Bi - County Study

Phase I: Data Collection, Existing Conditions, and Future Travel Demand Report

Burnt Store Road - Veterans Parkway - Colonial Boulevard

Lee and Charlotte Counties

Project No. 4085

FINAL

Prepared by:

PBS&J

November 2004
(Revised February 2005)

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SECTION 1.0
PROJECT OBJECTIVES

Travelers in Southwest Florida are faced with increasing traffic congestion and delays as the demands of a rapidly growing population put additional stress on existing roadways. In order to improve mobility for the traveling public, this bi-county study has been initiated. Lee and Charlotte counties funded the transportation corridor study from Interstate 75 (I-75) in Lee County west along Colonial Boulevard and Veterans Parkway, north along Burnt Store Road, then east along North Jones Loop Road to I-75 in Charlotte County. The City of Cape Coral contributed to the funding for the study in Lee County with its share of surplus toll revenue from the Midpoint Memorial Bridge. The study route travels through the cities of Fort Myers, Cape Coral, and Punta Gorda. These communities are also participating in this study. A Project Location Map is provided as Figure 1-1.

1.1 STUDY PURPOSE

The study identifies mobility improvements to meet the long-term 2030 travel needs along this transportation route. Preliminary estimates of right-of-way (ROW) and construction costs will be developed as part of this study. At the conclusion of this study, Lee and Charlotte counties will have the necessary information to choose feasible alternatives and develop a schedule for funding and implementing these improvements. Following these decisions, further engineering and design studies will be conducted under separate contracts before the ROW and construction phases can be initiated.

Colonial Boulevard near McGregor Boulevard, Fort Myers

P:\Projects\Burnt_Store\Graphics\Location Map\Loc May 05.cdr

1.2 PROJECT PROCESS

The transportation corridor study began in October 2003 and continues through early 2005. The study process includes two phases; the first phase includes data collection, existing conditions, and future travel demand. The second phase includes conceptual alternative analysis.

This report addresses phase one as follows:

- Develop an agency and community involvement plan
- Conduct a corridor travel survey in Lee County
- Collect existing data
- Evaluate existing roadway Level of Service (LOS)
- Develop future travel demand forecasts
- Identify improvement needs and potential funding sources

The second phase will address the engineering, environmental, and project cost estimates as follows:

- Collect physical, natural, and cultural data
- Develop conceptual roadway alternatives
- Evaluate project impacts and costs
- Prepare construction staging plan

Through the study process, the general public and elected officials were updated on the project's progress. Updates were also provided on the website throughout the course of the study. Agency coordination occurred primarily through a task force consisting of staff from the agencies.

Project management and contract administration was conducted by the Lee County Department of Transportation (DOT). The Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) assisted Lee County with project management in Charlotte County.

1.3 REPORT ORGANIZATION

This report, titled Phase I: Data Collection, Existing Conditions, and Future Travel Demand Report is organized to document the process that was followed for phase one of this corridor study. Furthermore, it describes the process leading to the report's conclusions. This report is organized as follows:

- The project objectives, purpose, process, and team are presented in Section 1.0 – Project Objectives.

Veterans Memorial, Cape Coral

Burnt Store Road, Punta Gorda

- A community involvement program describing the project website, task forces, and workshops are presented in Section 2.0 – Agency & Community Involvement.
- The travel survey characteristics and results are presented in Section 3.0 – Corridor Travel Survey.
- Existing data was collected for reference as well as analysis. Existing land use and traffic count data were collected. Furthermore, intersections and roadway segments were analyzed to determine existing LOS. This is presented in Section 4.0 – Data Collection & Level of Service.
- The future travel demand for the corridor was developed following a methodology which included the future land use and the revision of socioeconomic data in Cape Coral. Proposed corridor networks, forecasts, and deficiencies are presented in Section 5.0 – Future Travel Demand.
- Mobility improvement needs and potential funding sources are presented in Section 6.0 – Conclusion.

1.4 PROJECT TEAM

The project team which conducted the transportation corridor study is composed of highly experienced transportation planning, engineering, and public involvement firms knowledgeable about southwest Florida and the state of Florida. Their staff consists of professional planners, environmentalists, and engineers. The firms are:

PBS&J

The prime consultant for the project responsible for the collection and evaluation of engineering and environmental information. PBS&J will develop and evaluate conceptual road improvements along the study route during phase two.

CRSPE, Inc.

A traffic sub-consultant assisting PBS&J with the review and evaluation of future traffic forecasts and growth. CRSPE, Inc. was also responsible for conducting a survey which asked about the public's travel characteristics. In addition, CRSPE, Inc. will evaluate the potential for development of an expressway corridor in Lee County during phase two.

Cella & Associates, Inc.

A community involvement sub-consultant who coordinated the task force meetings. Cella & Associates, Inc. received suggestions and addressed questions about the project.

Florida Transportation Engineering, Inc.

A traffic sub-consultant who administered the travel survey along the study route. Florida Transportation Engineering, Inc. collected current traffic counts along the study route and surrounding area.

JGK Consulting Corporation

A roadway concept sub-consultant who assisted PBS&J in the evaluation of roadway concepts and impacts.

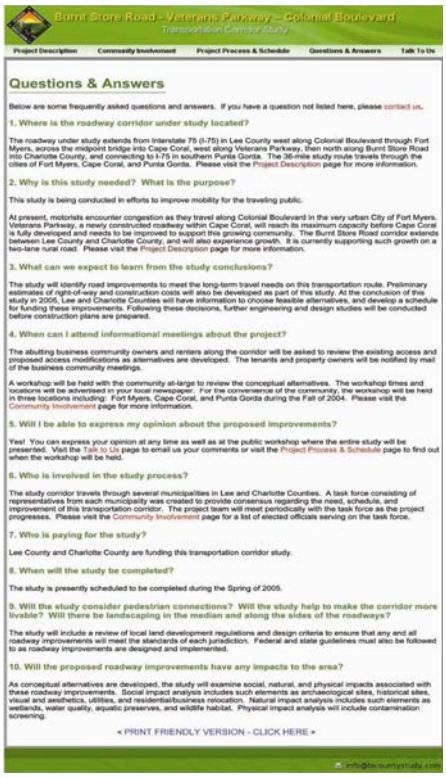
A community involvement program was developed to inform the community members about the study. The objective of this program was to provide information about the study's progress as well as to receive public input and consensus. The community involvement program is described below.

2.1 PROJECT WEBSITE

The project website (www.bicountystudy.com) was developed to provide the community with news about the project and the study process. The website included several web pages as follows:

- Project Description
- Community Involvement
- Project Process & Schedule
- Questions & Answers
- Talk to Us

Project Website: Home Page



Project Website: Questions & Answers Page

2.2 TASK FORCES

As previously indicated, the study corridor travels through the municipalities of Fort Myers, Cape Coral, and Punta Gorda in Lee and Charlotte counties. A task force consisting of elected representatives from each municipality was created to provide consensus regarding the needed improvements, schedule, and implementation of projects along this critical transportation corridor. The project team met periodically with the task force as the project progressed. The time and location of the Elected Officials Tasks Force (EOTF) meetings were advertised in the local newspapers, and were open for the community to attend.

The elected officials serving on the task force are listed as follows:

City of Cape Coral
The Honorable Arnold Kempe, Mayor

City of Fort Myers
The Honorable James Humphrey, Mayor

City of Punta Gorda
The Honorable Stephen Fabian, Mayor

Charlotte County
The Honorable Adam Cummings, Commissioner

Lee County
The Honorable Tammy Hall, Commissioner
The Honorable Andrew Coy, Commissioner, (November 2003-December 2004)

A second task force consisting of staff representatives from participating agencies was created to discuss technical elements of the project. The project team meets periodically with the Staff Technical Task Force (STTF) throughout the project.

2.3 WORKSHOPS & MEETINGS

Focus group meetings were scheduled during Fall 2004 to obtain public opinion on congestion alternatives along Veterans Parkway and along Colonial Boulevard. Three small groups were recruited randomly and consisted of the following composition:

- Cape Coral Full-Time Residents
- Fort Myers Full-Time Residents
- Business Representatives in Lee County

A discussion of the focus group meeting is provided in the phase two Concept Report.

Workshops will be held with the community as well as with the business owners and tenants along the study route during phase two of the project. The times and locations will be advertised in the local newspaper. For the convenience of the community, the workshops will be held in Fort Myers, Cape Coral, and Punta Gorda early in 2005. At the workshop, the roadway improvements for the year 2030 along the Colonial Boulevard – Veterans Parkway – Burnt Store Road corridor will be identified. Conceptual drawings of the future roadway improvements will

be on display. The ROW needs and costs will also be estimated, as well as estimated cost of construction.

The opinion of travelers along the corridor is important to the development of conceptual alternatives to ease traffic congestion in the future along the study corridor. For a limited time in February 2004, a survey was conducted along the corridor to gather information about travel characteristics and obtain opinions on the implementation of express lane concepts along the corridor. The following subsections describe the survey and findings.

3.1 SURVEY DISTRIBUTION

A post card questionnaire was developed by the Project Team in conjunction with the STTF, consisting of staff from the various local governments and agencies. The return postage for the post card was paid by Lee County. A copy of the survey is provided as Figure 3-1.

The surveys were distributed by hand at intersections controlled by traffic signals during the "red" interval. Traffic control signs were placed at the approach to the intersections. Law enforcement officers were onsite during the survey. The surveys were distributed during the peak season weekday in each direction of travel (only on the mainline), between the daylight hours of 7:00 AM and 6:00 PM. Table 3-1 summarizes the distribution of the surveys.

Veterans Parkway near Pine Island Road, Cape Coral

Table 3-1
Travel Survey Distribution

Survey Location	Survey Date	Surveys Distributed	Surveys Returned	Response Rate
Colonial Boulevard at Metro Parkway	Friday 2-27-04	6,340	1,007	16%
Veterans Parkway at Santa Barbara Boulevard	Tuesday 2-24-04	7,000	1,458	21%
Burnt Store Road at Pine Island Road	Thursday 2-19-04	3,200	748	23%
Total		16,540	3,213	19%

The average response rate and the number of responses provided a confidence level of 95 percent, with a margin of error of 5 +/- percent.

Survey zones and boundaries were created in order to present the survey results graphically. Figure 3-2 shows the survey zones with the number of origin trips and destination trips by zones.

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 77 FORT MYERS, FL 33907

POSTAGE WILL BE PAID BY ADDRESSEE

LEEWAY SERVICE CENTER
1366 COLONIAL BLVD.
FORT MYERS, FL 33907-9873

LEE COUNTY
SOUTHWEST FLORIDA

Time_____AM / PM, E / W

BURNT STORE - VETERANS - COLONIAL TRAVEL SURVEY

Thank you for your time and cooperation in filling out this survey. The information you provide in this survey is important and will be used to make transportation planning and improvement decisions in Lee County over the next several years. **Surveys must be postmarked on or before March 2, 2004.** For questions or help regarding this survey please call Lee County's traffic consultants at 239-573-7960. More information on the project can be found at www.bicountystudy.com

All questions on this survey are about the trip you were making when you were handed this survey.

1. What was the primary reason for the trip you were making when you received this survey?
- ☐ Commute to or from work
- ☐ Work other than commuting (such as meetings or deliveries)
- ☐ Shopping
- ☐ School
- ☐ Personal/Medical/Banking
- ☐ Recreational/Social/Entertainment

2. Where were you going when you were handed this survey? (Nearest **intersection** to your destination)

_____
Example, US 41 & College Parkway

3. Where were you coming from? Nearest **intersection** to where you started that trip)

_____
Example, Del Prado & Beach Parkway

4. For the trip you were making when you were handed this survey, what is your estimate of the **ONE-WAY** trip length in miles?

_____Miles

5. For that trip, what is your estimate of the **ONE-WAY** trip length in minutes?

_____Minutes

6. What type of vehicle were you driving for that trip?
- ☐ Motorcycle
- ☐ 2-axle vehicle such as a passenger car
- ☐ 2-axle vehicle with a trailer.....
  number of trailer axles _____
- ☐ 3 or more axle vehicle

7. How many people were in your vehicle, including yourself?
- ☐ One person (just myself)
- ☐ Two people
- ☐ Three people
- ☐ Four people
- ☐ Five or more people

8. Did you change your trip to pick-up this survey?
- ☐ Yes
- ☐ No

9. During a typical workweek, that is Monday through Friday, how many times do you usually make a trip along this route like the one you made when you received this survey?
- ☐ Once a month or less
- ☐ Once a week
- ☐ 2-5 times per week
- ☐ More than 5 times per week

10. For the trip you were making when you received this survey, how much time did traffic congestion add to the trip?

_____Minutes

11. Typically, for a trip along this route, how much time does traffic congestion add to the trip?

_____Minutes

To ease traffic congestion "express lanes" are being studied. Express lanes could include elevated ramp(s) or side lane(s) to bypass the congested traffic. The corridor under consideration for these types of facilities includes Colonial Boulevard from I–75, continuing west along Colonial Boulevard across the midpoint bridge, then further west along Veterans Parkway to Pine Island Road. As congestion warrants, express lanes could be implemented on all or part of the corridor. If implemented, the express lanes would provide new roadway capacity.

12. What is your general opinion of the express lane idea?
- ☐ Strongly approve
- ☐ Somewhat approve
- ☐ Somewhat disapprove
- ☐ Strongly disapprove
- ☐ No opinion

13. What portion of the corridor would most likely benefit from an express lane? (Check all that apply.)
- ☐ The Caloosahatchee River east to I 75
- ☐ The Caloosahatchee River west to Chiquita Boulevard
- ☐ Chiquita Boulevard northwest to Pine Island Road
- ☐ None

Thank you for completing this survey! Please fold the survey so the business reply address is on the outside and mail the survey postage paid by March 2, 2004.

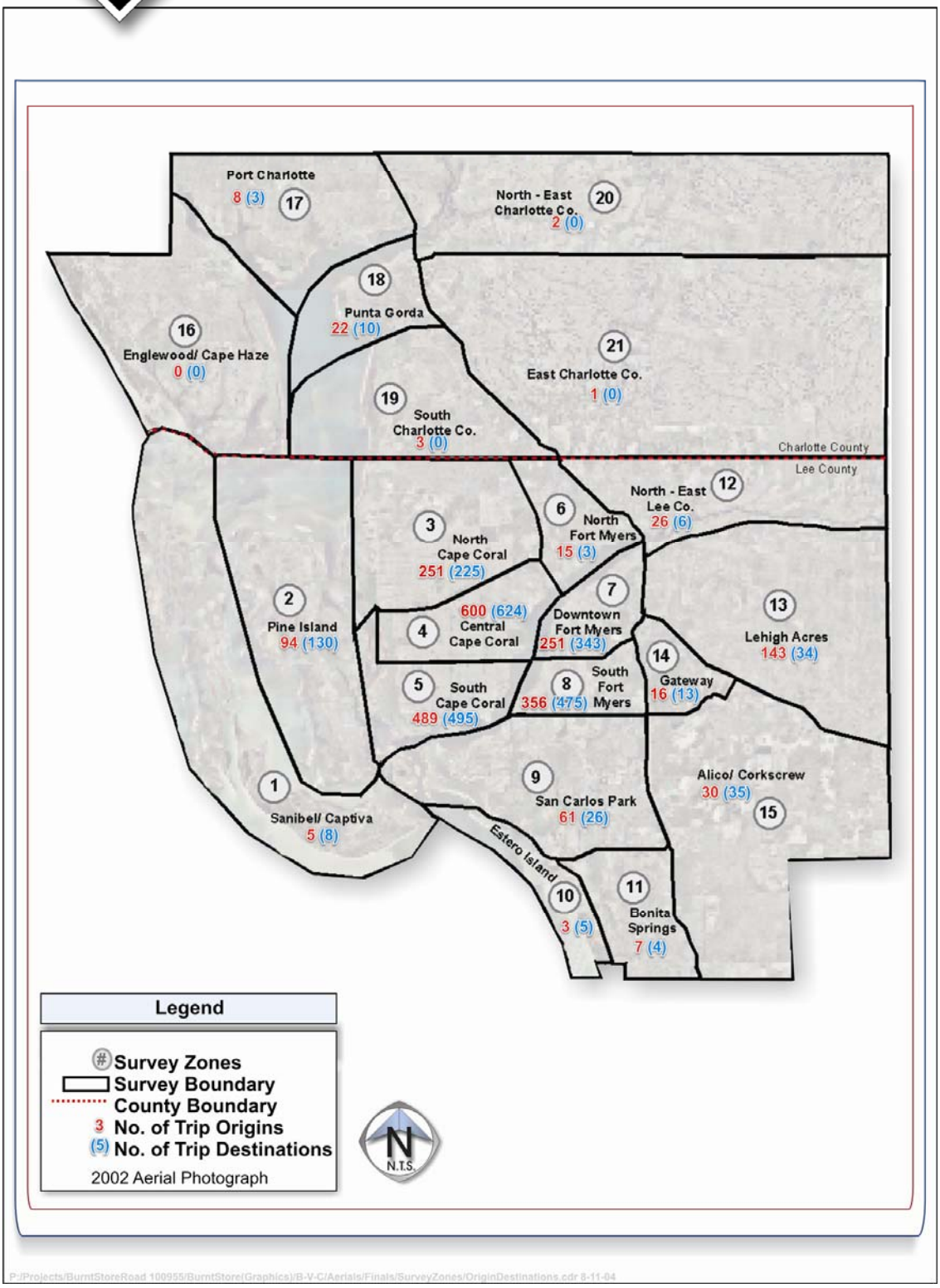
LEE COUNTY
SOUTHWEST FLORIDA

PRELIMINARY

Origin - Destination By Zone

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04



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3.2 TRAVEL CHARACTERISTICS SURVEY RESULTS

The survey results were reviewed to obtain a sense of the travel characteristics along the study corridor. In general, the responses to the survey indicate many of the trip origins and destinations were located in Cape Coral and Fort Myers as shown in Figure 3-2.

In addition, trip exchanges between survey zones were plotted graphically. This represents trips beginning or ending somewhere within the survey zones. The trip exchanges were represented as a range of values and is provided in Figure 3-3.

More specific information about trip purpose, travel frequency, and trip length are described in the following subsections.

3.2.1 Trip Purpose

The primary purpose for traveling on the study corridor during the weekday was to commute to/from work or to make another work related trip outside of the peak travel hours. Work related trips resulted for 51 percent of trip purposes. The trip purposes are summarized in Table 3-2 below.

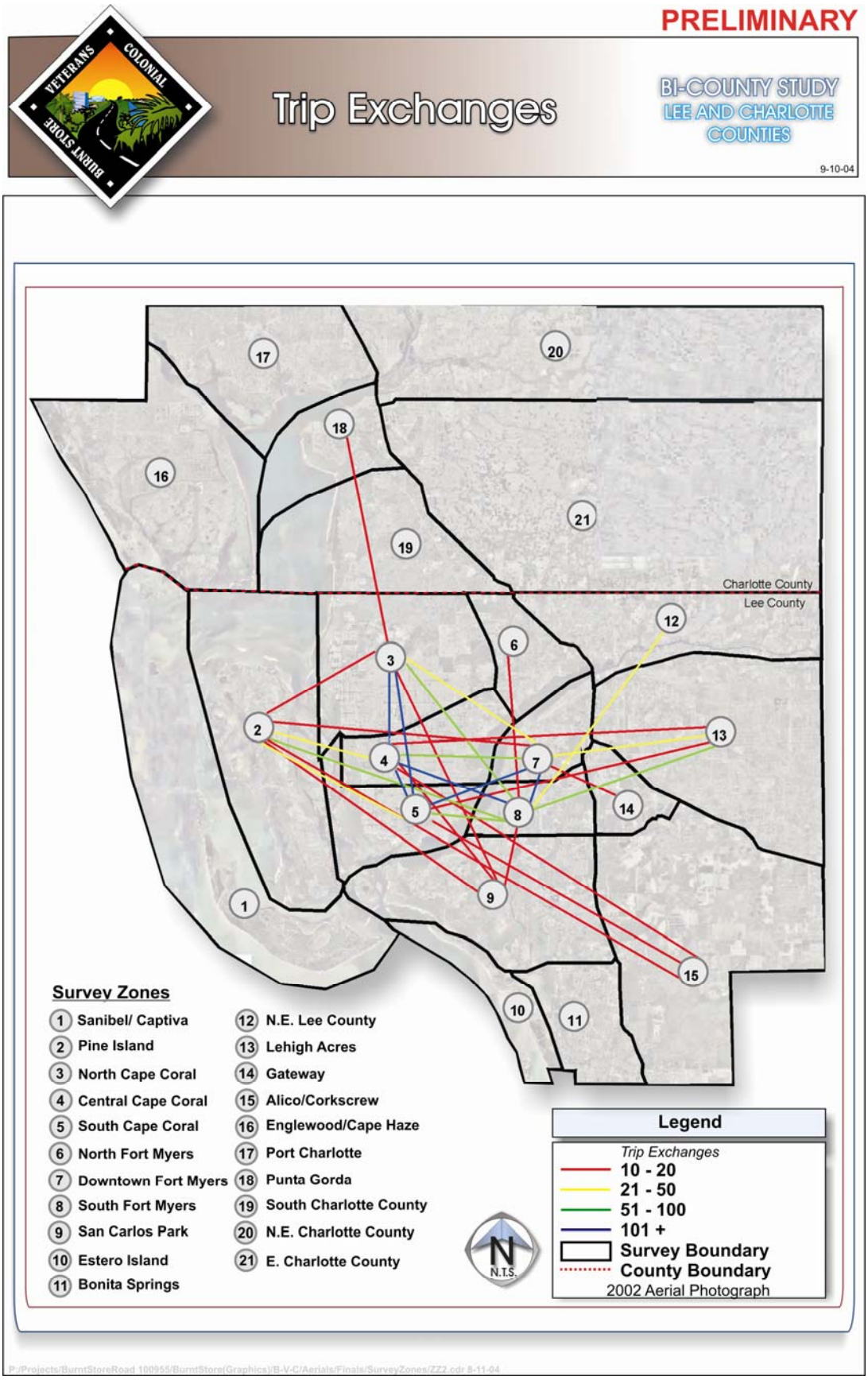
Table 3-2
Trip Purpose Summary

Trip Purpose	Survey Locations			Total
	Colonial Boulevard at Metro Parkway	Veterans Parkway at Santa Barbara	Burnt Store Road at Pine Island Road	
Commute to/from work	38%	39%	28%	35%
Work Related	18%	14%	16%	16%
Personal/Medical/Banking	16%	15%	15%	15%
Shopping	13%	14%	13%	13%
Recreation/Social	9%	9%	21%	13%
School	4%	6%	4%	5%
No Response	2%	3%	3%	3%

The results shown above indicate that the corridor in Lee County is heavily used for work trips. The results also reflect that the corridor is an important route for business and commerce.

