first traffic monitoring report will be submitted on or before May 4, 1993.

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.

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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

Monitoring Program

As of February 25, 1993, only a very small portion of the buildout development parameters of Riverwood Increment I is in place. The existing development includes minimal occupied residential units, the clubhouse and nine holes of golf.

In our opinion, there will not be sufficient traffic generated by Riverwood Increment I within its first 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 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.

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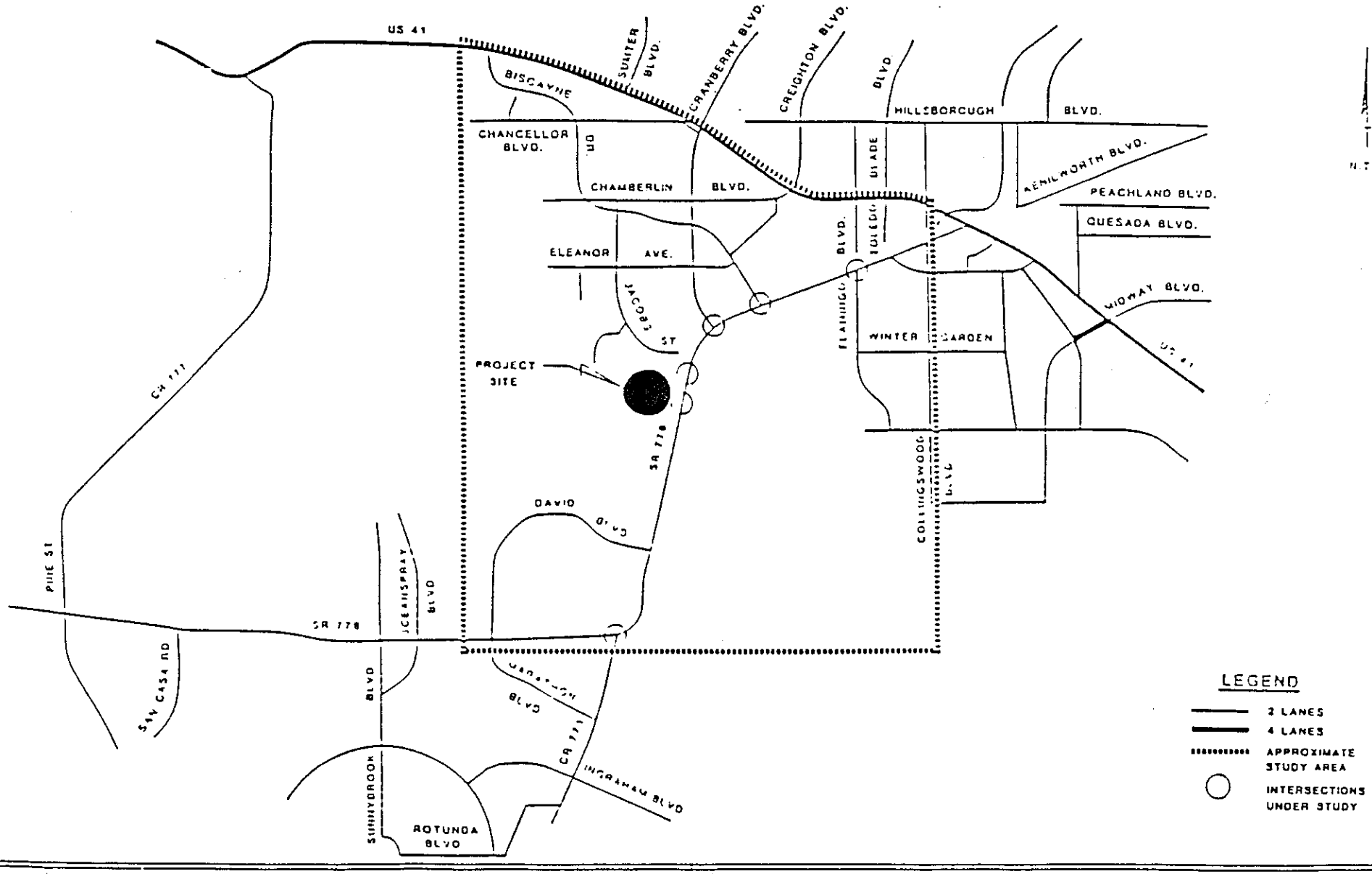

RIVERWOOD DRI
INCREMENT ONE

STUDY AREA

1

EXHIBIT 2

RIVERWOOD INCREMENT I DEVELOPMENT ORDER

3. TRANSPORTATION

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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 2001 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:

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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

APPENDIX B

1993 TRAFFIC COUNTS

15-Mar-93
09:11:17

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:3/11/93
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	109	0	110	0	72	7	79	1	0	0	1	0	0	0	0	190
07:15 AM	07:30 AM	0	158	0	158	0	85	10	95	1	0	2	3	0	0	0	0	256
07:30 AM	07:45 AM	1	192	0	193	0	121	4	125	0	0	0	0	0	0	0	0	318
07:45 AM	08:00 AM	2	201	0	203	0	128	5	133	4	0	0	4	0	0	0	0	340
08:00 AM	08:15 AM	1	156	0	157	0	103	8	111	1	0	2	3	0	0	0	0	271
08:15 AM	08:30 AM	0	132	0	132	0	98	2	100	2	0	0	2	0	0	0	0	234
08:30 AM	08:45 AM	1	169	0	170	0	123	5	128	3	0	1	4	0	0	0	0	302
08:45 AM	09:00 AM	0	154	0	154	0	99	5	104	1	0	0	1	0	0	0	0	259
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
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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	1	154	0	155	0	201	6	207	11	0	2	13	0	0	0	0	375
04:15 PM	04:30 PM	1	192	0	193	0	202	3	205	8	0	3	11	0	0	0	0	409
04:30 PM	04:45 PM	0	218	0	218	0	209	2	211	7	0	1	8	0	0	0	0	437
04:45 PM	05:00 PM	1	152	0	153	0	169	2	171	7	0	3	10	0	0	0	0	334
05:00 PM	05:15 PM	0	180	0	180	0	216	1	217	5	0	4	9	0	0	0	0	406
05:15 PM	05:30 PM	1	187	0	188	0	205	3	208	4	0	1	5	0	0	0	0	401
05:30 PM	05:45 PM	0	186	0	186	0	200	1	201	9	0	3	12	0	0	0	0	399
05:45 PM	06:00 PM	1	168	0	169	0	182	2	184	5	0	1	6	0	0	0	0	359

15-Mar-93
09:11:18

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:3/11/93
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	4	660	0	664	0	406	26	432	6	0	2	8	0	0	0	0	1104
08:00 AM	09:00 AM	2	611	0	613	0	423	20	443	7	0	3	10	0	0	0	0	1066
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	3	716	0	719	0	781	13	794	33	0	9	42	0	0	0	0	1555
05:00 PM	06:00 PM	2	721	0	723	0	803	7	810	23	0	9	32	0	0	0	0	1565

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	4	707	0	711	0	437	27	464	6	0	4	10	0	0	0	0	1185
PEAK HOUR FACTOR			0.88				0.87				0.63				NA			0.87
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	742	0	744	0	796	8	804	27	0	11	38	0	0	0	0	1586
PEAK HOUR FACTOR			0.85				0.93				0.86				NA			0.91