Trips originating in one zone and ending in another zone are referred to as trip exchanges. The trip exchanges between survey zones for commuters to/from work is provided in Figure 3-4. Similarly, trip exchanges for work related trips other than commuters is provided in Figure 3-5. Personal, medical, banking, shopping, recreation, social, and school related trips are summarized and provided in Figure 3-6.

Burnt Store Road, Cape Coral


PRELIMINARY
Trip Exchanges
BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES
9-10-04
Charlotte County
Lee County
Survey Zones
1 Sanibel/ Captiva
2 Pine Island
3 North Cape Coral
4 Central Cape Coral
5 South Cape Coral
6 North Fort Myers
7 Downtown Fort Myers
8 South Fort Myers
9 San Carlos Park
10 Estero Island
11 Bonita Springs
12 N.E. Lee County
13 Lehigh Acres
14 Gateway
15 Alico/Corkscrew
16 Englewood/Cape Haze
17 Port Charlotte
18 Punta Gorda
19 South Charlotte County
20 N.E. Charlotte County
21 E. Charlotte County
N
N.T.S.
Legend
Trip Exchanges
10 - 20
21 - 50
51 - 100
101 +
Survey Boundary
County Boundary
2002 Aerial Photograph
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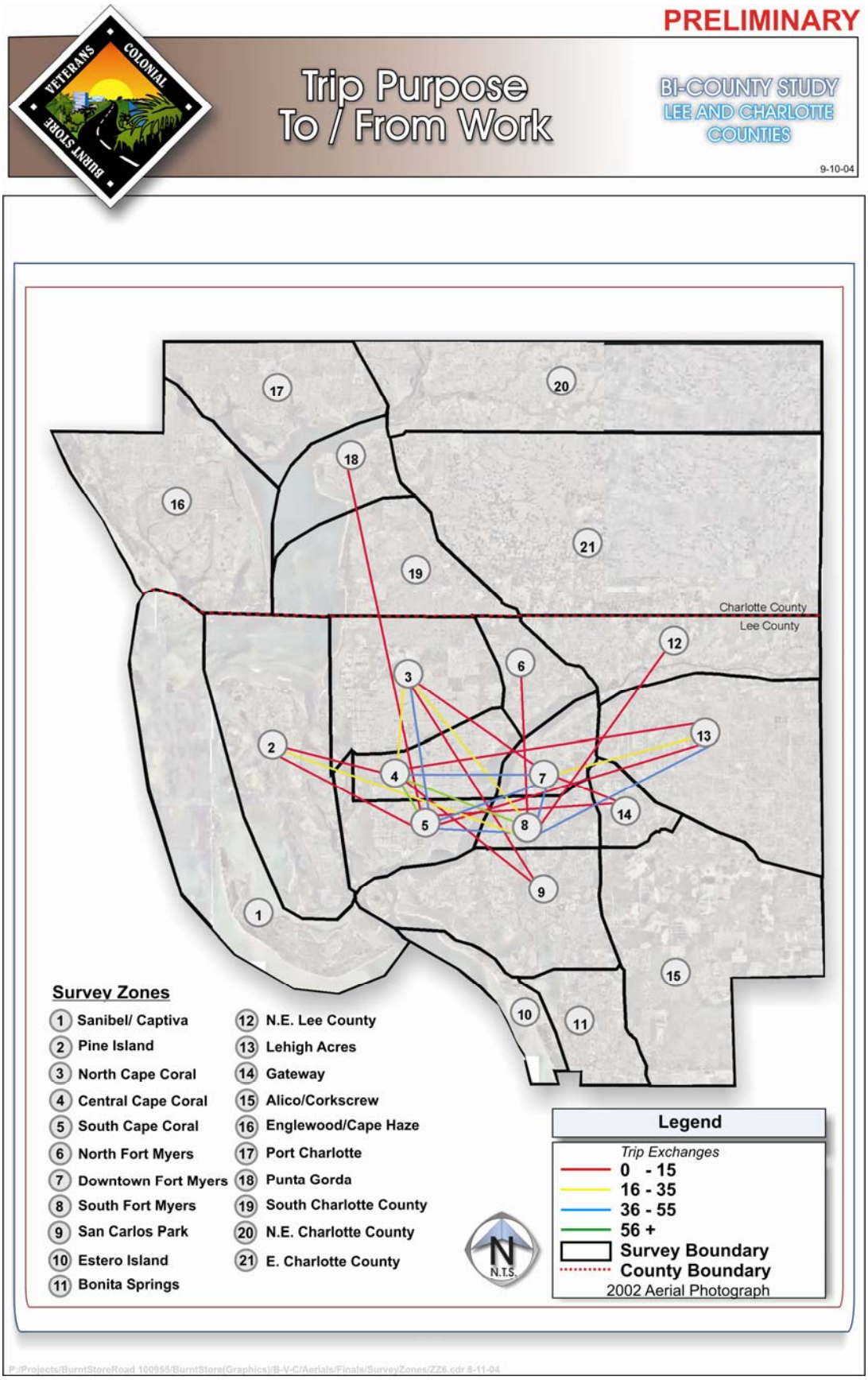
PRELIMINARY
Trip Purpose
To / From Work
BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES
9-10-04
Charlotte County
Lee County
Survey Zones
1 Sanibel/ Captiva
2 Pine Island
3 North Cape Coral
4 Central Cape Coral
5 South Cape Coral
6 North Fort Myers
7 Downtown Fort Myers
8 South Fort Myers
9 San Carlos Park
10 Estero Island
11 Bonita Springs
12 N.E. Lee County
13 Lehigh Acres
14 Gateway
15 Alico/Corkscrew
16 Englewood/Cape Haze
17 Port Charlotte
18 Punta Gorda
19 South Charlotte County
20 N.E. Charlotte County
21 E. Charlotte County
N
N.T.S.
Legend
Trip Exchanges
0 - 15
16 - 35
36 - 55
56 +
Survey Boundary
County Boundary
2002 Aerial Photograph
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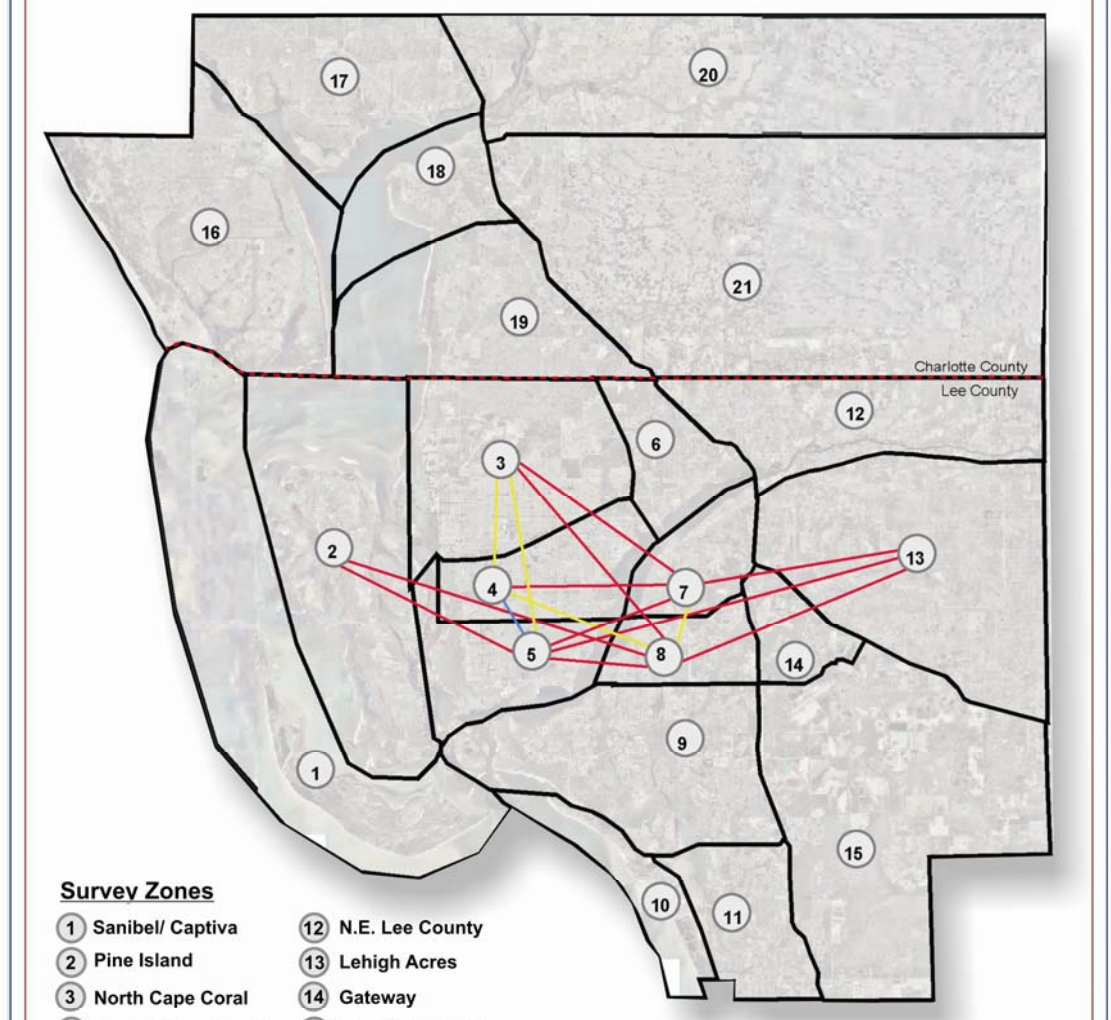
PRELIMINARY

Trip Purpose Work Related

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04



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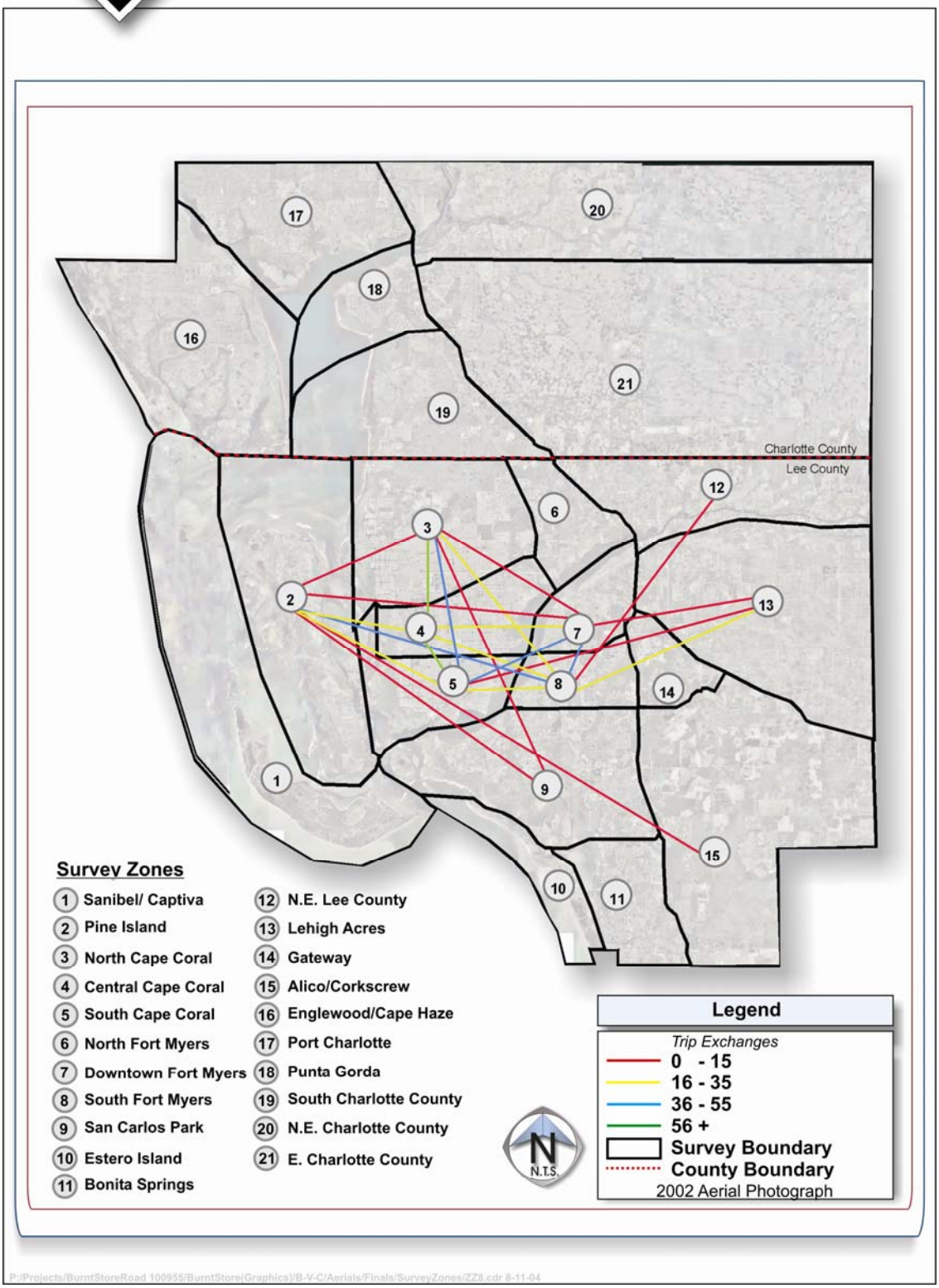
Trip Purpose
Personal / Medical / Banking / Shopping / Recreation Social / School

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04



3.2.2 Travel Frequency

The study corridor is a frequently traveled route during the weekday. More than one-third of the survey respondents indicated that they travel the corridor more than five times per week, between Monday and Friday. The travel frequency along the corridor is summarized in Table 3-3.

Table 3-3
Weekday Frequency of Travel

Weekday Travel Frequency	Survey Locations			Total
	Colonial Boulevard at Metro Parkway	Veterans Parkway at Santa Barbara	Burnt Store Road at Pine Island Road	
More than 5 trips/week	32%	42%	32%	35%
2 to 5 trips/week	35%	42%	37%	38%
Once/week	15%	9%	17%	14%
Once/month or less	17%	6%	12%	12%
No Response	1%	1%	2%	1%

The travel frequency between survey zones for more than five trips per week is provided in Figure 3-7. Similarly, travel frequencies between two and five trips per week is provided in Figure 3-8. Travel frequencies of one trip per week or less were summarized and provided as Figure 3-9.

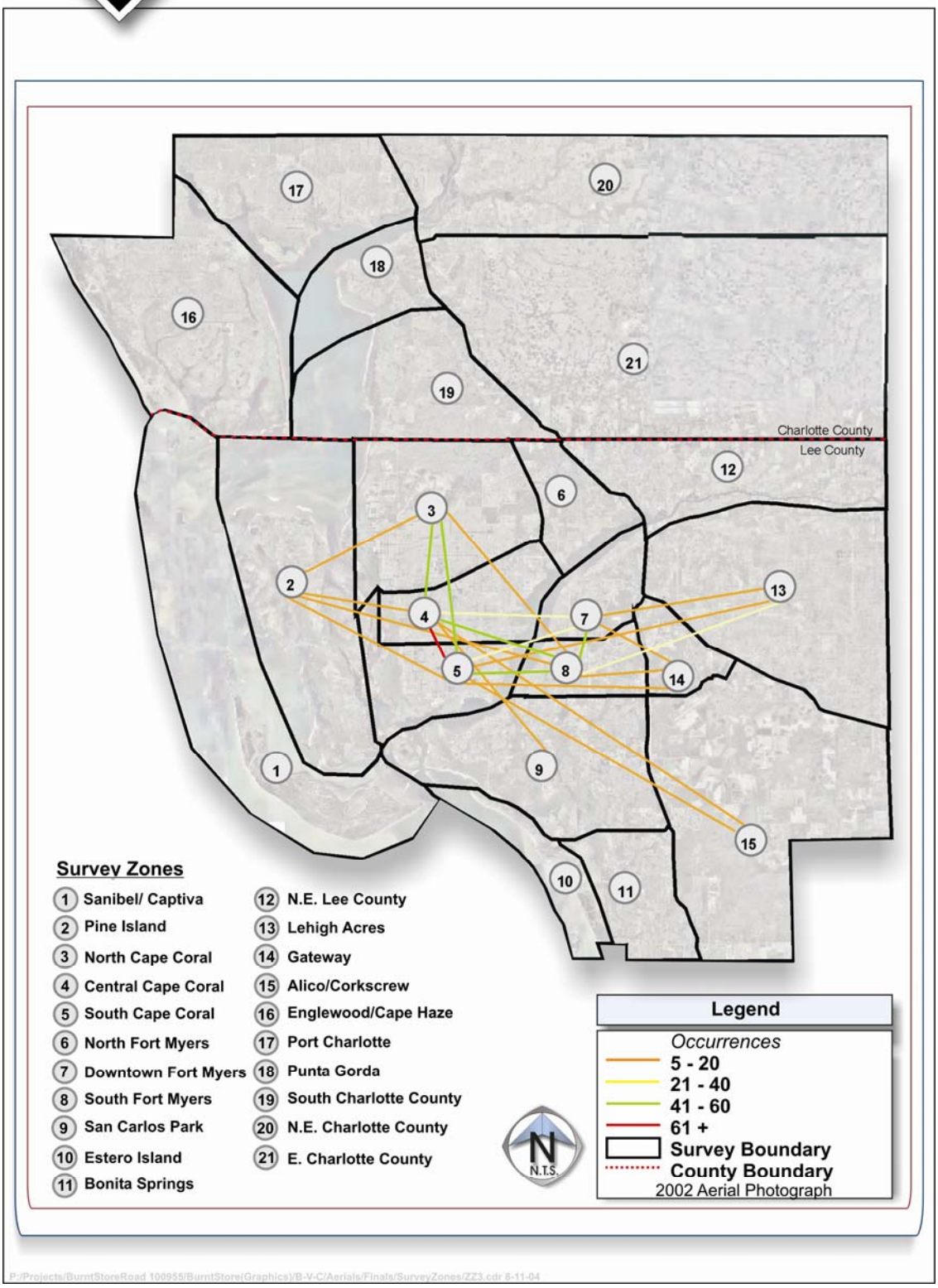
Midpoint Memorial Bridge Toll Plaza, Cape Coral

PRELIMINARY

Travel Frequency More Than 5 Trips Per Week

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-30-04



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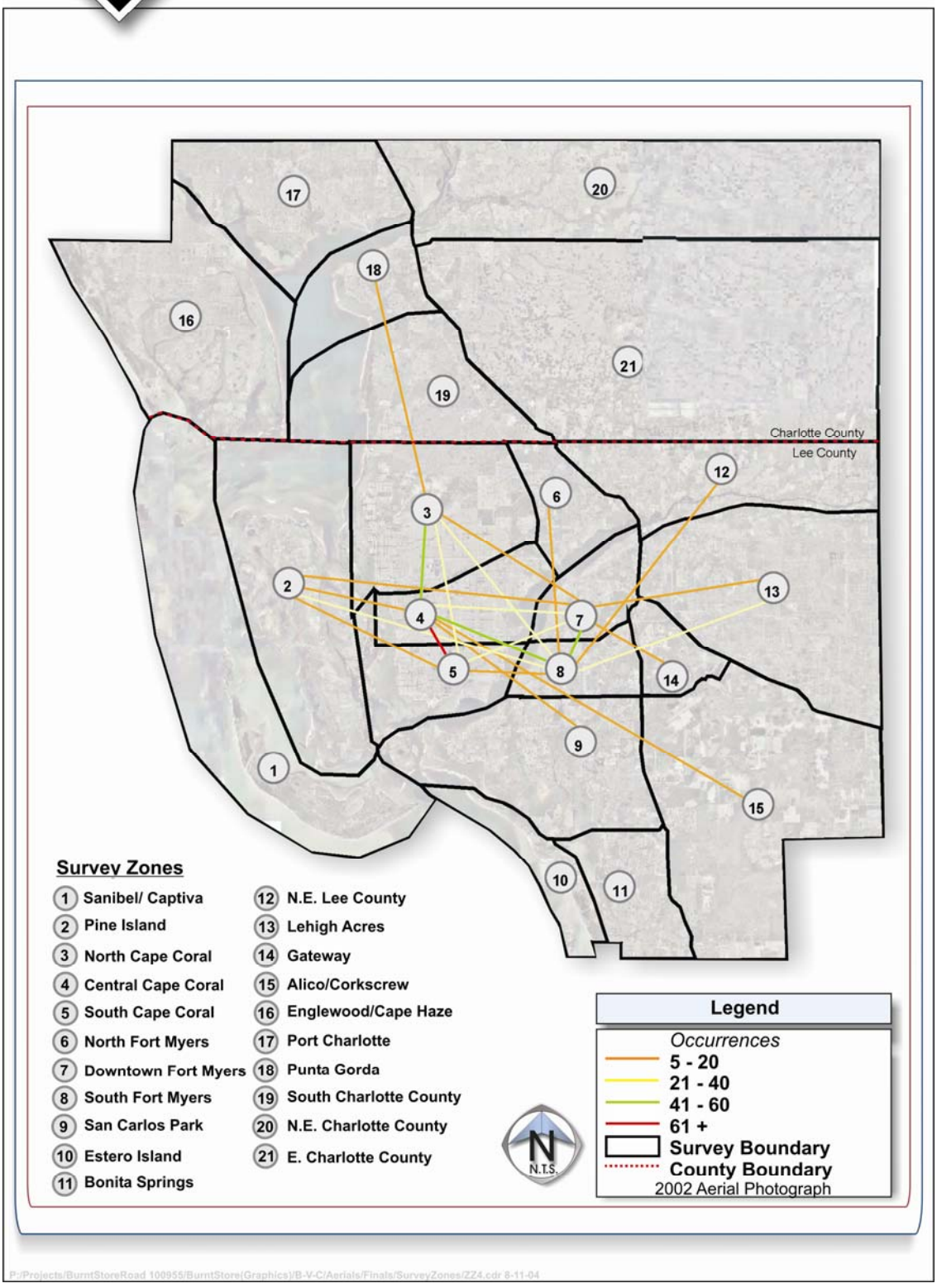
PRELIMINARY

Travel Frequency 2 to 5 Trips Per Week

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-30-04

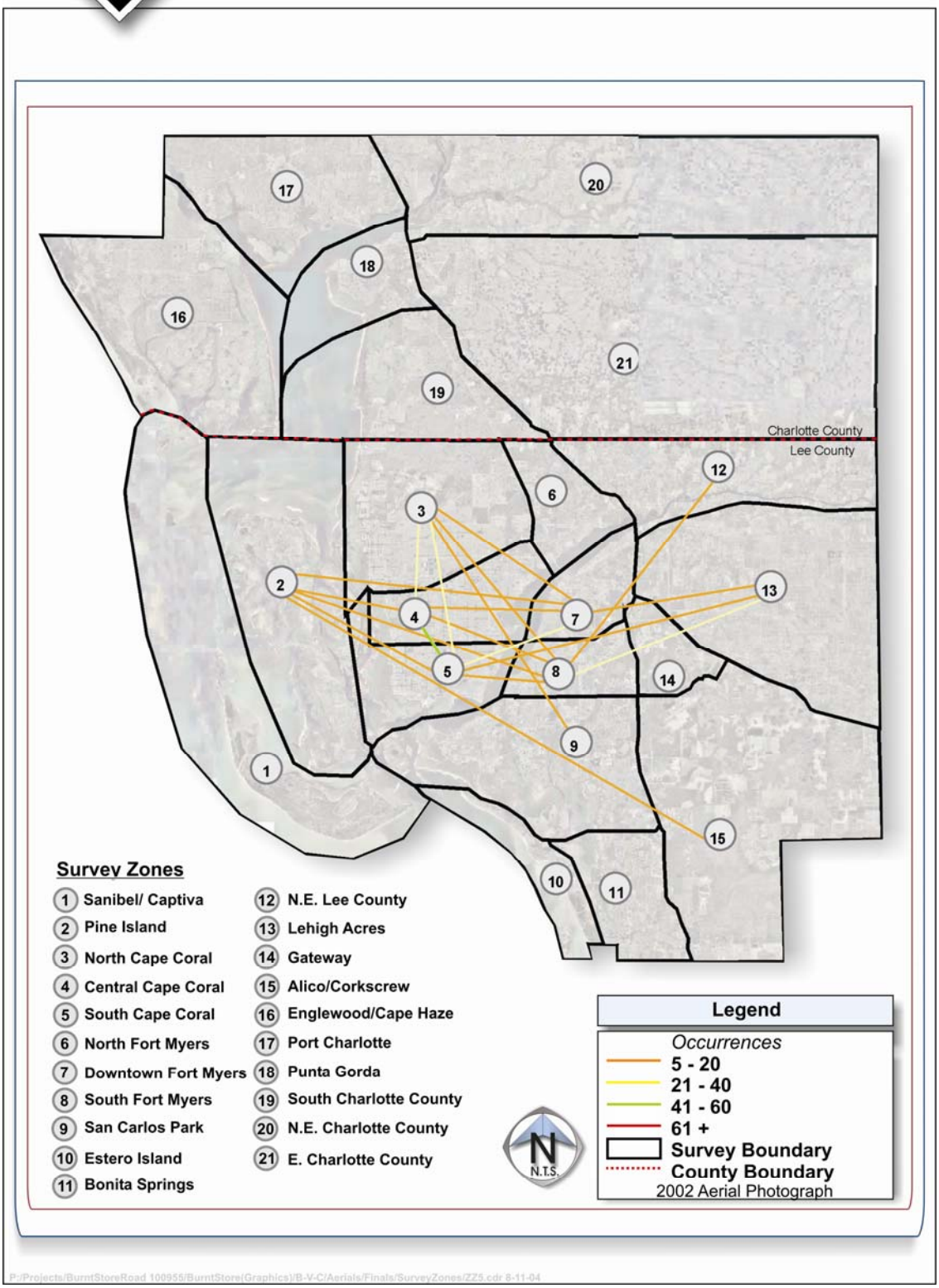


PRELIMINARY

Travel Frequency 1 Trip Per Week or Less

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-30-04



3.2.3 Trip Length

Survey respondents were asked to estimate their trip length. It was undetermined how much of their trip length was on the study corridor and how much was on other roadways. The results of their estimates for their total one-way trip are summarized in Table 3-4.

Table 3-4
Estimate of One-Way Trip Length

One-Way Trip Length	Survey Locations: Colonial Boulevard at Metro Parkway	Survey Locations: Veterans Parkway at Santa Barbara	Survey Locations: Burnt Store Road at Pine Island Road	Total
More 30 Miles	12%	4%	11%	9%
30 to 21 Miles	13%	8%	21%	14%
20 to 11 Miles	36%	28%	39%	34%
10 to 6 Miles	23%	35%	20%	26%
5 Miles or Less	12%	21%	4%	12%
No Response	4%	4%	5%	4%

The data above indicate that two-thirds of the survey respondents travel up to 20 miles (mi) one-way in the Fort Myers/Cape Coral/Burnt Store area.

3.3 EXPRESS LANE CONCEPT SURVEY RESULTS

Express lanes are being evaluated as part of this corridor study. Express lanes could include elevated ramps over intersections or side lanes that bypass congested traffic. These types of concepts are being considered on Colonial Boulevard at I-75 to Veterans Parkway at Pine Island Road. The express lane concepts will be evaluated further during the conceptual alternatives analysis phase. The results of the questionnaire was distributed to the STTF and will be beneficial when developing conceptual alternatives.

The survey questionnaire asked respondents about their general opinion of express lanes. The results of their opinion are summarized in Table 3-5.

Table 3-5
Express Lane Opinion

Opinions	Survey Locations: Colonial Boulevard at Metro Parkway	Veterans Parkway at Santa Barbara	Burnt Store Road at Pine Island Road	Total
Strongly Approve	50%	49%	49%	49%
Somewhat Approve	29%	30%	27%	29%
Somewhat Disapprove	4%	4%	7%	5%
Strongly Disapprove	5%	6%	6%	6%
No Opinion	10%	9%	9%	9%
No Response	2%	2%	2%	2%

The results above indicate that 78 percent of the survey respondents strongly approve or somewhat approve the express lane concepts. The survey questionnaire also asked what portion of the corridor would most likely benefit from an express lane. The results of their opinion are summarized below in Table 3-6.

Table 3-6
Express Lane Benefit

Corridor Segment	Survey Locations: Colonial Boulevard at Metro Parkway	Veterans Parkway at Santa Barbara	Burnt Store Road at Pine Island Road	Total
Colonial Boulevard: Caloosahatchee River to I-75	49%	40%	33%	41%
Veterans Parkway: Chiquita Boulevard to Caloosahatchee River	20%	32%	29%	27%
Veterans Parkway: Pine Island Road to Chiquita Boulevard	10%	17%	24%	17%
None of the Above	13%	7%	9%	10%
No Response	8%	4%	5%	5%

Forty-one percent of the respondents felt that the segment on Colonial Boulevard from the Caloosahatchee River to I-75 would most likely benefit from express lanes. Twenty-seven percent of the respondents felt that the segment on Veterans Parkway from Chiquita Boulevard to the Caloosahatchee River would most likely benefit from express lanes.

This section summarizes the type of data and resources used to evaluate existing corridor conditions for the study area. The data collected were used to describe the physical roadway and traffic characteristics of the study corridor. In addition, traffic analyses were completed with the data collected for the study area.

4.1 LAND USE

The land use along the 35-mi corridor range from large areas of undeveloped and environmental lands to densely developed areas intense in residential and commercial development, as well as light industrial uses. Existing land use data is discussed to obtain a general sense of the current development along the study corridor.

4.1.1 Existing Land Use

The corridor spans five jurisdictions including Lee County, City of Fort Myers, City of Cape Coral, Charlotte County, and City of Punta Gorda. The cities of Fort Myers and Cape Coral are the most developed areas along the corridor.

Colonial Boulevard: I-75 to McGregor Boulevard

The study corridor begins on Colonial Boulevard at I-75 in unincorporated Lee County. Existing land uses along Colonial Boulevard from I-75 to McGregor Boulevard consist of undeveloped tracts of land near I-75, sparse commercial development, low to medium density residential development, and environmental lands including the Six Mile Cypress Slough Preserve. This area, near I-75, is rapidly growing with The Omni Development of Regional Impact (DRI) underway to the east of I-75. Development intensifies toward the west through the City of Fort Myers approaching the Caloosahatchee River with light industrial uses, hotels, shopping centers, and higher density residential. The Edison Mall is located north of Colonial Boulevard, east of Cleveland Avenue.

Midpoint Memorial Bridge/Veterans Parkway: McGregor Boulevard to Pine Island Road

From McGregor Boulevard, the study corridor crosses the Midpoint Memorial Bridge over the Caloosahatchee River into the City of Cape Coral. The corridor then follows Veterans Parkway. Four Mile Cove Ecological Park is located just west of the River and directly north of Veterans Parkway. To the south of Veterans Parkway are single family residential units.

Existing Environmental Lands

- Four Mile Cove Ecological Park
- Matlacha Pass Aquatic Preserve
- Charlotte Harbor Environmental Center
- Charlotte Harbor Aquatic and State Buffer Preserves

Single family residential units line the south of Veterans Parkway. Commercial centers containing grocery stores, big box retail stores, restaurants, and other community commercial uses are located at intersections, including Veterans Parkway at Del Prado Boulevard, and Veterans Parkway at Santa Barbara Boulevard.

Residential units are dispersed along the Veterans Parkway west toward Matlacha Pass. A large tract of land currently under construction for Sandoval mixed-use development stands on the north side of the Veterans Parkway, just as the roadway curves northward toward Pine Island Road. Environmental lands, such as the Matlacha Pass Aquatic Preserve, lie to the west side of the roadway. A golf course community (Cape Royal) is located on the east side of Veterans Parkway, south of the Pine Island Road intersection. A gas station is located at the southeast corner of Burnt Store Road and Pine Island Road.

Burnt Store Road: Pine Island Road to Lee/Charlotte County Line

Land uses along Burnt Store Road from Pine Island Road to the Charlotte County Line are a mix of developed and undeveloped tracts. A Publix supermarket and retail center is currently under construction on the North-East corner of Pine Island Road. Single family residential units are under construction on the west side of Burnt Store Road south of Van Buren Parkway. Platted lands on the east side of Burnt Store Road are also being developed, but at a slower pace than lands to the west. Residential construction continues in the Burnt Store Marina development south of the Charlotte County line.

There is a fire station on the west side of Burnt Store Road, south of the county line. Borrow pits are located to the east of the study corridor. Environmental lands occupy the area north of Caloosa Parkway, south of the Charlotte County line and east of Burnt Store Road.

Charlotte Harbor Environmental Center, Punta Gorda

Burnt Store Road: Lee/Charlotte County Line to Jones Loop Road

Two large single family residential developments, Burnt Store Lakes and Burnt Store Village, are located just north of the Lee/Charlotte County line on the west side and east side, respectively. Another large single family residential development, Burnt Store Meadows, is located south of Acline Road on the east of Burnt Store Road. The Charlotte County Environmental Center is located on preserve lands south of Acline Road on the west side of the study corridor. Low density residential uses, undeveloped lands and environmental lands characterize much of the east side of the corridor. Recreational vehicle and mobile home parks are located along Burnt Store

Road, just south of US 41. Alligator Creek flows under Burnt Store Road and into Charlotte Harbor.

Jones Loop Road: Burnt Store Road to I-75

Jones Loop Road, to the north and east of Burnt Store Road, has large tracts of undeveloped lands. Further east and closer to I-75, is a commercial node that includes housing, fast food restaurants, and gas stations.

Notre Dame Boulevard/Tuckers Grade: Burnt Store Road to I-75

Notre Dame Boulevard has a significant number of platted residential lands, some of which are vacant. There are large tracts of undeveloped lands further south of Notre Dame Boulevard.

A fire station is located on the south side, east of Burnt Store Road along Notre Dame Boulevard. A single family residential development is located along Gulf Green Boulevard parallel to Notre Dame Boulevard, west of US 41.

Zemel Road: Burnt Store Road to US 41

Zemel Road, an alternate to Jones Loop Road and Notre Dame Boulevard, is lined with environmental lands to the north and south. A landfill is located just west of US 41 on the south side of Zemel Road.

The existing land use described previously was beneficial when evaluating existing LOS. Section 4.3 provides a summary of the existing LOS.

Major Developments

- Omini DRI
- Edison Mall
- Sandoval DRI
- Burnt Store Marina
- Burnt Store Lakes
- Turn Bay
- Burnt Store Meadows

4.2 EXISTING TRAFFIC VOLUME DATA

Existing daily and peak hour traffic count data were collected for the study corridor. This included count data provided by the Charlotte County Public Works Department, Lee County DOT, and the City of Cape Coral. In addition, traffic counts were conducted along the corridor and existing cross streets, where deemed necessary.

4.2.1 Traffic Count Data

Traffic counts along the study corridor were conducted in March, April, and May 2003 and in May 2004, and consisted of the following types of counts:

- 72-hour, bi-directional machine counts at select locations along Burnt Store Road, Veterans Parkway, and Colonial Boulevard.

- 24-hour, bi-directional counts for all intersections where turning movement counts were conducted and no existing annual average daily traffic (AADT) information existed.
- 8-hour turning movement counts, covering the AM and PM peak hours, at all major intersections along Burnt Store Road, Veterans Parkway, and Colonial Boulevard.

4.2.2 Existing (2004) AADT and Peak Hour Volumes

All count data were adjusted to existing (2004) conditions. Daily traffic count data were adjusted to AADT and the AM and PM peak hour volumes to peak hour, peak season conditions. All count data were adjusted using traffic count adjustment factors and growth rates developed from the 2002 Lee County Traffic Count Report[3] and 2002 Florida Department of Transportation Traffic Information CD[4].

Due to its length, the study corridor was divided into segments A through F in order to present the data. The existing AADT volumes are shown in Figure 4-1(a-g). The existing AM and PM peak hour volumes are shown in Figure 4-2(a-g). Detailed calculations of existing (2004) AADT and AM and PM peak hour volumes are shown in the Technical Appendix.