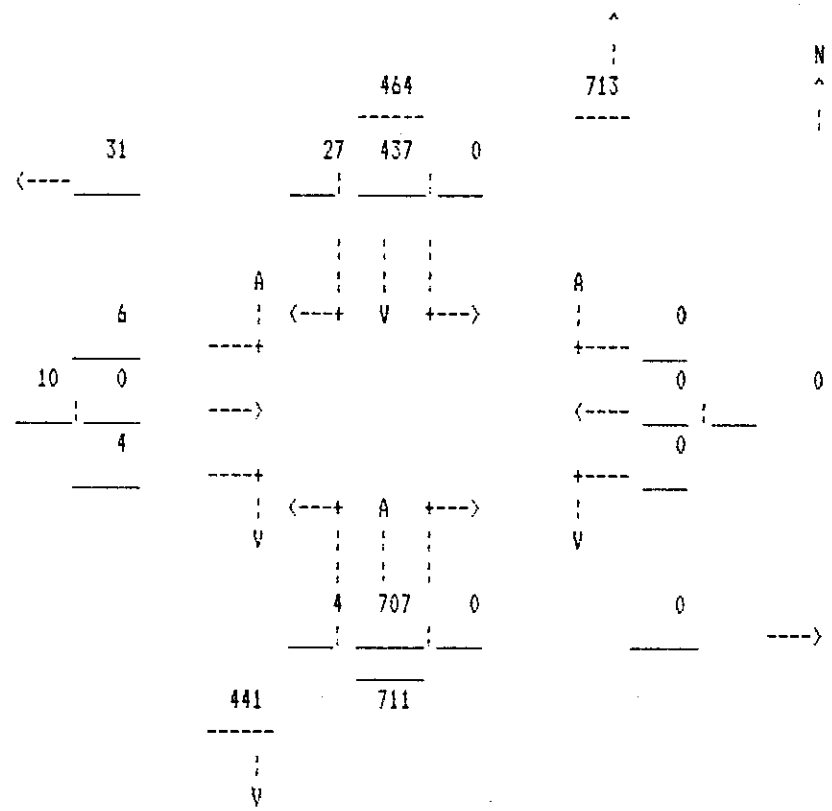
15-Mar-93
09:11:18

FDOT/DPA
RAW TURNING MOVEMENT DIAGRAM

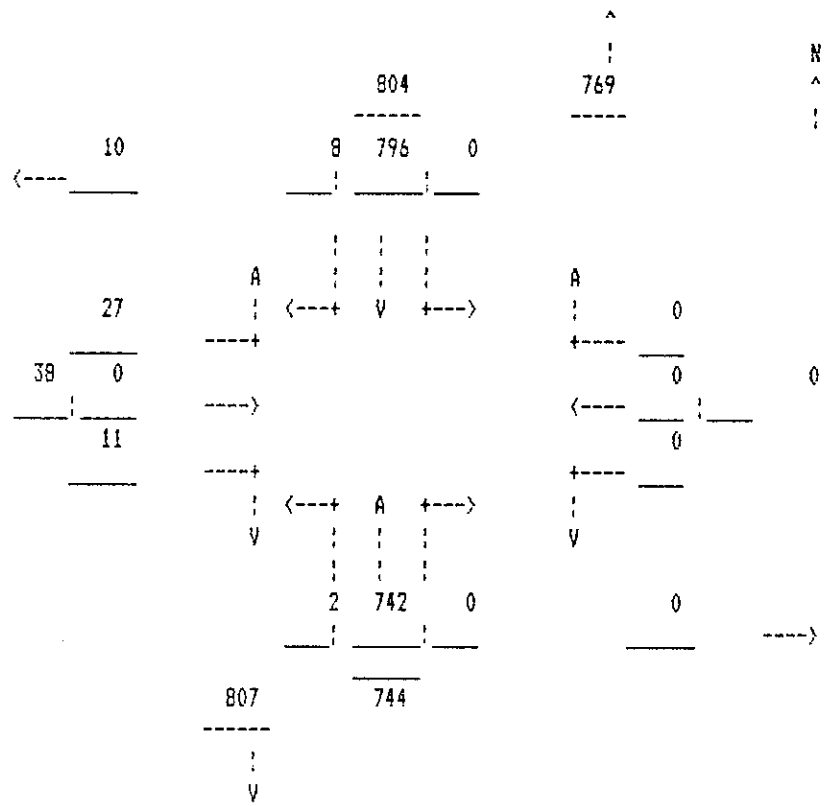
LOCATION: SR 776 & RIVERWOOD DR.
COUNTY : CHARLOTTE
OBSERVER: S.B.