Midpoint Memorial Bridge, Caloosahatchee River

PRELIMINARY

Existing Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

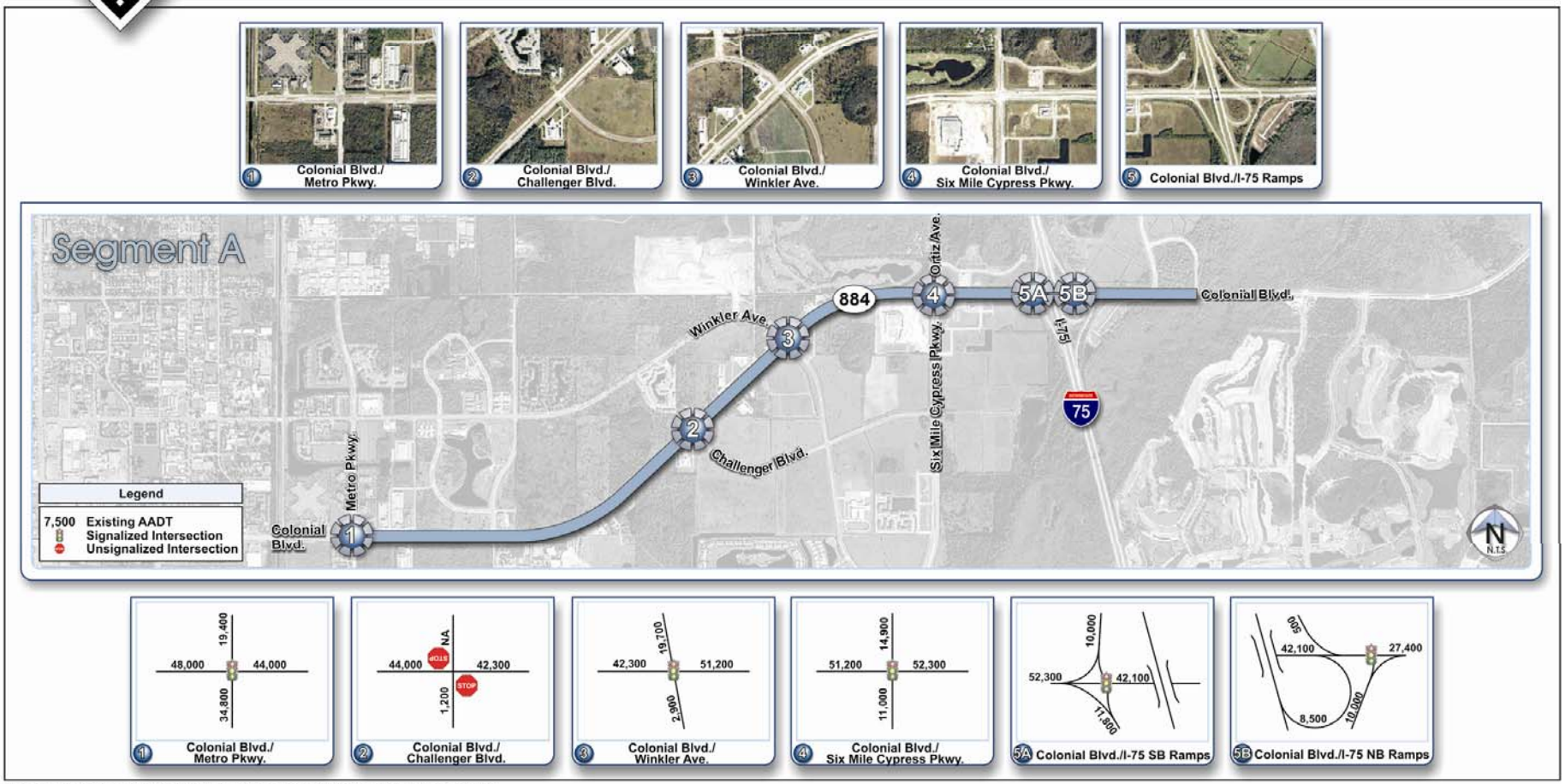


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Figure 4-1a

PRELIMINARY

Existing Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

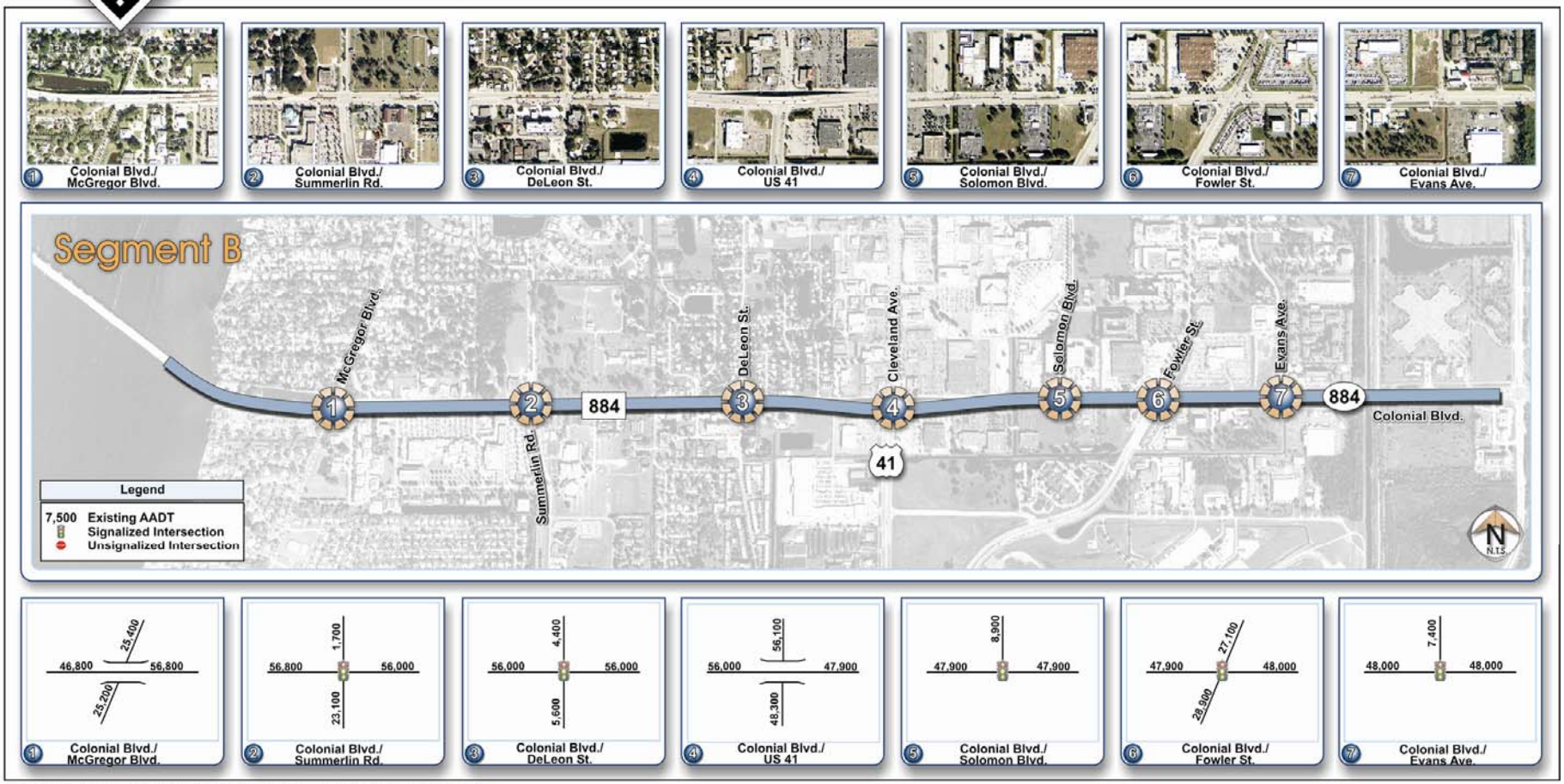

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Figure 4-1b

PRELIMINARY

Existing Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

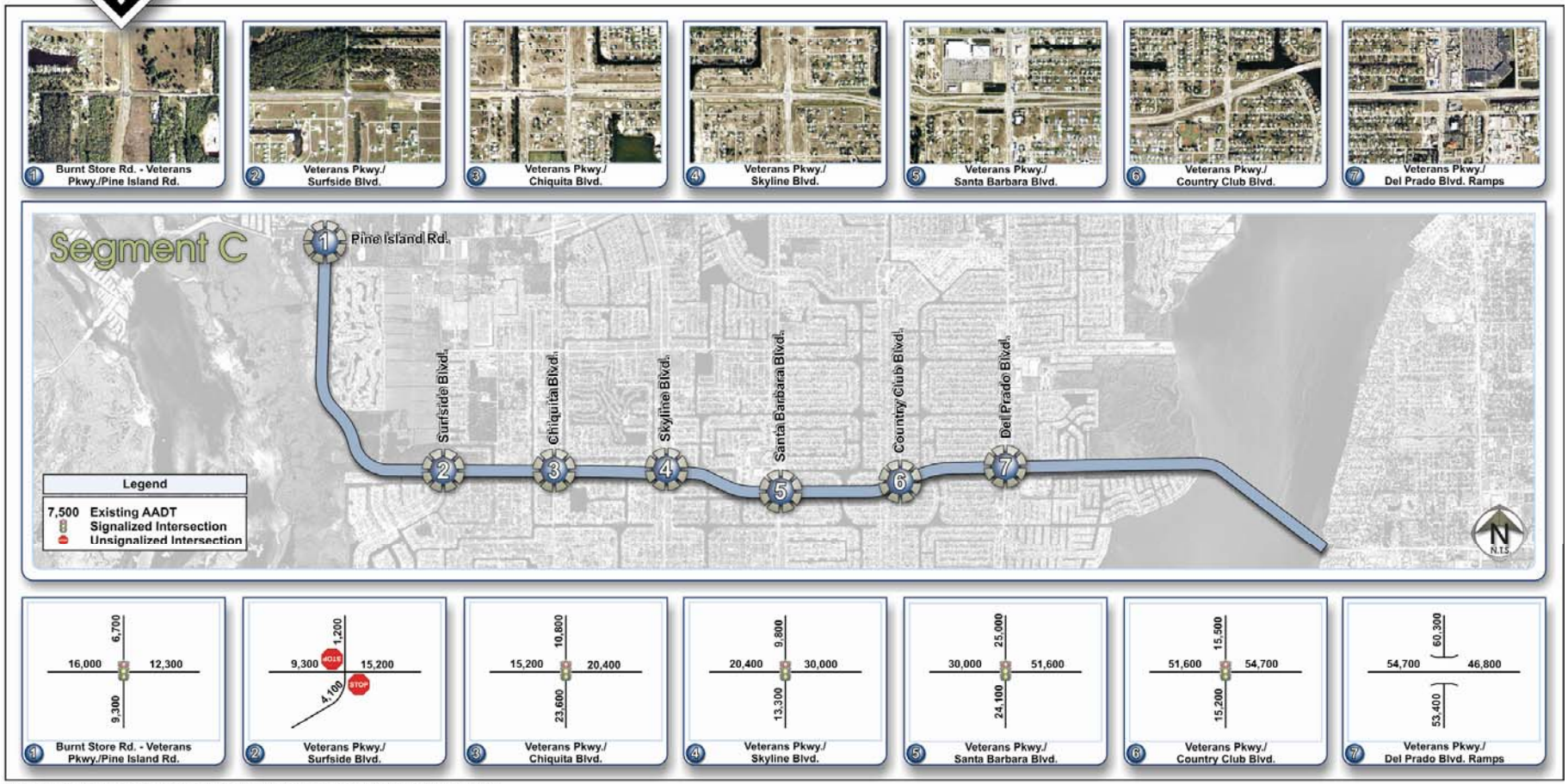

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Figure 4-1c

PRELIMINARY

Existing Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

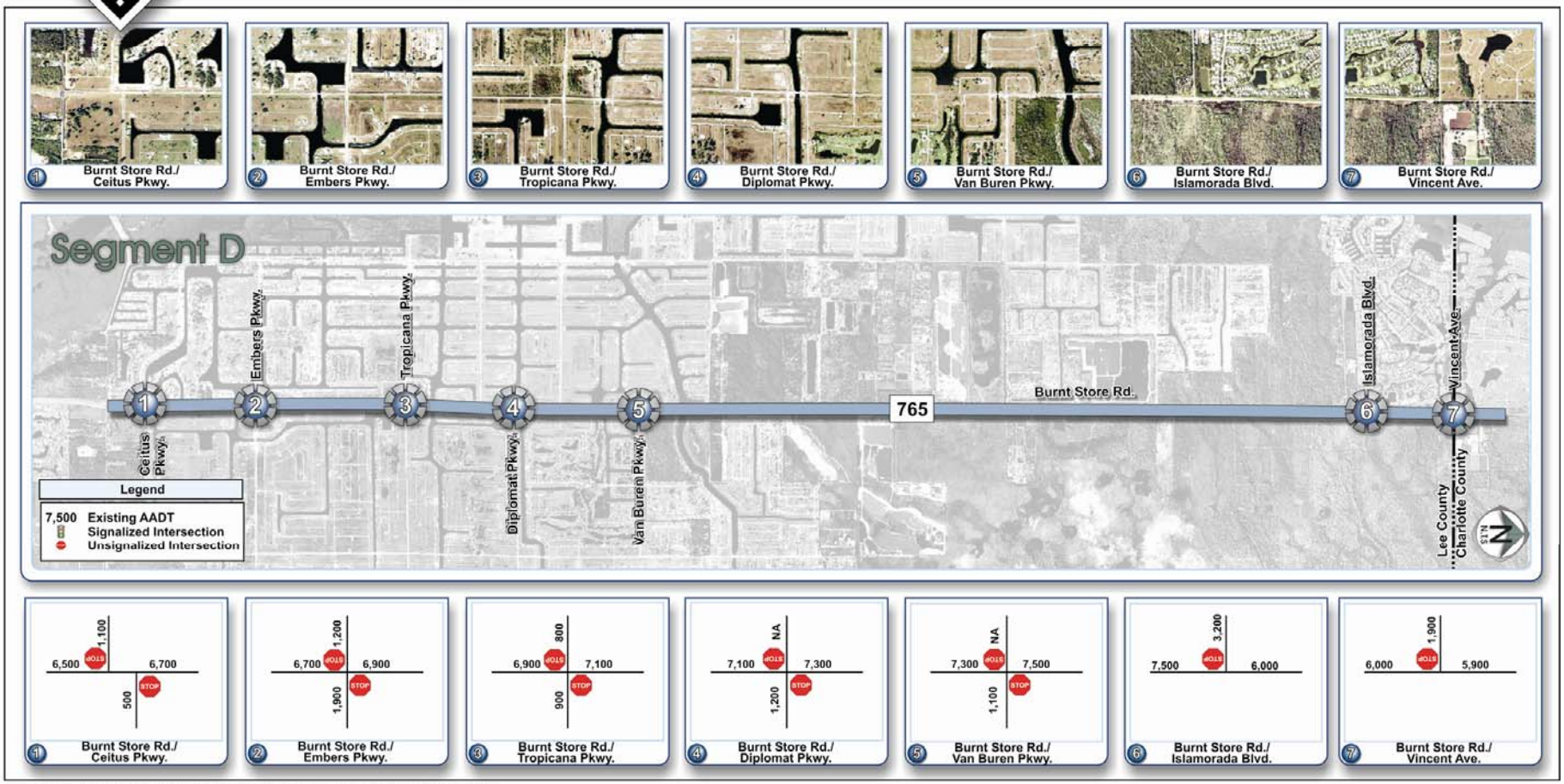

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Figure 4-1d

PRELIMINARY

Existing Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

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Figure 4-1e

PRELIMINARY

Existing Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

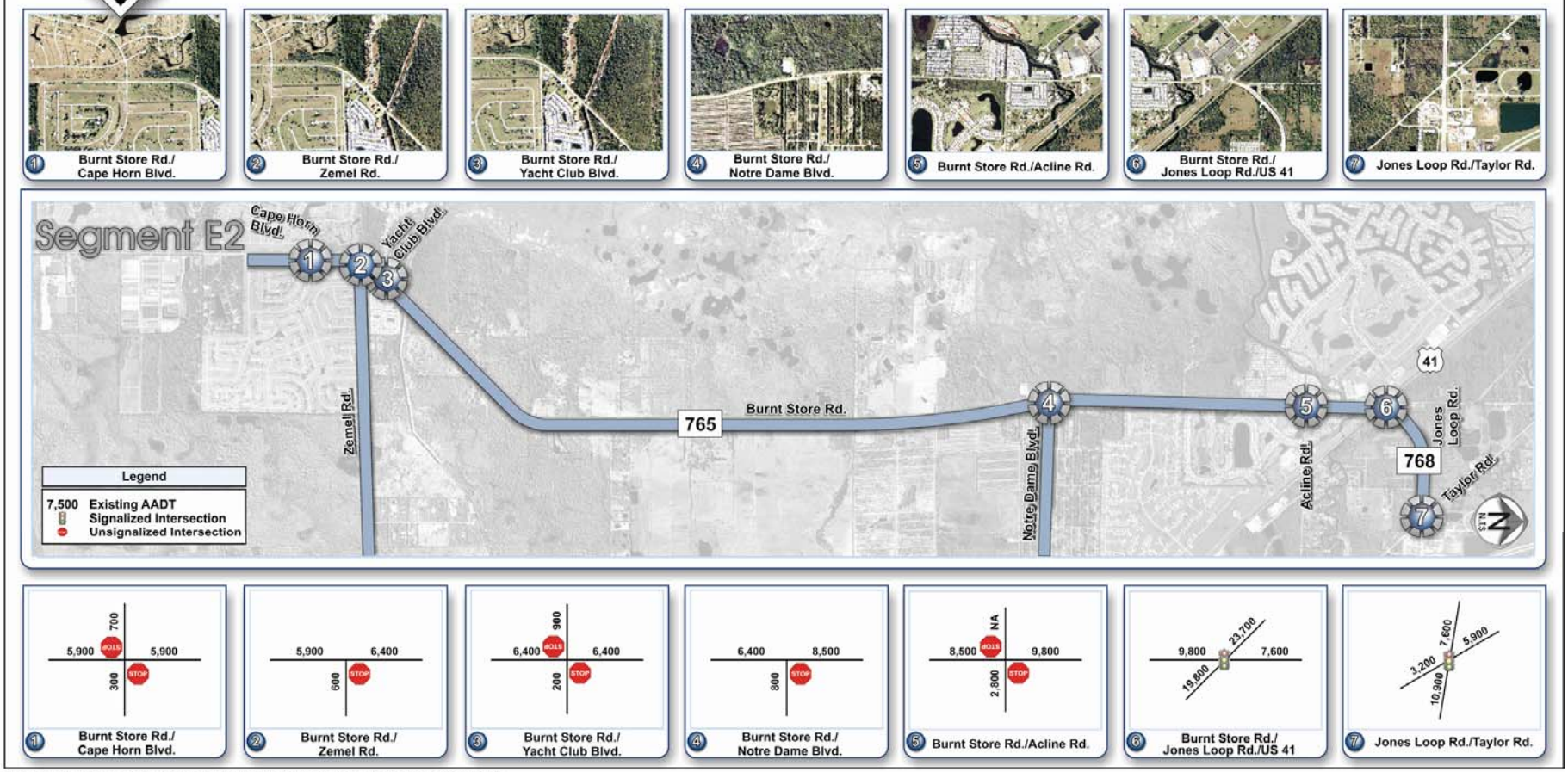

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Figure 4-1f

PRELIMINARY

Existing Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

P:\Projects\Burnt Store Road 100955\Burnt Store Road (Graphics)\Burnt-Veterans-Colonial\Aerials\Existing AADT Volumes\Seg F Exist AADT.cdr\Sept 04\ 9.10.04

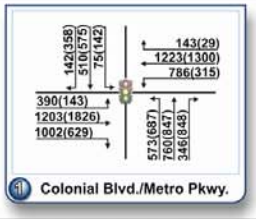
Figure 4-1g

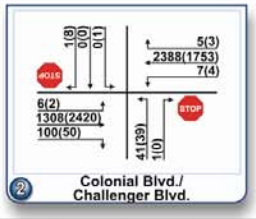
PRELIMINARY

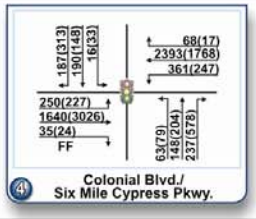
Existing AM and PM Peak Hour Volumes

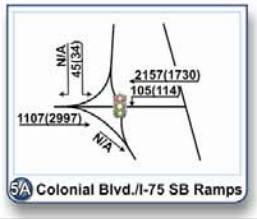
BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04









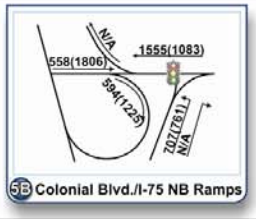


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Figure 4-2a

PRELIMINARY

Existing AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

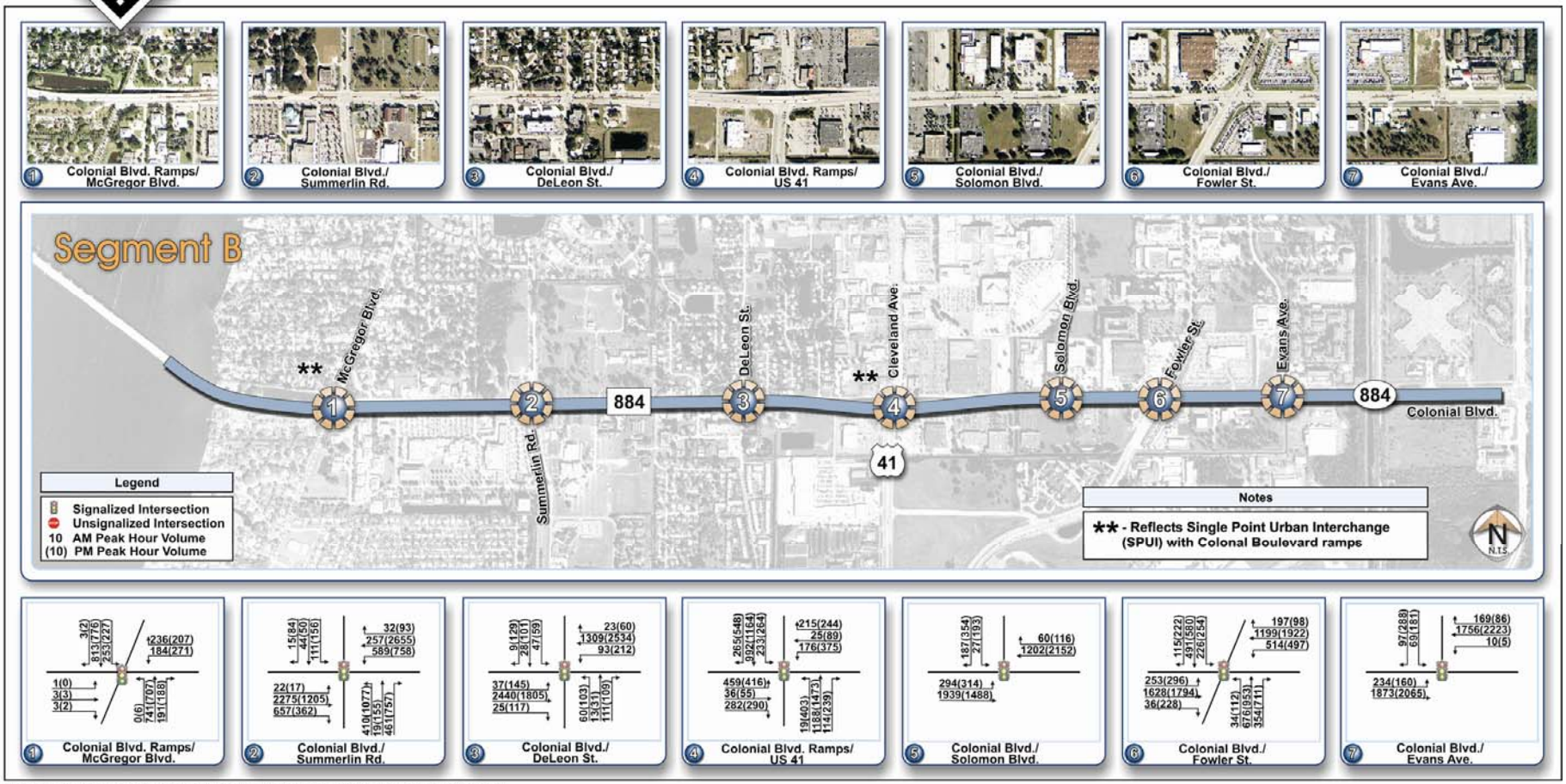

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Figure 4-2b

PRELIMINARY

Existing AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

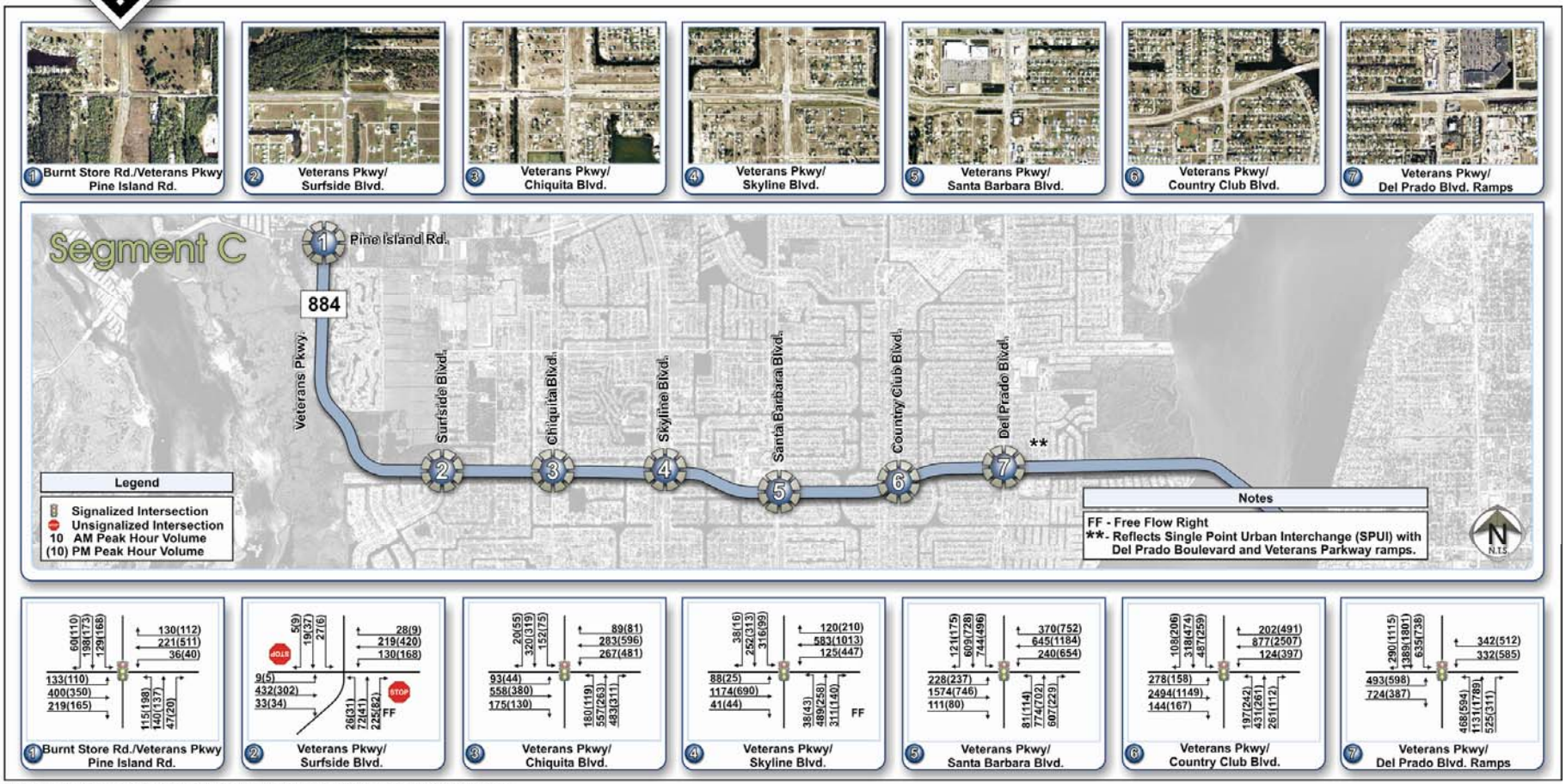

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Figure 4-2c

PRELIMINARY

Existing AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

11-04-04

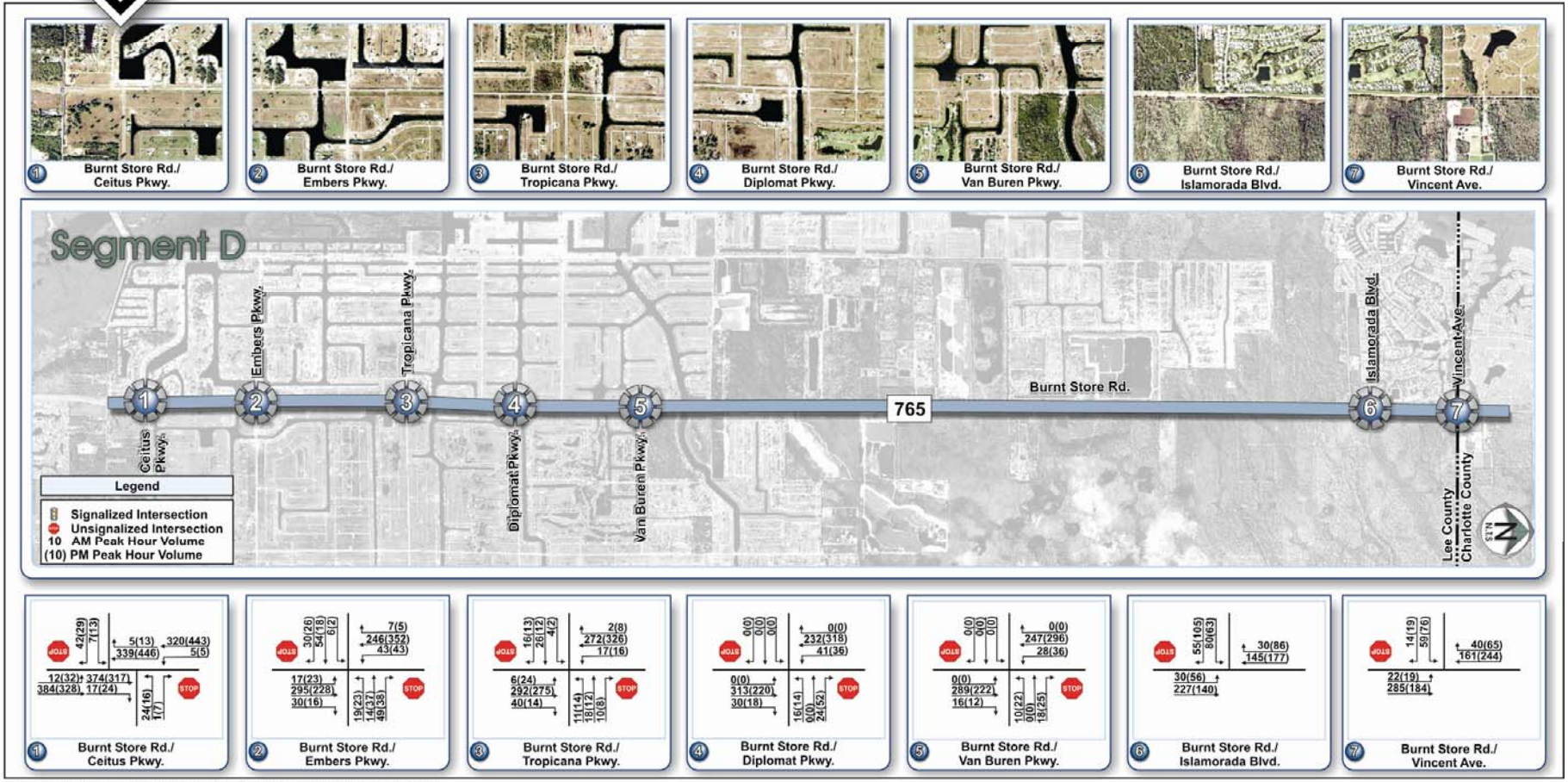

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Figure 4-8d

PRELIMINARY

2010 AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

3-23-05

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Figure 4-9e

PRELIMINARY

Existing Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

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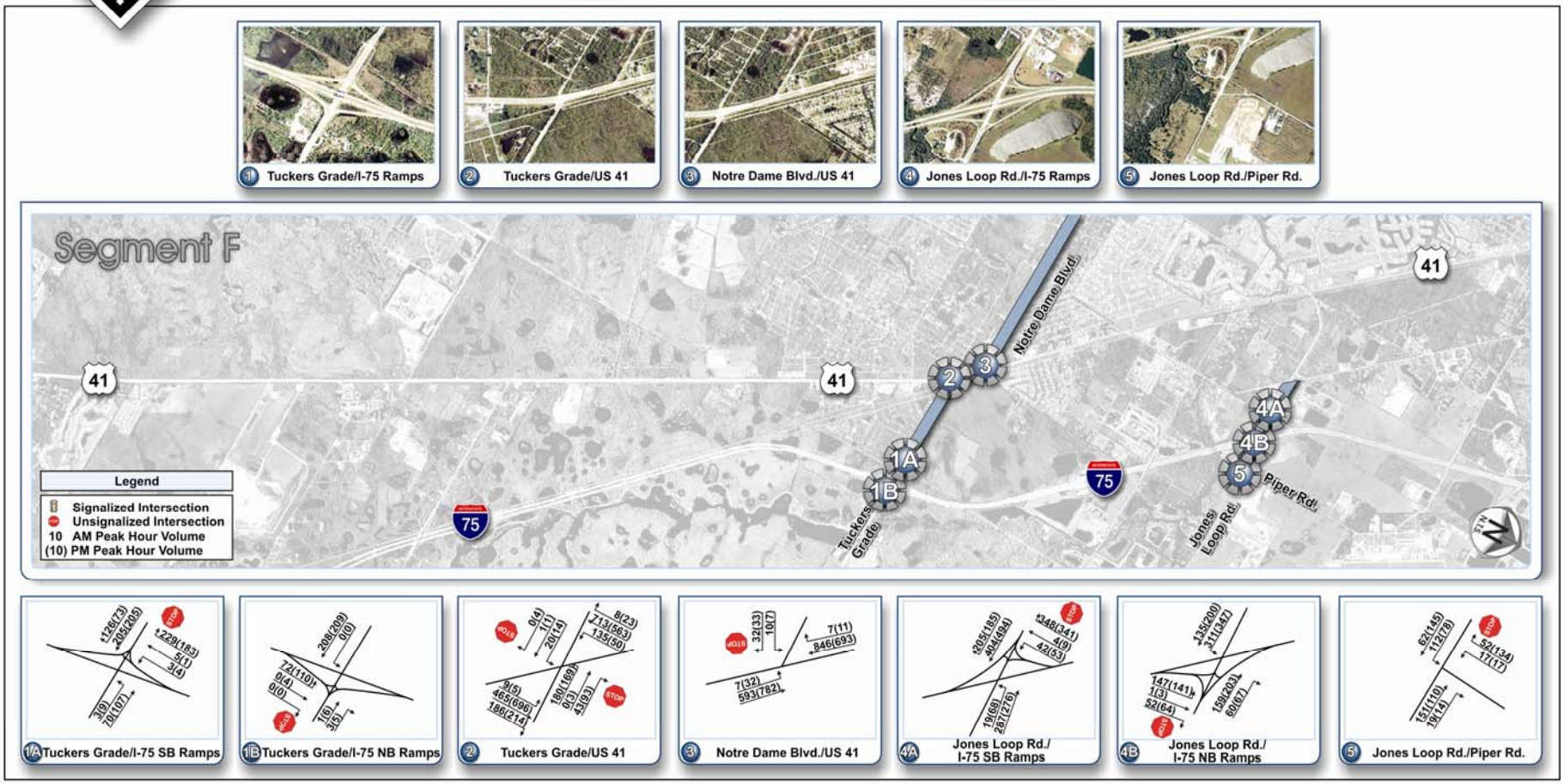
Figure 4-2f

PRELIMINARY

Existing AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04



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4.3 EXISTING (2004) LEVEL OF SERVICE

Existing operating conditions were determined for all major intersections and all roadway segments along Burnt Store Road, Veterans Parkway, and Colonial Boulevard. In addition, other roadways under study included Zemel Road, Notre Dame Boulevard, and Tuckers Grade within Charlotte County. The analysis tools used were the 2000 Highway Capacity Software (HCS), Version 4.1d[5], based on the 2000 Highway Capacity Manual[6] and the Lee County Link-Specific Service Volumes[7] developed by the Lee County DOT. Listed below are the tools used for the various intersections and roadway segments analyses of the corridor:

- HCS Signalized and Unsignalized Intersection Modules used for all intersection analyses
- Lee County Link-Specific Service Volumes used for Colonial Boulevard from Metro Parkway to McGregor Boulevard and Veterans Parkway from McGregor Boulevard to Pine Island Road
- HCS Arterial Module used for Colonial Boulevard from I-75 to Metro Parkway
- HCS Two-Lane Module used for Burnt Store Road to provide consistency with results reported in Charlotte County, Notre Dame Boulevard and Zemel Road
- HCS Multilane Module used for Tuckers Grade

Field reviews indicated that the results obtained from these analysis tools appear reasonable given existing conditions (i.e., delays at specific intersections and along specific roadway segments).

Using the operation standards of LOS E for Lee County intersections and roadway segments and LOS C for Charlotte County intersections and roadway segments, existing LOS deficiencies were identified. These include the following:

4.3.1 Intersections

- Colonial Boulevard/Six Mile Cypress Parkway/Ortiz Avenue (LOS F – PM peak hour)
- Colonial Boulevard/Challenger Boulevard (LOS F – PM peak hour)
- Colonial Boulevard/Metro Parkway (LOS F – AM and PM peak hours)
- Colonial Boulevard/Fowler Street (LOS F – AM and PM peak hours)
- Colonial Boulevard/Summerlin Road (LOS F – PM peak hour)
- Veterans Parkway Ramps/Del Prado Boulevard (LOS F –AM and PM peak hours)

Veterans Parkway near Skyline Boulevard, Cape Coral

- Burnt Store Road/US 41 (LOS D - AM peak hour)
- Tuckers Grade/US 41 (LOS F – AM peak hour, LOS E – PM peak hour)
- Jones Loop Road/I-75 Southbound Ramps (LOS E – AM peak hour)

4.3.2 Roadway Segments

- Colonial Boulevard Eastbound
  - McGregor Boulevard to Summerlin Road (LOS F – AM and PM peak hours)
  - Summerlin Road to DeLeon Street (LOS F – PM peak hour)
  - DeLeon Street to US 41 (LOS F – PM peak hour)
  - Winkler Avenue to Six Mile Cypress Parkway/Ortiz Avenue (LOS F – PM peak hour)
- Colonial Boulevard Westbound
  - I-75 Northbound Ramps to I-75 Southbound Ramps (LOS F – AM peak hour)
  - Metro Parkway to Evans Avenue (LOS F – AM and PM peak hours)
  - Evans Avenue to Fowler Street (LOS F – AM and PM peak hours)
  - Fowler Street to Solomon Boulevard (LOS F – PM peak hour)
  - DeLeon Street to Summerlin Road (LOS F – AM and PM peak hours)
  - Summerlin Road to McGregor Boulevard (LOS F – PM peak hour)
- Veterans Parkway Eastbound
  - Country Club Boulevard to Del Prado Boulevard (LOS F – AM peak hour)
- Veterans Parkway Westbound
  - Del Prado Boulevard to Country Club Boulevard (LOS F – PM peak hour)
- Burnt Store Road Northbound
  - Lee County Line to US 41 (LOS D - AM peak hour)
  - Lee County Line to Acline Road (LOS D - PM peak hour)
- Burnt Store Road Southbound
  - US 41 to Lee County Line (LOS D - AM and PM peak hour)
- Jones Loop Road Southbound
  - Taylor Road to US 41 (LOS D – AM peak hour)

There are no deficient intersections or roadway segments on Burnt Store Road in Lee County or other roadways under study within the study area.

The existing (2004) AM and PM intersection and roadway LOS are highlighted in Figure 4-3 (a-g) through Figure 4-4 (a-g), respectively. The supporting HCS analyses and LOS determinations are included in the Technical Appendix.

PRELIMINARY

Existing AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

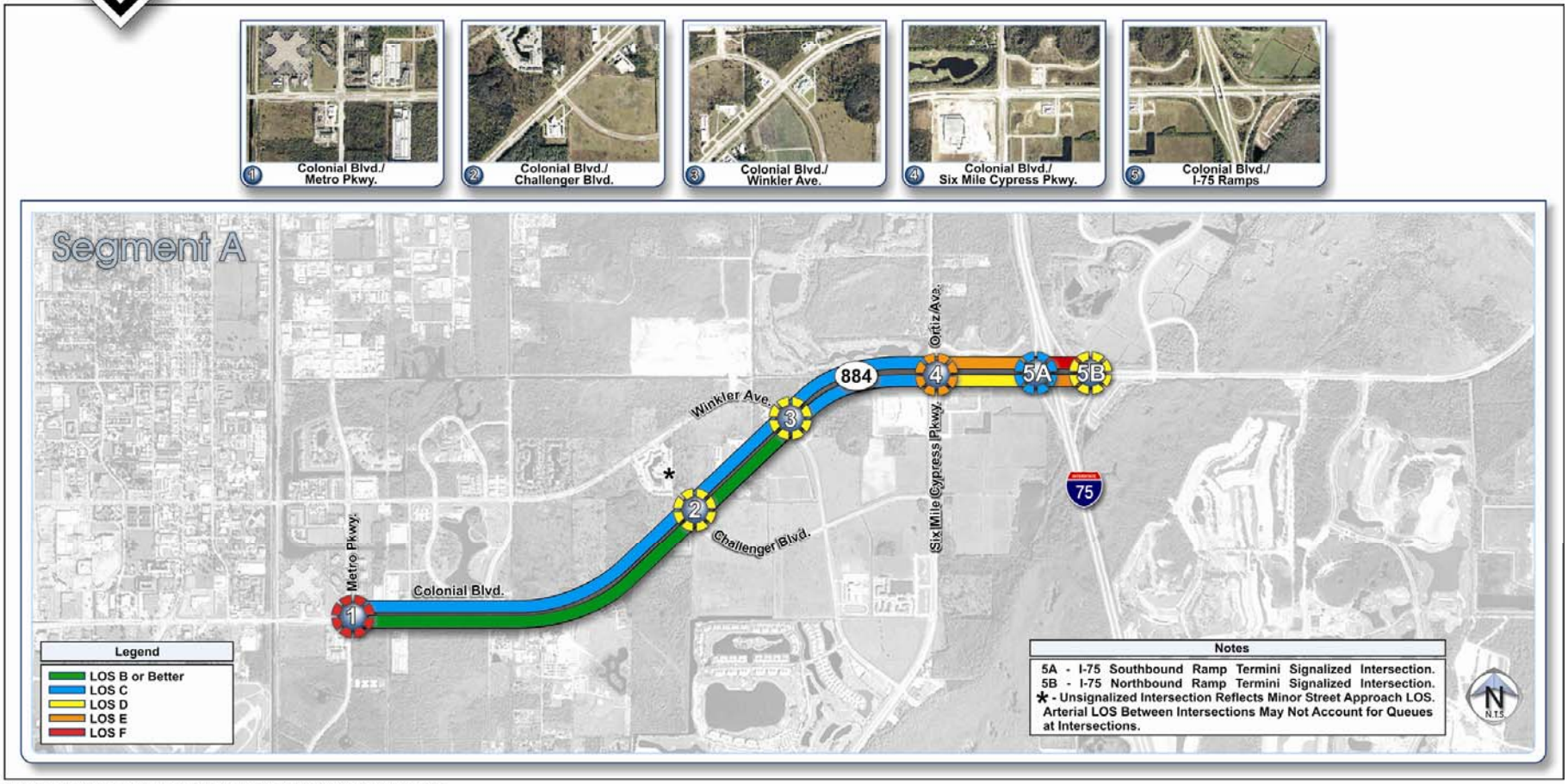

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Figure 4-3a

PRELIMINARY

Existing AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

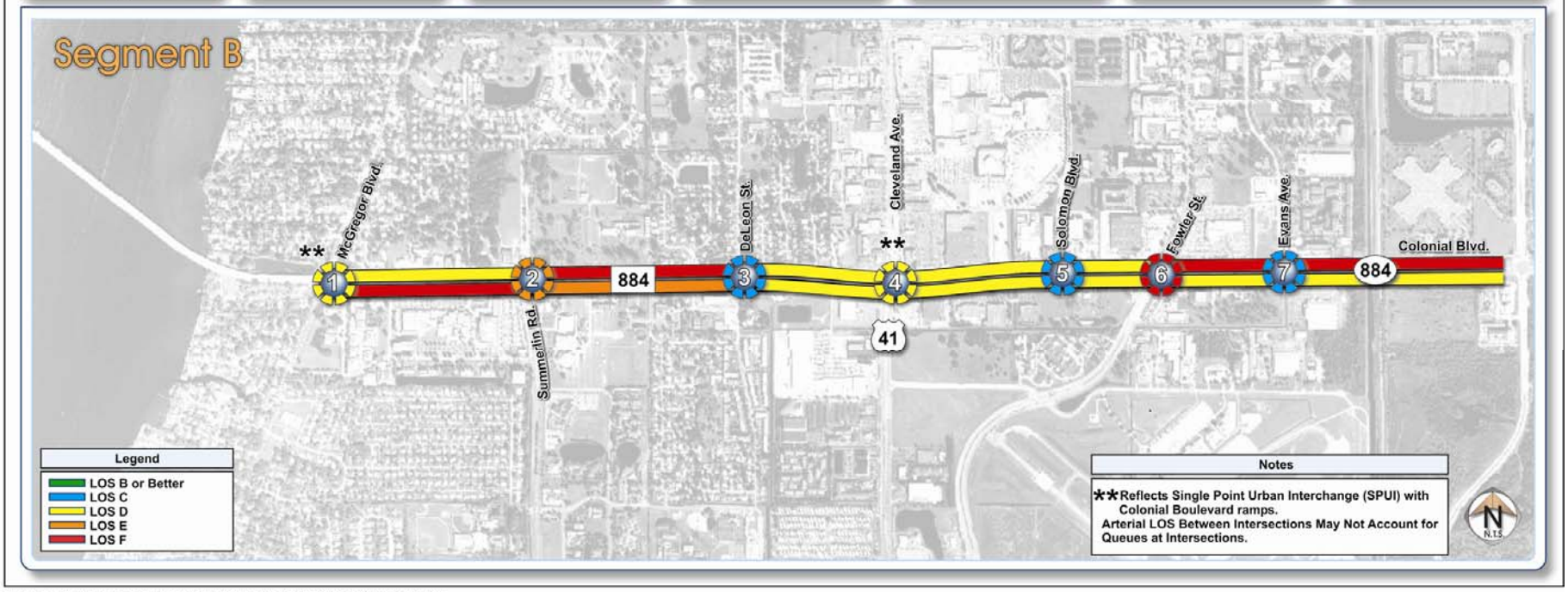

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Figure 4-3b

PRELIMINARY

Existing AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

P:\Projects\Burnt Store Road 100955\Burnt Store Road (Graphics)\Burnt-Veterans-Colonial\Aerials\LOS AM\Seg C LOS AM.cdr\Sept 04\ 9.10.04