CITY: PORT CHARLOTTE
DATE: 3/11/93

AM Peak Hour



PM Peak Hour



15-Mar-93
08:53:12

DAVID PLUMMER & ASSOCIATES
SUMMARY OF VEHICLE MOVEMENTS

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

CITY:PORT CHARLOTTE
DATE:3/11/93
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	4	110	0	114	0	69	3	72	0	0	0	0	0	0	0	0	186
07:15 AM	07:30 AM	1	158	0	159	0	87	0	87	0	0	0	0	0	0	0	0	246
07:30 AM	07:45 AM	3	190	0	193	0	120	1	121	3	0	1	4	0	0	0	0	318
07:45 AM	08:00 AM	1	202	0	203	0	128	0	128	1	0	0	1	0	0	0	0	332
08:00 AM	08:15 AM	2	156	0	158	0	101	4	105	1	0	0	1	0	0	0	0	264
08:15 AM	08:30 AM	3	131	0	134	0	97	1	98	1	0	2	3	0	0	0	0	235
08:30 AM	08:45 AM	5	170	0	175	0	124	0	124	0	0	0	0	0	0	0	0	299
08:45 AM	09:00 AM	2	153	0	155	0	99	0	99	1	0	1	2	0	0	0	0	256
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	3	155	0	158	0	203	0	203	0	0	1	1	0	0	0	0	362
04:15 PM	04:30 PM	1	191	0	192	0	205	0	205	2	0	2	4	0	0	0	0	401
04:30 PM	04:45 PM	1	214	0	215	0	207	3	210	4	0	1	5	0	0	0	0	430
04:45 PM	05:00 PM	1	150	0	151	0	172	0	172	3	0	1	4	0	0	0	0	327
05:00 PM	05:15 PM	0	180	0	180	0	220	0	220	0	0	2	2	0	0	0	0	402
05:15 PM	05:30 PM	1	188	0	189	0	206	0	206	0	0	5	5	0	0	0	0	400
05:30 PM	05:45 PM	1	184	0	185	0	203	0	203	2	0	5	7	0	0	0	0	395
05:45 PM	06:00 PM	0	168	0	168	0	183	0	183	1	0	6	7	0	0	0	0	358

15-Mar-93
08:53:13

DAVID PLUMMER & ASSOCIATES
HOURLY SUMMARY OF VEHICLE MOVEMENTS

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

CITY:PORT CHARLOTTE
DATE:3/11/93
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	9	660	0	669	0	404	4	408	4	0	1	5	0	0	0	0	1082
08:00 AM	09:00 AM	12	610	0	622	0	421	5	426	3	0	3	6	0	0	0	0	1054
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	6	710	0	716	0	787	3	790	9	0	5	14	0	0	0	0	1520
05:00 PM	06:00 PM	2	720	0	722	0	812	0	812	3	0	18	21	0	0	0	0	1555

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	7	706	0	713	0	436	5	441	5	0	1	6	0	0	0	0	1160
PEAK HOUR FACTOR			0.88				0.86				0.38				NA			0.87
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	3	735	0	738	0	804	3	807	9	0	6	15	0	0	0	0	1560
PEAK HOUR FACTOR			0.86				0.92				0.75				NA			0.91