Figure 4-3c

PRELIMINARY

Existing AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

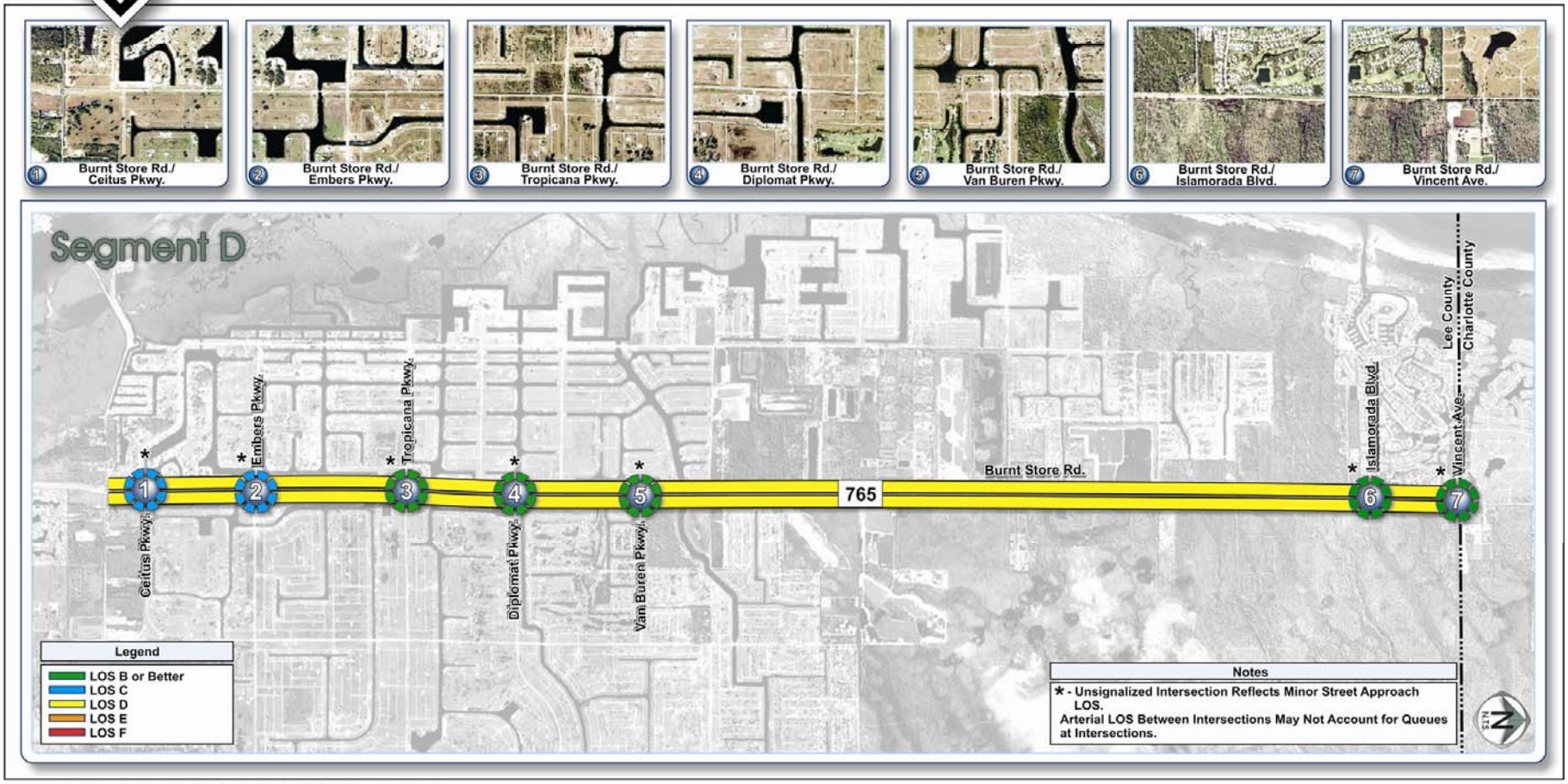

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Figure 4-3d

PRELIMINARY

Existing AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

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Figure 4-3e

PRELIMINARY

Existing AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

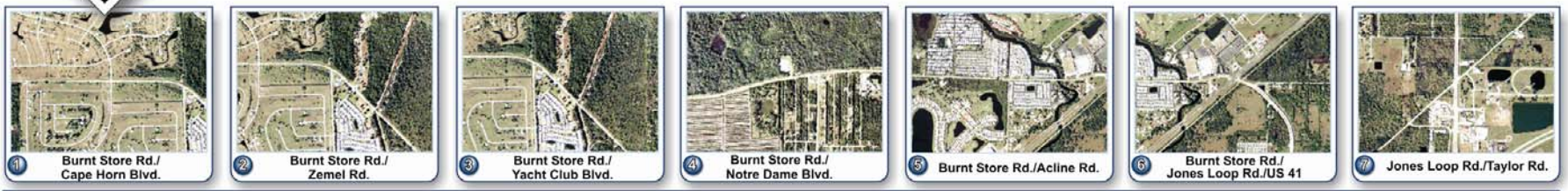

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Figure 4-3f

PRELIMINARY

Existing AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

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Figure 4-39

PRELIMINARY

Existing PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

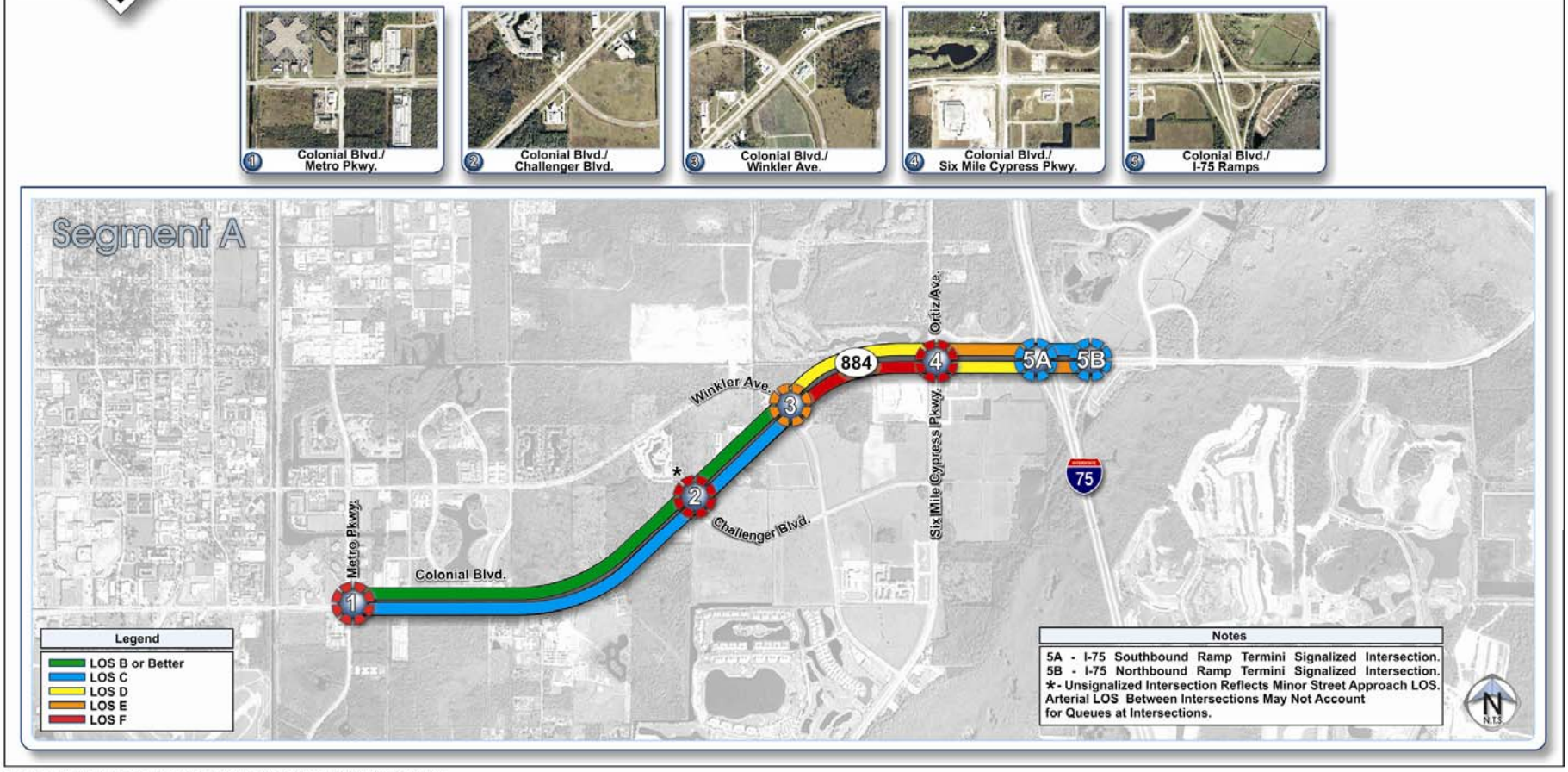

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Figure 4-4a

PRELIMINARY

Existing PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

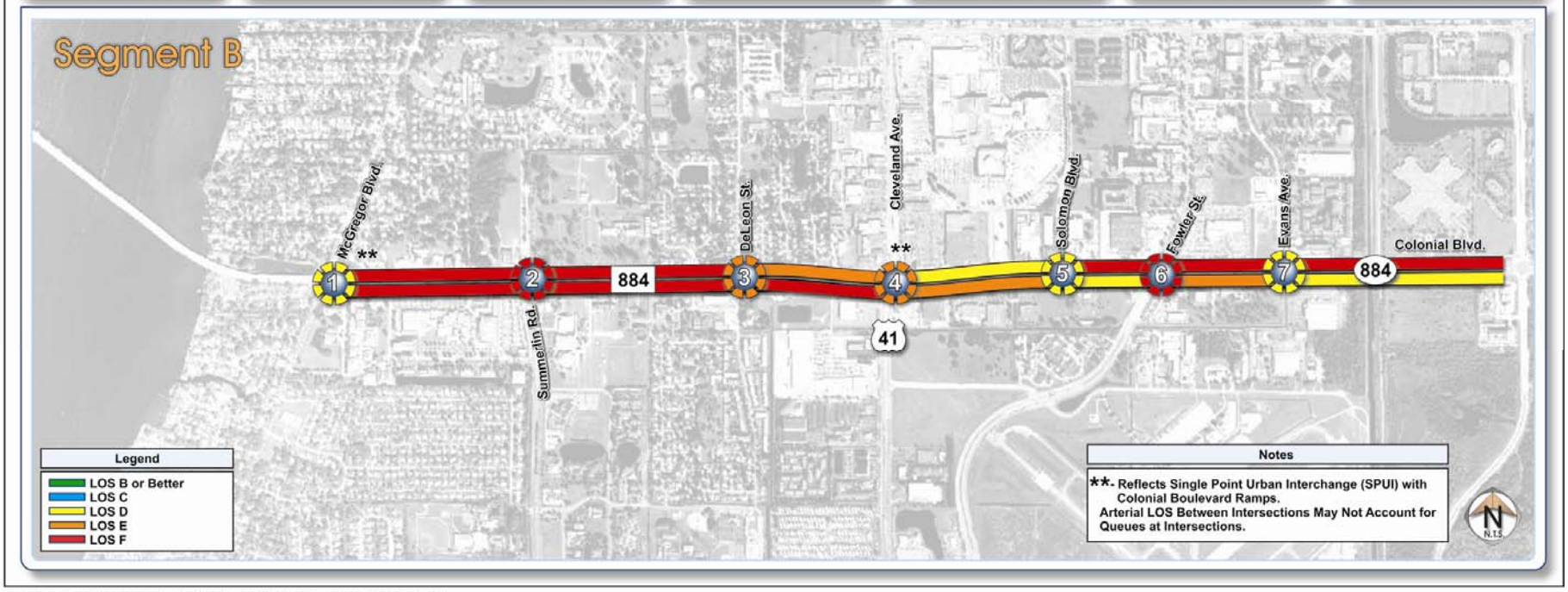

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Figure 4-4b

PRELIMINARY

Existing PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

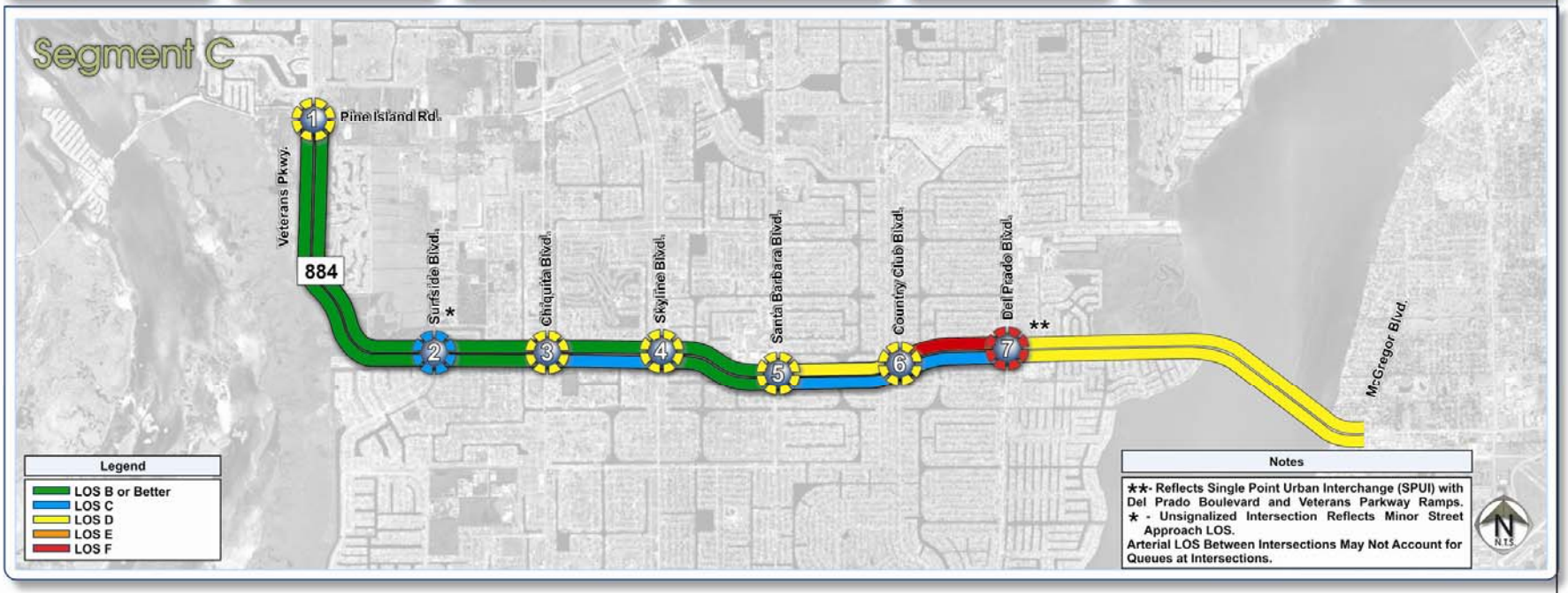

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Figure 4-4c

PRELIMINARY

Existing PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

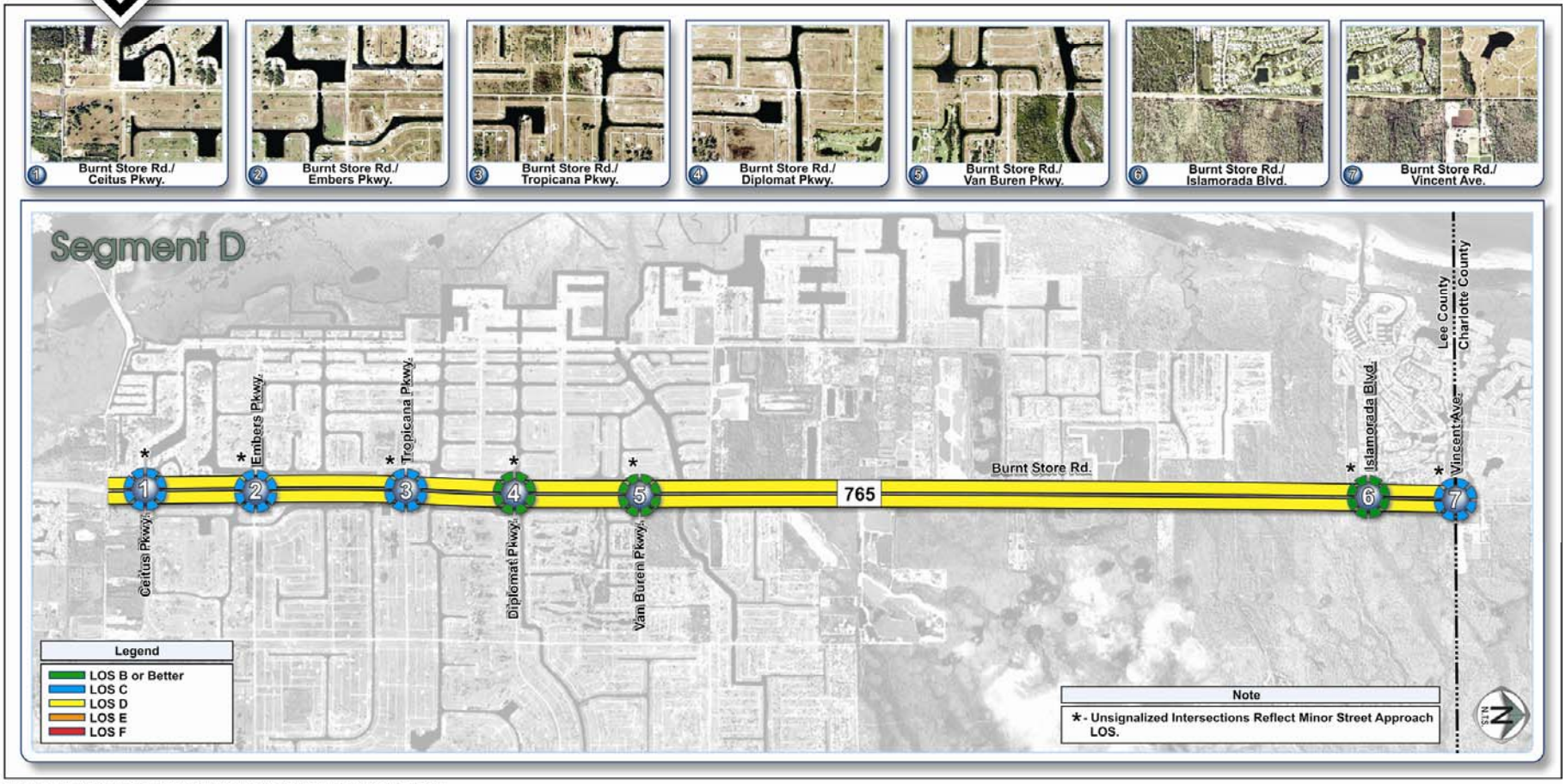

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Figure 4-4d

PRELIMINARY

Existing PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

P:\Projects\Burnt Store Road 100955\Burnt Store Road (Graphics)\Burnt-Veterans-Colonial\Aerials\LOS PM\Seg E1 LOS PM.cdr\Sept 04\ 9.10.04

Figure 4-4e

PRELIMINARY

Existing PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

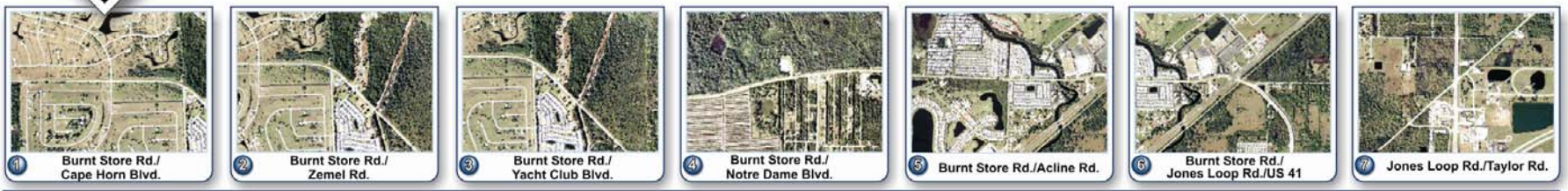

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Figure 4-4f

PRELIMINARY

Existing PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04

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Figure 4-4g

4.4 REFERENCES

1. Charlotte County 1997-2010 Future Land Use Map; Charlotte County GIS Department; Port Charlotte, Florida; 2003.

2. Punta Gorda Future Land Use 2015 Map; City of Punta Gorda; Community Development Department; Punta Gorda, Florida; September 1, 2000.

3. 2002 Lee County Traffic Count Report; Lee County; Department of Transportation; Ft. Myers, Florida; 2003.

4. 2002 Florida Department of Transportation Traffic Information CD; Florida Department of Transportation; Tallahassee, Florida; 2002.

5. 2000 Highway Capacity Software (HCS), Version 4.1d; McTrans; University of Florida Transportation Research Center; 2004

6. 2000 Highway Capacity Manual; Transportation Research Board; Washington, D.C.; 2000

7. Lee County Link-Specific Service Volumes; Lee County Department of Transportation; Ft. Myers, Florida; September 2003

This section describes the future land use, methodology, and process used to forecast future travel demand. The STTF provided valuable input to the project team during the refinement of socioeconomic data and development of corridor alternatives.

5.1 FUTURE LAND USE

Colonial Boulevard: I-75 to McGregor Boulevard

The Colonial Boulevard segment of the study corridor stretching from I-75 to McGregor Boulevard is mainly located within the City of Fort Myers although there are a few enclaves located in unincorporated Lee County. According to the Lee County Future Land Use Map[1] created by the Division of Planning, the primary future land use along this corridor is Intensive Development. A concentration of Industrial Development is located along Colonial Boulevard at Metro Parkway. The Central Urban future land use designation is located to the north of Colonial Boulevard, just east of McGregor Boulevard. The Suburban Future Land Use designation is located at Colonial Boulevard and McGregor Boulevard.

Midpoint Memorial Bridge/Veterans Parkway: McGregor Boulevard to Pine Island Road

The Outlying Suburban future land use designation allowing low density residential and nodes of commercial uses, characterizes the western end of this segment. The Central Urban future land use is located just west of the Midpoint Bridge with the exception of Four Mile Cove Ecological Park located directly west of the bridge on the north side of Veterans Parkway. The Rural future land use designation runs along Veterans Parkway as it turns north to Pine Island Road. The Matlacha Pass Aquatic Preserve conservation lands line on the west side of the road fronting Matlacha Pass.

The City of Cape Coral Future Land Use 2020[2] map designates the land uses along the Veterans Parkway corridor. The Single-Family Residential use is designated east of Santa Barbara Boulevard, and the Single-Family/Multi-Family Residential use west of Santa Barbara Boulevard. Commercial Professional uses are designated at nodes along Veterans Parkway.

Burnt Store Road: Pine Island Road to Lee/Charlotte County Line

The Intensive Development future land use designation is located at the intersection of Pine Island Road and Burnt Store

Horton Park and Boat Ramp, Cape Coral

Road. To the north of this intersection, Outlying Suburban lines the study corridor. Intensive Development characterizes the northern Burnt Store Road corridor approaching the Lee/Charlotte County line. To the east of Burnt Store Road is an area designated as Open Lands. An area designated as Rural is located on the west side of Burnt Store Road at the County Line.

The City of Cape Coral Future Land Use 2020 map designates the land uses along the Burnt Store Road corridor as Single-Family/Multi-Family, with Public Facilities Use on the east side and Mixed Use on the west side in the vicinity of Kismet Parkway. Furthermore, the Pine Island Road corridor east of Burnt Store Road is designated as a road district.

The City of Cape Coral, Department of Community Development, proposed amendments to its future land use map along Burnt Store Road due to the lack of commercial land in this area. Three intersection nodes were proposed for land use amendments as follows: Embers Parkway node, Tropicana Parkway node, and Kismet Parkway node. To serve the trade area in the northwest portion of Cape Coral, these mixed use development nodes were proposed with an emphasis on commercial and professional uses. These nodes were proposed for land use amendment from Single-Family/Multi-Family to Commercial Activity Center.

Burnt Store Road: Lee/Charlotte County Line to Jones Loop Road

Once in Charlotte County, the study corridor runs through lands located primarily in unincorporated Charlotte County. A short section of the corridor is located within the City of Punta Gorda. According to the Charlotte County 1997-2010 Future Land Use Map[3] and the Punta Gorda Future Land Use Map, 2015[4] future land uses from the Lee/Charlotte County line to Jones Loop Road include Low Density Residential, Mixed Use, Resource Conservation, Preservation, Agriculture, Commercial, and Recreation. The majority of the Agriculture future land use is located on the east side of the study corridor while the majority of the Preservation future land use is located to the west, adjacent to Charlotte Harbor. The Tern Bay mixed use development is proposed on the west side of Burnt Store Road north of Zemel Road.

Jones Loop Road: Burnt Store Road to I-75

The Commercial Center future land use designation is the predominate future land use along Jones Loop Road from Burnt Store Road to I-75. The Low Intensity Industrial land use designation is located on the north side of Jones Loop Road to the east of US 41. The Commercial Corridor future land use is located at the southeast corner of US 41 and Jones Loop Road.

Along Jones Loop Road east of Taylor Road is Commercial Center.

Notre Dame Boulevard/Tuckers Grade Road: Burnt Store Road to I-75

The majority of Notre Dame Boulevard, which stretches from Burnt Store Road to US 41, is designated as Low Density Residential. Toward US 41, the future land use to the south of Notre Dame Boulevard is Agriculture and Low Density Residential. Tuckers Grade Road, extending from US 41 to I-75, also has a future land use designation of Low Density Residential. A small strip of Commercial Corridor is also designated. The future land use designation of Commercial Center is located just west of the I-75/Tuckers Grade Road interchange. East of the I-75/Tuckers Grade Road interchange is designated as Resource Conservation.

Zemel Road: Burnt Store Road to US 41

The future land use designations along Zemel Road from Burnt Store Road to US 41 are Low Density Residential, Agriculture, and Resource Conservation. The Public Lands and Facilities future land use designation encompasses the county land fill, just west of US 41.

5.2 TRANSPORTATION PLANS

This corridor study is consistent with the goals, objectives, and policies of the Charlotte County-Punta Gorda MPO's Long Range Transportation Plan (LRTP) and the Lee County MPO's LRTP.

Prior to developing potential alternatives for the corridor, both the Lee County MPO and Charlotte County-Punta Gorda MPO LRTP were reviewed. Both plans recommend the widening of Burnt Store Road to 4 lanes as a cost feasible improvement. In addition, the 2020 Lee County MPO LRTP Needs Plan noted the need for several grade separated interchanges along Colonial Boulevard. These improvements, along with others planned for the area, were considered in developing the proposed alternatives for the corridor.

Improvements to the corridor are expected to alleviate congestion on other roadways in both Charlotte and Lee counties, and provide for enhanced hurricane evacuation routes. Furthermore, improvements will allow for more efficient movement of goods and services and provide enhanced mobility for the community. By meeting these goals, improvements to the corridor will be consistent with the LRTPs and Comprehensive Plans for both counties.

5.3 TRAVEL DEMAND METHODOLOGY

Early in the corridor study, the Project Team held several meetings with the STTF to develop a methodology for estimating travel demand on the corridor. Several approaches were suggested:

- Use the adopted 2025 Lee County MPO Cost Feasible Plan Model
- Use the adopted 2025 Lee County MPO Needs Plan Model
- Develop a refined model
- Use growth trend extrapolation techniques

A concern with using the adopted models was that the horizon year was 2025, while the corridor study horizon year was 2030, with buildout beyond 2030.

Another concern with using the adopted models was the validity of the socioeconomic data in the City of Cape Coral, as some of the socioeconomic data for that area was found to be misrepresented for future conditions. The STTF discussed updating the socioeconomic data. The assumptions used to update the socioeconomic data are provided in Section 5.2.

Staff Technical Task Force

- City of Fort Myers
- City of Cape Coral
- City of Punta Gorda
- Lee County
- Charlotte County
- FDOT
- Lee County MPO
- Charlotte County-Punta Gorda MPO

A refined model specific to the study corridor was developed from the adopted 2025 Lee County MPO Needs Plan Model to forecast 2030 conditions. The traffic forecasts in the needs plan model were greater than those in the 2025 Lee County MPO Cost Feasible Plan Model. Furthermore, most of the improvement projects included in the Needs Plan model should be cost feasible by 2030. The adopted models include Southern Charlotte County and the City of Punta Gorda.

At this point, the STTF recommended making some minor network changes to the refined model. These changes included the following:

- Correct area types and facility types
- Adjust centroid connectors
- Remove the tolled "queue jumps" along Colonial Boulevard
- Adjust the forecast output to AADT by a factor of 1.00, instead of 0.90

Key improvements included in the model are:

- Four-laning of Burnt Store Road from Pine Island Road to US 41 in Charlotte County
- Multilane widening of I-75
- Del Prado Boulevard extension and interchange with I-75

- Hanson/Edison Streets extension
- Reconfigured interchange at I-75 with Colonial Boulevard
- Overpass on Colonial Boulevard at Metro Parkway
- Overpass on Colonial Boulevard at Summerlin Road
- Frontage roads on Colonial Boulevard from Summerlin Road to McGregor Boulevard

5.4 SOCIOECONOMIC DATA

In order to estimate future year travel demand along the corridor, it was necessary to develop new population and employment projections for areas along the corridor in Cape Coral. As discussed previously, it was agreed that the socioeconomic data included in the 2025 Lee County MPO Needs Plan Model would be used as a baseline for the corridor study 2030 travel demand forecasts.

As a result, new 2025 socioeconomic data for portions of the corridor in the City of Cape Coral were developed using the Cape Coral Interactive Growth Model (CCIGM). In consultation with the STTF and the City's consultant, modifications were made to the Traffic Analysis Zone (TAZ) structure in the area. Figure 5-1 shows the modified TAZ structure, including the addition of 11 new TAZs. The City's consultant then provided updated socioeconomic data for all of the TAZs shown in Figure 5-1, including residential dwelling units, residential population, hotel units, employment by type, and school enrollment.

Figure 5-2 depicts the population by TAZ, while Figure 5-3 depicts employment by TAZ. Overall population and employment numbers did not change dramatically; it was noted that the distribution patterns for employment were far different from the original Lee County MPO model. However, after meeting with the STTF, it was determined that the revised socioeconomic data from the CCIGM was acceptable for use in the study. Following an evaluation of the changes made, the STTF approved the refined model to develop travel demand forecasts along the study corridor.

Revised Traffic Analysis Zones

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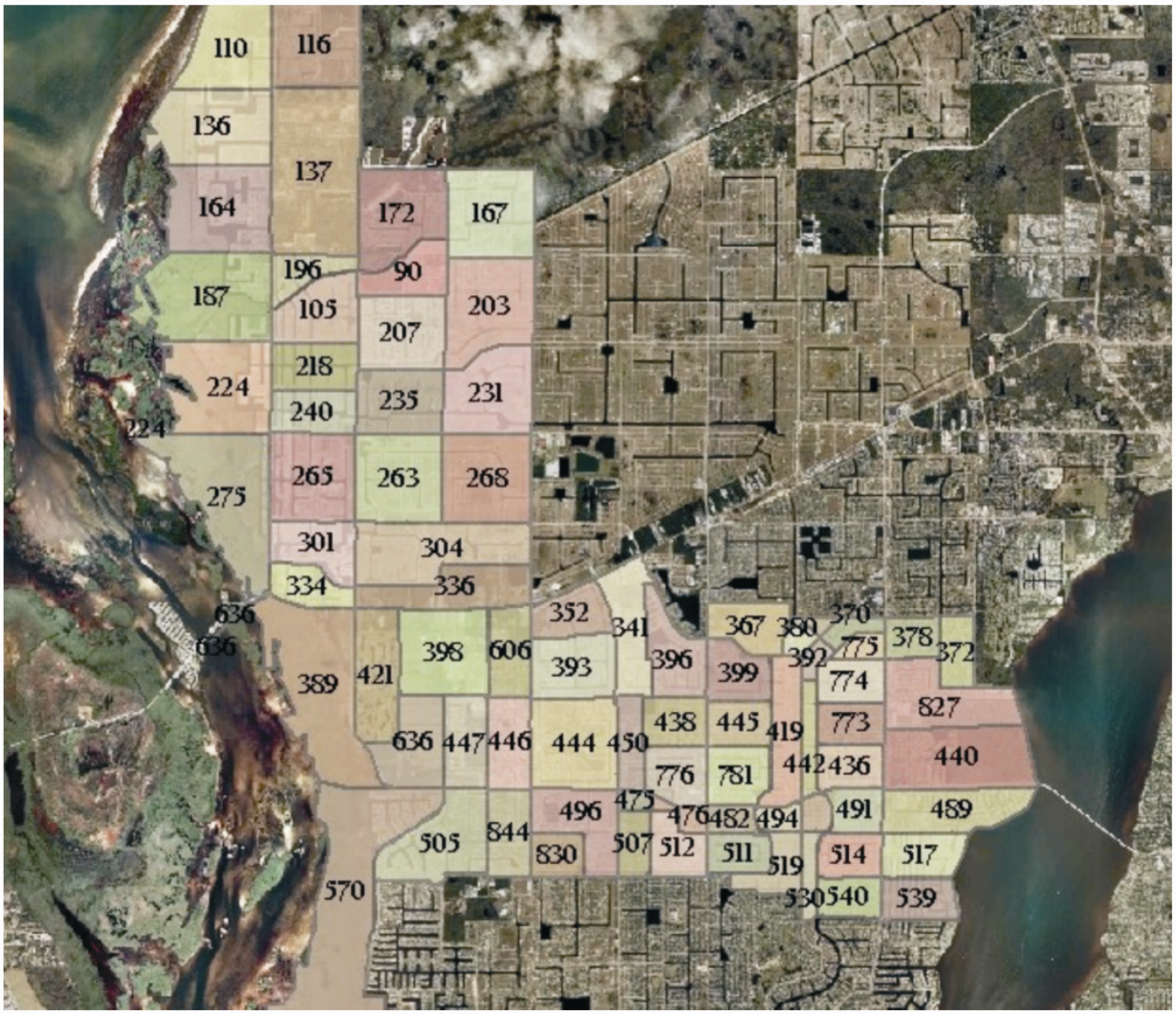

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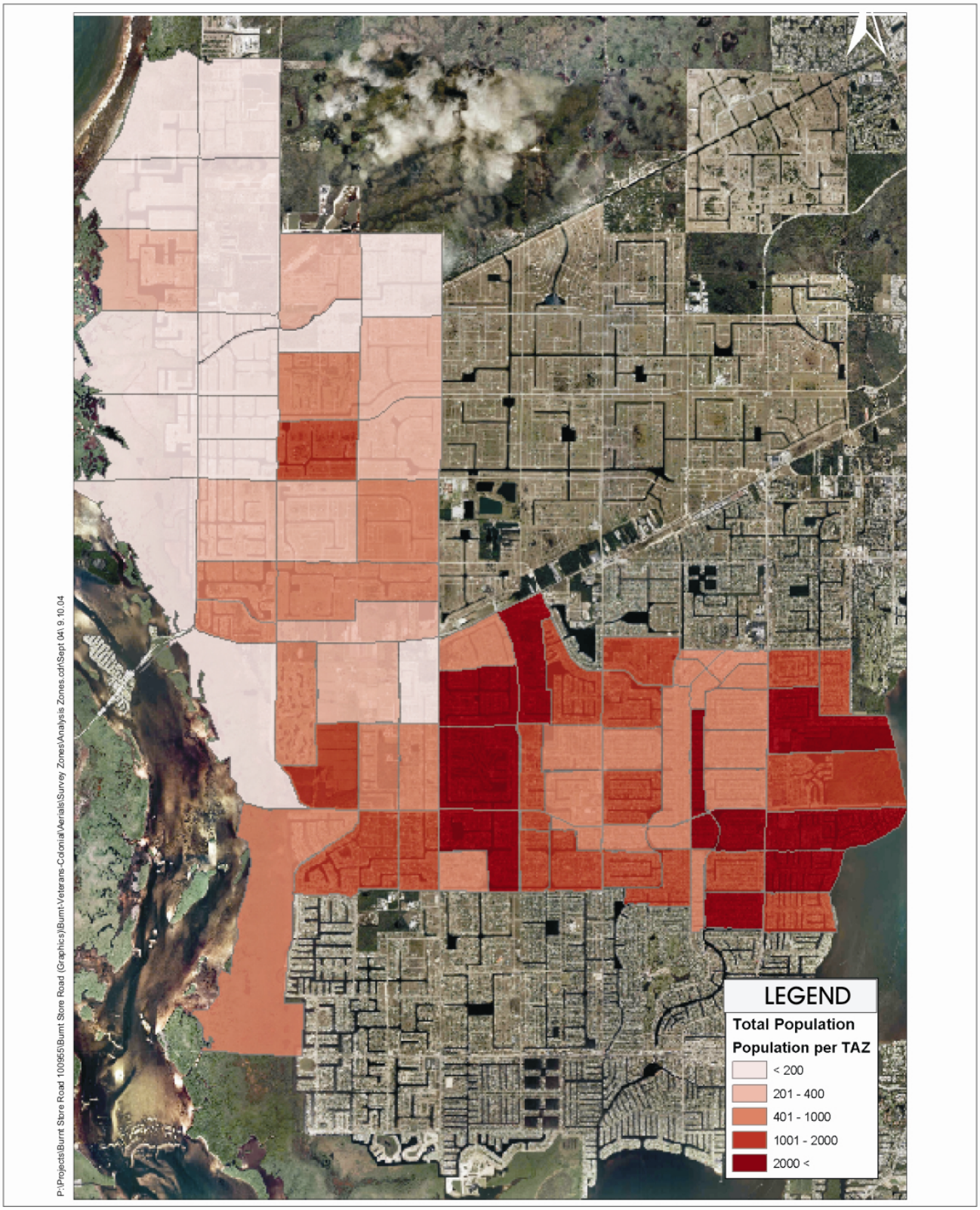
Revised Future Population Estimates

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

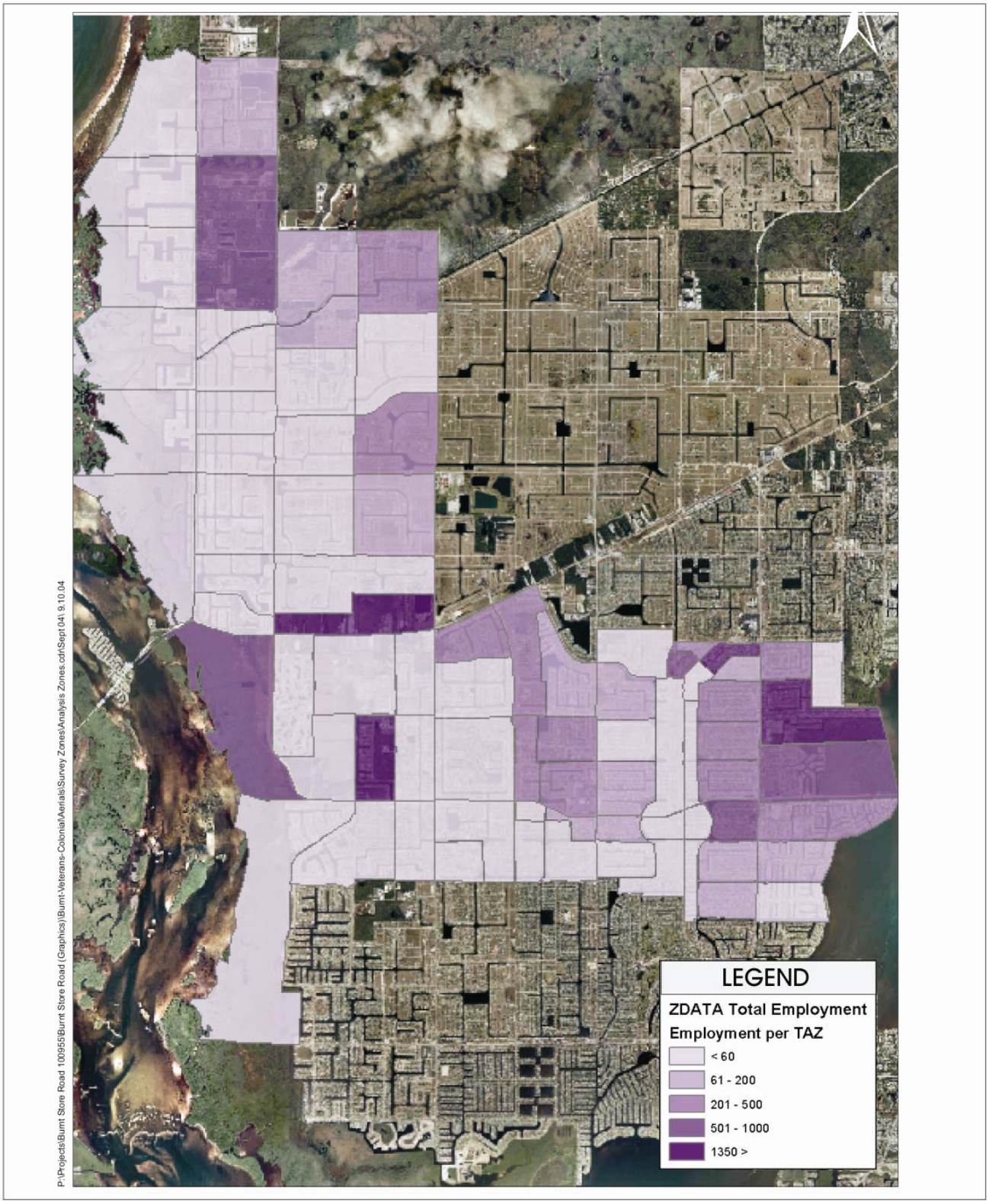
9-10-04



Revised Future Employment Estimates

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-10-04



5.5 CORRIDOR ALTERNATIVES

Once the baseline network and socioeconomic data modifications described previously were made to the refined model, a preliminary deficiency analysis was conducted for the year 2030. Based on general daily capacity deficiencies along the corridor, three corridor options were developed in Lee County. These corridor options are progressive and build upon each other. Three distinct corridor options were developed for the portion of the corridor in Charlotte County. The corridor options were developed with input from the STTF.

5.5.1 Lee County Short-Range Option

The first option developed was the short-range option (baseline condition). This option, depicted in Figure 5-4, included the following network for the study corridor:

- Colonial Boulevard: existing 6 lane arterial from I-75 to Summerlin Road.
- Colonial Boulevard: 8 lane controlled-access from Summerlin Road to McGregor Boulevard, including frontage roads.
- Proposed Overpasses: Metro Parkway and Summerlin Road.
- Existing Overpasses: Cleveland Avenue and McGregor Boulevard.
- Midpoint Memorial Bridge: existing 4 lanes controlled-access.
- Veterans Parkway: existing 6 lane controlled-access from Del Prado Boulevard to Skyline Boulevard.
- Veterans Parkway: existing 4 lane controlled-access from Skyline Boulevard to Pine Island Road.
- Existing Overpass: Del Prado Boulevard.
- Burnt Store Road: 4 lane arterial from Pine Island Road to the Charlotte County line, with access roads where needed.

Midpoint Memorial Bridge, Caloosahatchee River

PRELIMINARY

2030 Roadway Network
Short-Range Option

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

11-2-04

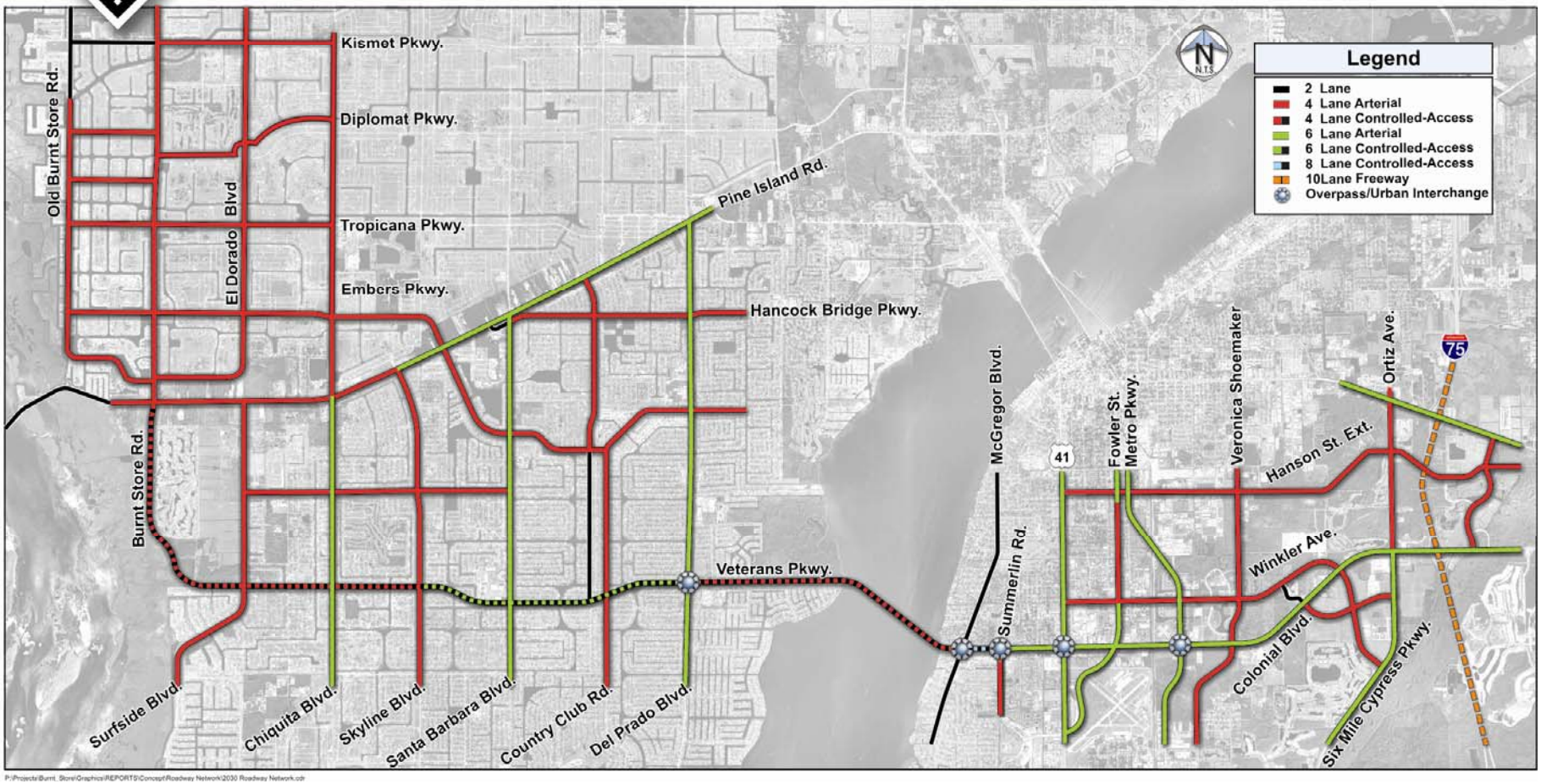


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Figure 5-4

5.5.2 Lee County Mid-Range Option

The mid-range option was developed as an upgrade of the short-range option that primarily converts Colonial Boulevard to a partially controlled-access arterial. This option, depicted in Figure 5-5, included the following network for the study corridor:

- Colonial Boulevard: 8 lane controlled-access from I-75 to Six Mile Cypress Parkway/Ortiz Avenue, including frontage roads.
- Colonial Boulevard: existing 6 lane arterial from Six Mile Cypress Parkway/Ortiz Avenue to Fowler Street.
- Colonial Boulevard: 6 lane controlled-access from Fowler Street to Cleveland Avenue, with frontage roads where needed.
- Colonial Boulevard: existing 6 lane arterial from Cleveland Avenue to Summerlin Road.
- Colonial Boulevard: 8 lane controlled-access from Summerlin Road to McGregor Boulevard, including frontage roads.
- Proposed Overpasses: Six Mile Cypress Parkway/Ortiz Avenue, Metro Parkway, Fowler Street, and Summerlin Road.
- Existing Overpasses: Cleveland Avenue and McGregor Boulevard.
- Midpoint Memorial Bridge: existing 4 lanes controlled-access.
- Veterans Parkway: existing 6 lane controlled-access from Del Prado Boulevard to Skyline Boulevard.
- Veterans Parkway: existing 4 lane controlled-access from Skyline Boulevard to Pine Island Road.
- Proposed Overpasses: Country Club Boulevard and Santa Barbara Boulevard.
- Existing Overpass: Del Prado Boulevard.
- Burnt Store Road: 4 lane arterial from Pine Island Road to the Charlotte County line, with access roads where needed.

PRELIMINARY

2030 Roadway Network
Mid-Range Option

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

11-2-04

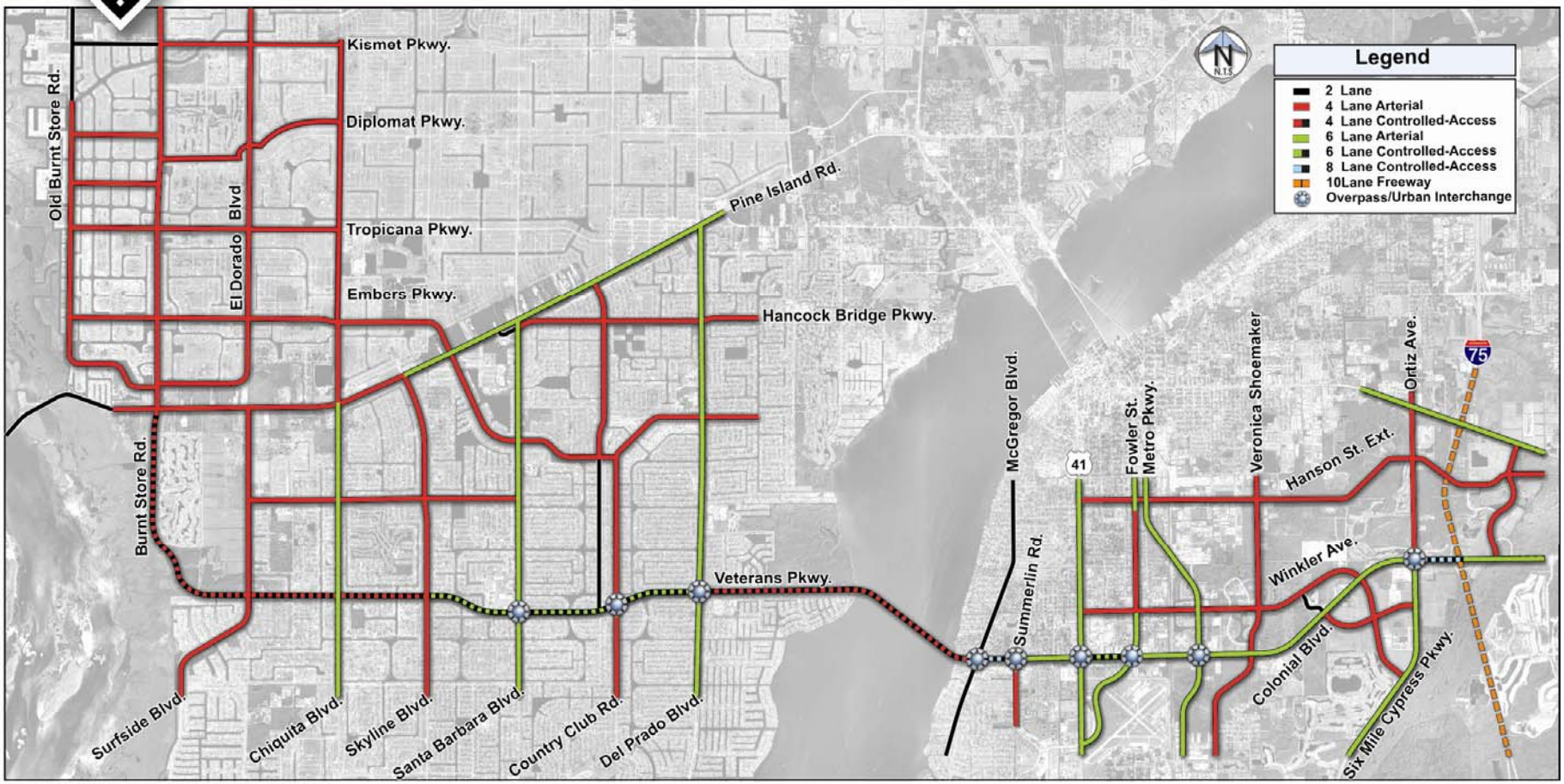

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Figure 5-5

5.5.3 Lee County Long-Range Option

The long-range option was developed to facilitate the conversion of Colonial Boulevard and Veterans Parkway to a controlled-access arterial and expressway. Some driveways and minor intersections were assumed to still exist; however, all major roadway crossings would be upgraded to overpasses. As the long-range option is a progression from the mid-range option, depicted in Figure 5-6, it included the following network for the corridor:

- Colonial Boulevard: 8 lane controlled-access from I-75 to Winkler Avenue, including frontage roads.
- Colonial Boulevard: 6 lane controlled-access from Winkler Avenue to Cleveland Avenue, with frontage roads where needed.
- Colonial Boulevard: 8 lane controlled-access from Cleveland Avenue to McGregor Boulevard, including frontage roads.
- Proposed Overpasses: Six Mile Cypress Parkway/Ortiz Avenue, Winkler Avenue, Veronica Shoemaker Boulevard, Metro Parkway, Fowler Street, and Summerlin Road.
- Existing Overpasses: Cleveland Avenue and McGregor Boulevard.
- Midpoint Memorial Bridge: 6 lanes controlled-access.
- Veterans Parkway: existing 6 lane controlled-access from Del Prado Boulevard to Skyline Boulevard.
- Veterans Parkway: existing 4 lane controlled-access from Skyline Boulevard to Pine Island Road.
- Proposed Overpasses: Country Club Boulevard, Santa Barbara Boulevard, Skyline Boulevard, Chiquita Boulevard, Surfside Boulevard, and Pine Island Road.
- Existing Overpass: Del Prado Boulevard.
- Burnt Store Road: 4 lane arterial from Pine Island Road to the Charlotte County line, with access roads where needed.