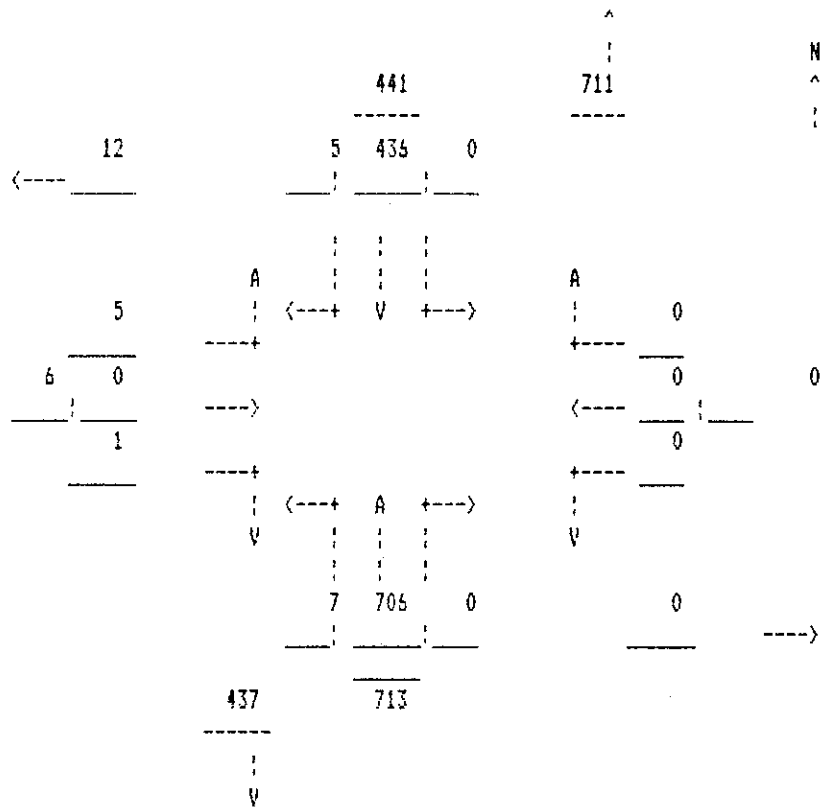
15-Mar-93
08:53:13

FDOT/DPA
RAW TURNING MOVEMENT DIAGRAM

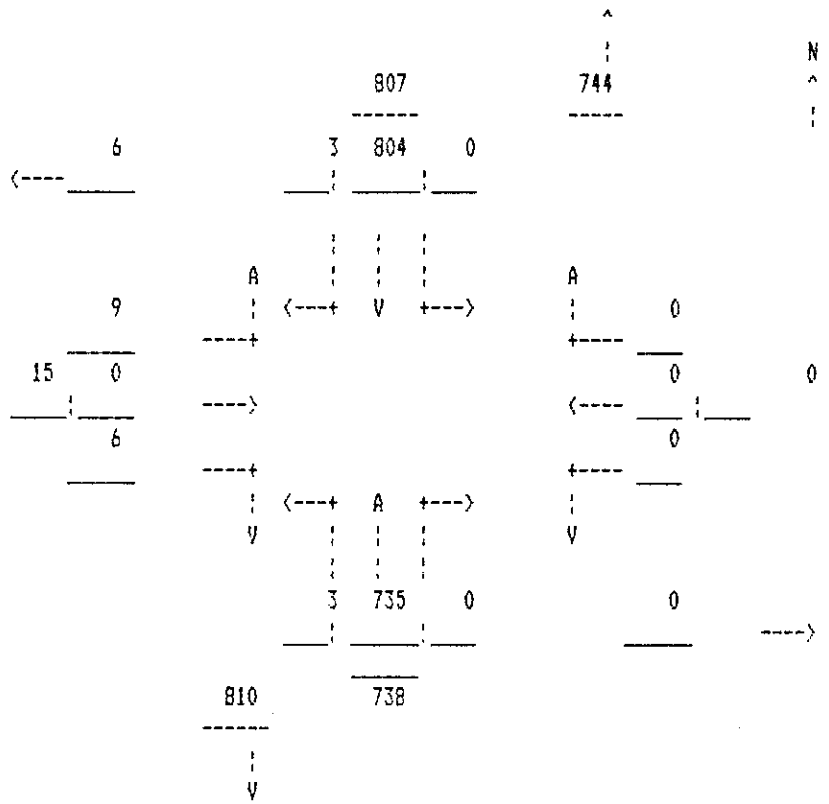
LOCATION: SR 776 & WILLOW BEND DR.
COUNTY : CHARLOTTE
OBSERVER: S.B.

CITY: PORT CHARLOTTE
DATE: 3/11/93

AM Peak Hour



PM Peak Hour



RECEIVED
MAR 15 1993
CHARLOTTE COUNTY
PLANNING DEPT.

Weekly Summary Report

Generated by MSC3000 Version 2.01 Copyright 1990-1992 Mitron Systems Corporation

Location ..... SR 776 WEST of BISCAYNE BLVD.
Location Code 14
County ..... CHARLOTTE
Recorder Set 03/10/93 09:45
Recording Start ... 03/10/93 10:00
Recording End 03/12/93 06:30
Sample Time ..... 15 Minutes
Operator Number ... 110
Machine Number 12
Channel 1
Recorder Mode ..... Volume

RECEIVED
MAR 16 1993
DAVID PLUMMER
& ASSOCIATES

Week of March 7, 1993. Channel: 1

End Time	7 Sun	8 Mon	9 Tue	10 Wed	11 Thu	12 Fri	13 Sat	Wkday Avg.	Daily Avg.
01:00					74	0		37	37
02:00					36	0		18	18
03:00					34	0		17	17
04:00					33	0		17	17
05:00					72	0		36	36
06:00					155	0		78	78
07:00					619			619	619
08:00					1139			1139	1139
09:00					1142			1142	1142
10:00					1278			1278	1278
11:00				0	1388			694	694
12:00				0	1432			716	716
13:00				0	1349			675	675
14:00				0	1451			726	726
15:00				0	1554			777	777
16:00				0	1572			786	786
17:00				0	1604			802	802
18:00				0	1576			788	788
19:00				0	1033			517	517
20:00				0	748			374	374
21:00				0	518			259	259
22:00				0	517			259	259
23:00				0	284			142	142
24:00				0	178			89	89
Totals				0	19786	0		11982	11982

% Avg Wkday	0.0	165.1	0.0
% Avg Day	0.0	165.1	0.0
AM Peak Hr	11:00	12:00	01:00
AM Count	0	1432	0
PM Peak Hr	13:00	17:00	
PM Count	0	1604	

APPENDIX C

INTERSECTION CAPACITY ANALYSIS

****

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)..... 3-23-1993

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

OTHER INFORMATION.... EXISTING 1993 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	---	4	0
THRU	0	---	672	415
RIGHT	4	---	0	27

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	40	0	0
WESTBOUND	----	----	----
NORTHBOUND	5	0	0
SOUTHBOUND	10	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..... 3-23-1993 ; AM PEAK, PEAK SEASON
OTHER INFORMATION..... EXISTING 1993 CONDITIONS

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL 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	8	87	86	86	78	E
RIGHT	5	509	509	509	503	A
MAJOR STREET						
NB LEFT	5	634	634	634	629	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... RIVERWOOD DR.
NAME OF THE NORTH/SOUTH STREET..... SR 776
DATE AND TIME OF THE ANALYSIS..... 3-23-1993 ; AM PEAK, PEAK SEASON
OTHER INFORMATION..... EXISTING 1993 CONDITIONS

****

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)..... 3-23-1993

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

OTHER INFORMATION.... EXISTING 1993 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	27	---	2	0
THRU	0	---	705	756
RIGHT	11	---	0	8

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	5	0	0
WESTBOUND	----	----	----
NORTHBOUND	6	0	0
SOUTHBOUND	5	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..... 3-23-1993 ; PM PEAK, PEAK SEASON
OTHER INFORMATION..... EXISTING 1993 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	31	45	45	45	14	E
RIGHT	13	292	292	292	280	C
MAJOR STREET						
NB LEFT	2	402	402	402	399	B

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... RIVERWOOD DR.
NAME OF THE NORTH/SOUTH STREET.... SR 776
DATE AND TIME OF THE ANALYSIS..... 3-23-1993 ; PM PEAK, PEAK SEASON
OTHER INFORMATION.... EXISTING 1993 CONDITIONS

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 55

PEAK HOUR FACTOR..... .9

AREA POPULATION..... 175000

NAME OF THE EAST/WEST STREET..... WILLOW BEND DR.

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

NAME OF THE ANALYST..... DPA

DATE OF THE ANALYSIS (mm/dd/yy)..... 03-15-1993

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

OTHER INFORMATION.... EXISTING 1993 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	5	---	7	0
THRU	0	---	671	414
RIGHT	1	---	0	5

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	33	0	0
WESTBOUND	----	----	----
NORTHBOUND	5	0	0
SOUTHBOUND	11	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..... WILLOW BEND DR.
NAME OF THE NORTH/SOUTH STREET..... SR 776
DATE AND TIME OF THE ANALYSIS..... 03-15-1993 ; AM PEAK, PEAK SEASON
OTHER INFORMATION..... EXISTING 1993 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	6	88	87	87	81	E
RIGHT	1	518	518	518	516	A
MAJOR STREET						
NB LEFT	8	652	652	652	645	A

IDENTIFYING INFORMATION

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OTHER INFORMATION..... EXISTING 1993 CONDITIONS

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 55

PEAK HOUR FACTOR..... .9

AREA POPULATION..... 175000

NAME OF THE EAST/WEST STREET..... WILLOW BEND DR.

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

NAME OF THE ANALYST..... DPA

DATE OF THE ANALYSIS (mm/dd/yy)..... 03-15-1993

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

OTHER INFORMATION..... EXISTING 1993 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	9	---	3	0
THRU	0	---	698	764
RIGHT	6	---	0	3

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	7	0	0
WESTBOUND	----	----	----
NORTHBOUND	6	0	0
SOUTHBOUND	5	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

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MINOR STREET						
EB LEFT	10	45	45	45	34	E
RIGHT	7	290	290	290	283	C
MAJOR STREET						
NB LEFT	3	400	400	400	397	B

IDENTIFYING INFORMATION

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