5.5.4 Charlotte County Options

Three options were developed for Charlotte County, as depicted in Figure 5-7. Each of these options were evaluated in conjunction with all three Lee County options. The first option, which represented the baseline condition, was the four-laning of Burnt Store Road from the Lee County line to US 41 in Punta Gorda. The second option included the four-laning of Burnt Store Road as well as the widening of Notre Dame Boulevard to four lanes and realigning with Tuckers Grade. This option provided additional access to the area from I-75. The third option included the widening of Burnt Store Road and the four-laning of Zemel Road from Burnt Store Road to US 41.

Corridor Options: Charlotte County

- Burnt Store Road
- Notre Dame Boulevard/Tuckers Grade
- Zemel Road

PRELIMINARY

2030 Roadway Network
Long-Range Option

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

11-2-04

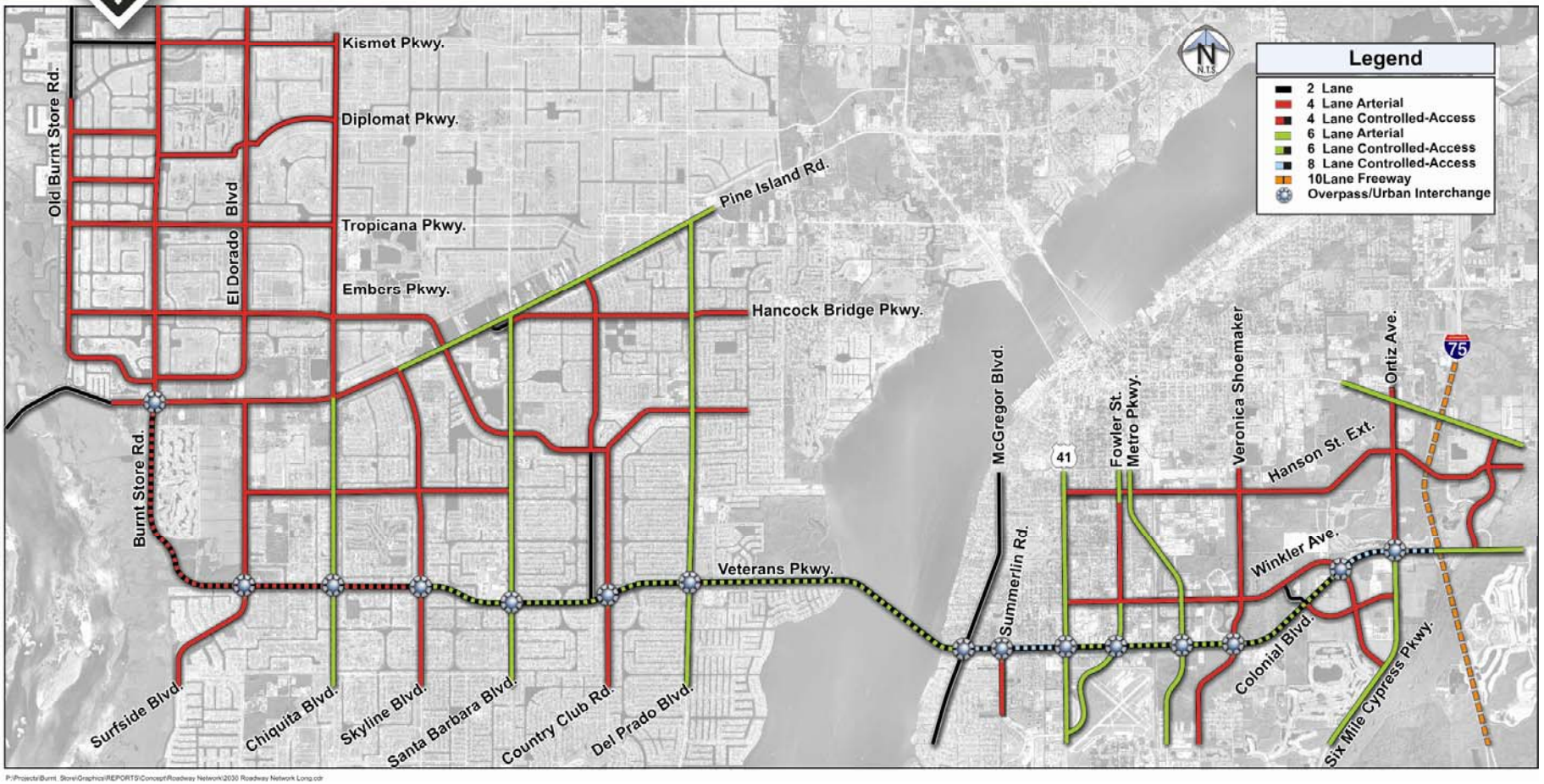

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Figure 5-6

PRELIMINARY

2030 Roadway Network
Charlotte County Options

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

11-2-04

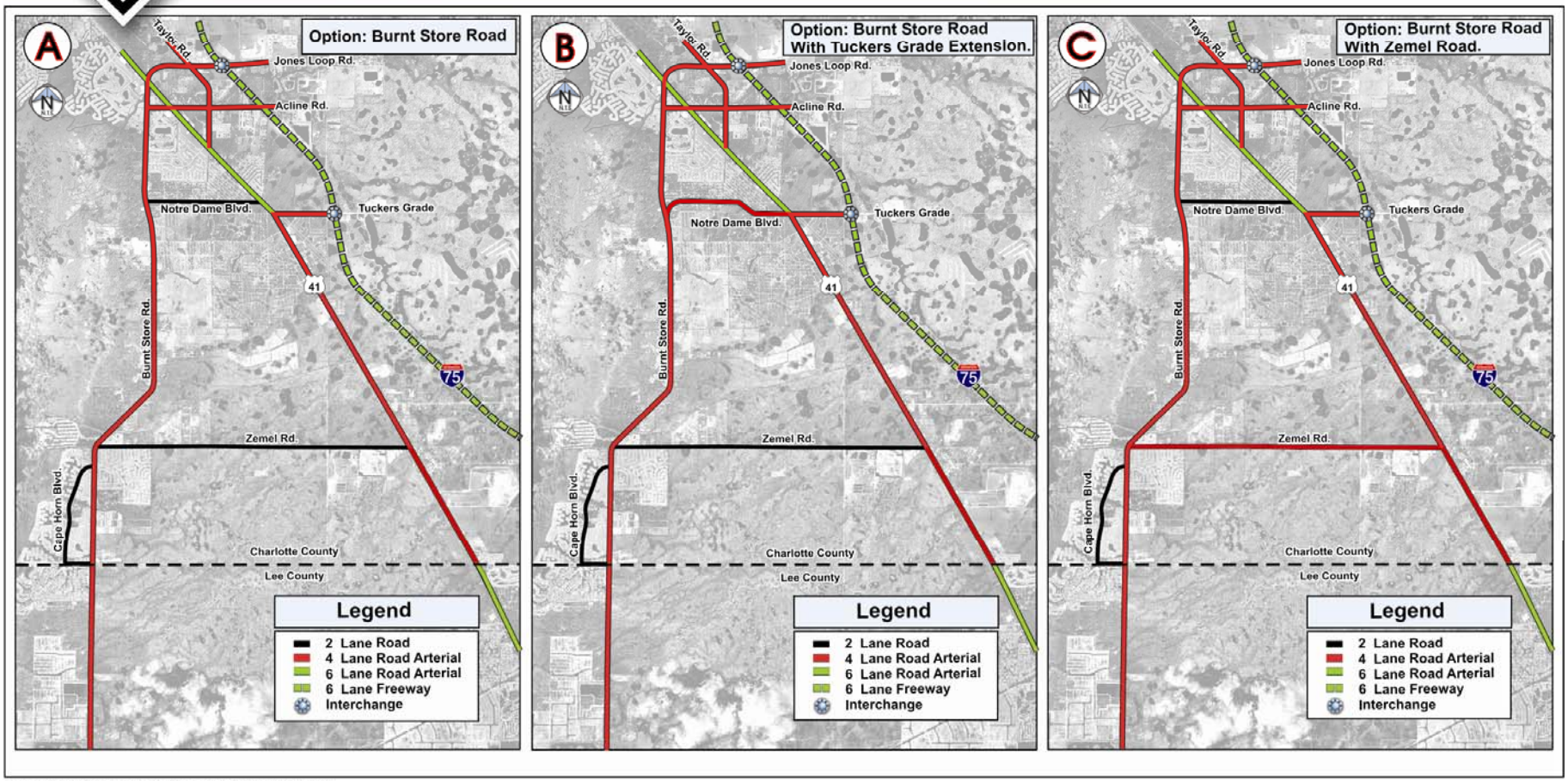

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Figure 5-7

5.6 INTERIM YEAR FORECASTS AND ROADWAY DEFICIENCIES

The refined model discussed in Section 5.2 was used to develop the interim year volumes. The baseline condition was run for the year 2030, and the output traffic forecasts were reviewed. Following discussions with the City of Cape Coral staff and other members of the STTF, some of the forecasts were adjusted and smoothed to better reflect expected growth patterns within the corridor area.

Interim year forecasts were developed for 2010 and 2020 by interpolating the 2004 traffic discussed in Section 3.0 and the 2030 forecasts for the baseline condition described previously. The 2010 and 2020 forecasts were then adjusted and smoothed to reflect improvements that are anticipated to occur within the corridor area over the next fifteen years. Information obtained from the Lee County MPO regarding the area's Transportation Improvement Program (TIP) and the short-range component of the LRTP were used in developing the 2010 and 2020 forecasts. As such, committed improvements such as the construction of Veronica Shoemaker Boulevard and the 6 lane widening improvements to Metro Parkway were considered in developing the 2010 and 2020 forecast.

However, no major committed capacity improvements were identified along the study corridor. Table 5-1 through Table 5-4 depicts the 2004 traffic, 2030 forecast for the baseline condition, and the interim year 2010 and 2020 forecasts for Colonial Boulevard, Veterans Parkway, Burnt Store Road, and Jones Loop Road, respectively.

Table 5-1
Interim Year Forecasts: Colonial Boulevard

Segment	2004 AADT	2030 AADT*	2004-2030 Growth Rate Total (Annual)	Interim Year 2010 AADT	Interim Year 2020 AADT
Colonial Boulevard					
East of I-75	27,400	68,000	148% (5.7%)	36,800	52,400
I-75 to Six Mile Cypress Parkway	52,300	90,000	72% (2.8%)	61,000	75,500
Six Mile Cypress Parkway North of Colonial Boulevard	14,900	26,000	74% (2.9%)	17,500	21,700
Six Mile Cypress Parkway South of Colonial Boulevard	11,000	48,000	336% (12.9%)	16,500	33,800
Six Mile Cypress Parkway to Winkler Avenue	51,200	61,000	19% (0.7%)	53,500	57,200
Winkler Avenue North of Colonial Boulevard	19,700	20,000	2% (0.1%)	20,900	21,300
Winkler Avenue South of Colonial Boulevard	2,900	6,000	107% (4.1%)	4,000	5,500
Winkler Avenue to Challenger Boulevard	42,300	46,000	9% (0.3%)	44,100	45,700
Challenger Boulevard South of Colonial Boulevard	1,200	12,000	900% 34.6%)	3,700	7,800
Challenger Blvd to Veronica Shoemaker Boulevard	44,000	48,000	9% (0.3%)	46,700	48,900
Veronica Shoemaker Boulevard North of Colonial Boulevard	N/A	18,000	N/A (N/A)	7,000	15,000
Veronica Shoemaker Boulevard South of Colonial Boulevard	N/A	21,000	N/A (N/A)	8,000	17,000
Veronica Shoemaker Boulevard to Metro Parkway	44,000	47,000	7% (0.3%)	46,700	48,900
Metro Parkway North of Colonial Boulevard	19,400	40,000	106% (4.1%)	25,200	38,000
Metro Parkway South of Colonial Boulevard	34,800	50,000	44% (1.7%)	39,000	48,700
Metro Parkway to Fowler Street	48,000	55,000	15% (0.6%)	49,600	52,300
Fowler Street North of Colonial Boulevard	27,100	45,000	66% (2.5%)	31,200	38,100
Fowler Street South of Colonial Boulevard	28,900	46,000	59% (2.3%)	32,800	39,400
Fowler Street to Cleveland Avenue	47,900	50,000	4% (0.2%)	49,300	50,200
Cleveland Avenue North of Colonial Boulevard	56,100	55,000	-2% (-0.1%)	49,400	50,700
Cleveland Avenue South of Colonial Boulevard	48,300	53,000	10% (0.4%)	45,400	48,000
Cleveland Avenue to Summerlin Road	56,000	58,000	4% (0.1%)	57,700	58,700
Summerlin Road South of Colonial Boulevard	23,100	25,000	8% (0.3%)	28,600	24,000
Summerlin Road to McGregor Boulevard	56,800	74,000	30% (1.2%)	61,200	67,100
McGregor Boulevard North of Colonial Boulevard	25,400	24,000	-6% (-0.2%)	25,100	24,500
McGregor Boulevard South of Colonial Boulevard	25,200	25,000	-1% (0.0%)	25,200	25,100

* Short-Range Option

Table 5-2
Interim Year Forecasts: Veterans Parkway

Segment	2004 AADT	2030 AADT*	2004-2030 Growth Rate Total (Annual)	Interim Year 2010 AADT	Interim Year 2020 AADT
Midpoint Memorial Bridge					
McGregor Boulevard to Del Prado Boulevard	46,800	64,000	37% (1.4%)	50,800	57,400
Veterans Parkway					
Del Prado Boulevard North of Veterans Parkway	60,300	62,000	3% (0.1%)	60,700	61,300
Del Prado Boulevard South of Veterans Parkway	53,400	55,000	3% (0.1%)	53,800	54,400
Del Prado Boulevard to Country Club Road	54,700	60,000	10% (0.4%)	55,900	58,000
County Club Road North of Veterans Parkway	15,500	30,000	94% (3.6%)	18,800	24,400
County Club Road South of Veterans Parkway	15,200	18,000	18% (0.7%)	15,800	16,900
Country Club Road to Santa Barbara Boulevard	51,600	61,000	18% (0.7%)	53,800	57,400
Santa Barbara Boulevard North of Veterans Parkway	25,000	35,000	40% (1.5%)	27,300	31,200
Santa Barbara Boulevard South of Veterans Parkway	24,100	34,000	41% (1.6%)	26,400	30,200
Santa Barbara Boulevard to Skyline Boulevard	30,000	52,000	73% (2.8%)	35,100	43,500
Skyline Boulevard North of Veterans Parkway	9,800	18,000	84% (3.2%)	11,700	14,800
Skyline Boulevard South of Veterans Parkway	13,300	23,000	73% (2.8%)	15,500	19,300
Skyline Boulevard to Chiquita Boulevard	20,400	37,000	81% (3.1%)	24,200	30,600
Chiquita Boulevard North of Veterans Parkway	10,800	24,000	122% (4.7%)	13,800	18,900
Chiquita Boulevard South of Veterans Parkway	23,600	30,000	27% (1.0%)	25,100	27,500
Chiquita Boulevard to Surfside Boulevard	15,200	26,000	71% (2.7%)	17,700	21,800
Surfside Boulevard North of Veterans Parkway	1,200	5,000	317% (12.2%)	2,100	3,500
Surfside Boulevard South of Veterans Parkway	4,100	11,000	168% (6.5%)	5,700	8,300
Surfside Boulevard to Pine Island Road	9,300	20,000	115% (4.4%)	12,500	16,500
Pine Island Road East of Burnt Store Road	12.300	20,000	63% (2.4%)	14,500	17,700
Pine Island Road West of Burnt Store Road	16,000	24,000	50% (1.9%)	18,300	21,000

* Short-Range Option

Veterans Parkway, Cape Coral

Table 5-3
Interim Year Forecasts: Burnt Store Road

Segment	2004 AADT	2030 AADT*	2004-2030 Growth Rate Total (Annual)	Interim Year 2010 AADT	Interim Year 2020 AADT
Burnt Store Road					
Pine Island Road to Embers Parkway	6,700	23,000	243% (9.4%)	10,500	16,700
Embers Parkway East of Burnt Store Road	1,900	5,000	163% (6.3%)	2,600	3,800
Embers Parkway West of Burnt Store Road	1,200	2,000	67% (2.6%)	1,400	1,700
Embers Parkway to Tropicana Parkway	6,900	26,000	277% (10.6%)	11,300	18,700
Tropicana Parkway East of Burnt Store Road	900	1,000	11% (0.4%)	900	1,000
Tropicana Parkway West of Burnt Store Road	800	1,000	25% (1.0%)	800	900
Tropicana Parkway to Diplomat Parkway	7,100	26,000	266% (10.2%)	11,500	18,700
Diplomat Parkway East of Burnt Store Road	1,200	5,000	317% (12.2%)	2,100	3,500
Diplomat Parkway to Kismet Parkway	7,300	26,000	256% (9.9%)	11,600	18,800
Kismet Parkway East of Burnt Store Road	N/A	16,000	N/A (N/A)	4,000	10,000
Kismet Parkway West of Burnt Store Road	N/A	1,000	N/A (N/A)	300	800
Kismet Parkway to Burnt Store Marina	7,500	38,000	407% (15.6%)	14,500	26,300
Burnt Store Marina West of Burnt Store Road	3,200	5,000	56% (2.2%)	3,600	4,300
Burnt Store Marina to Charlotte County Line	6,000	32,000	433% (16.7%)	12,000	22,000
Charlotte County Line to Cape Horn/Alcazar	5,900	32,000	442% (17.0%)	11,900	22,000
Cape Horn/Alcazar East of Burnt Store Road	300	1,000	233% (9.0%)	500	700
Cape Horn/Alcazar West of Burnt Store Road	700	2,000	186% (7.1%)	1,000	1,500
Cape Horn/Alcazar to Zemel Road	5,900	34,000	476% (18.3%)	12,400	23,200
Zemel Road East of Burnt Store Road	600	2,000	233% (9.0%)	900	1,500
Zemel Road to Notre Dame Boulevard	6,400	32,000	400% (15.4%)	12,300	22,200
Notre Dame Boulevard East of Burnt Store Road	800	3,000	275% (10.6%)	1,300	2,200
Notre Dame Boulevard to US 41	9,800	31,000	216% (8.3%)	14,700	22,800
US 41 North of Burnt Store Road/Jones Loop Road	23,700	39,000	65% (2.5%)	25,100	31,300
US 41 South of Burnt Store Road/Jones Loop Road	19,800	28,000	41% (1.6%)	21,000	24,600

* Short-Range Option

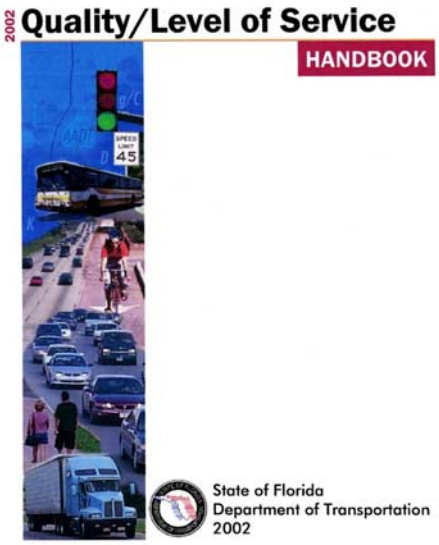
Table 5-4
Interim Year Forecasts: Jones Loop Road

Segment	2004 AADT	2030 AADT*	2004-2030 Growth Rate Total (Annual	Interim Year 2010 AADT	Interim Year 2020 AADT
Jones Loop Road					
US 41 to Taylor Road	7,600	22,900	71% (2.7%)	11,100	17,000
Taylor Road North of Jones Loop Road	5,900	30,000	408% (15.7%)	11,500	20,700
Taylor Road South of Jones Loop Road	3,200	23,000	619% (23.8%)	7,800	15,400
Taylor Road to I-75	10,900	38,000	249% (10%)	17,200	27,600

* Short-Range Option

The multi-laning of Metro Parkway results in a diversion in traffic from other facilities. As noted in Table 5-1, McGregor Boulevard will have a resulting decrease in future traffic. Similarly, Cleveland Avenue will have a resulting decrease in future traffic as shown in Table 5-2.

Once the forecasts were developed, daily roadway deficiencies were identified for 2010 and 2020. The LOS D standard was utilized as a screening method to evaluate whether a roadway segment was deficient for the future condition. LOS D is a desirable capacity standard commonly used statewide, and was discussed with the STTF. The generalized tables found in the FDOT Quality/Level of Service (Q/LOS) Handbook[5] were used to determine whether the LOS D standard. Borderline deficiencies were noted when volumes on the roadway were forecast to be approximately 10% +/- of the LOS D capacity. Figure 5-8 depicts the 2010 deficiencies in Lee County, while Figure 5-9 depicts the 2020 deficiencies in Lee County. Roadway deficiencies for northern Lee County and Charlotte County are depicted in Figure 5-10.



PRELIMINARY

2010 Daily Roadway Deficiencies

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-30-04

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Figure 5-8

PRELIMINARY

2020 Daily Roadway Deficiencies

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-30-04

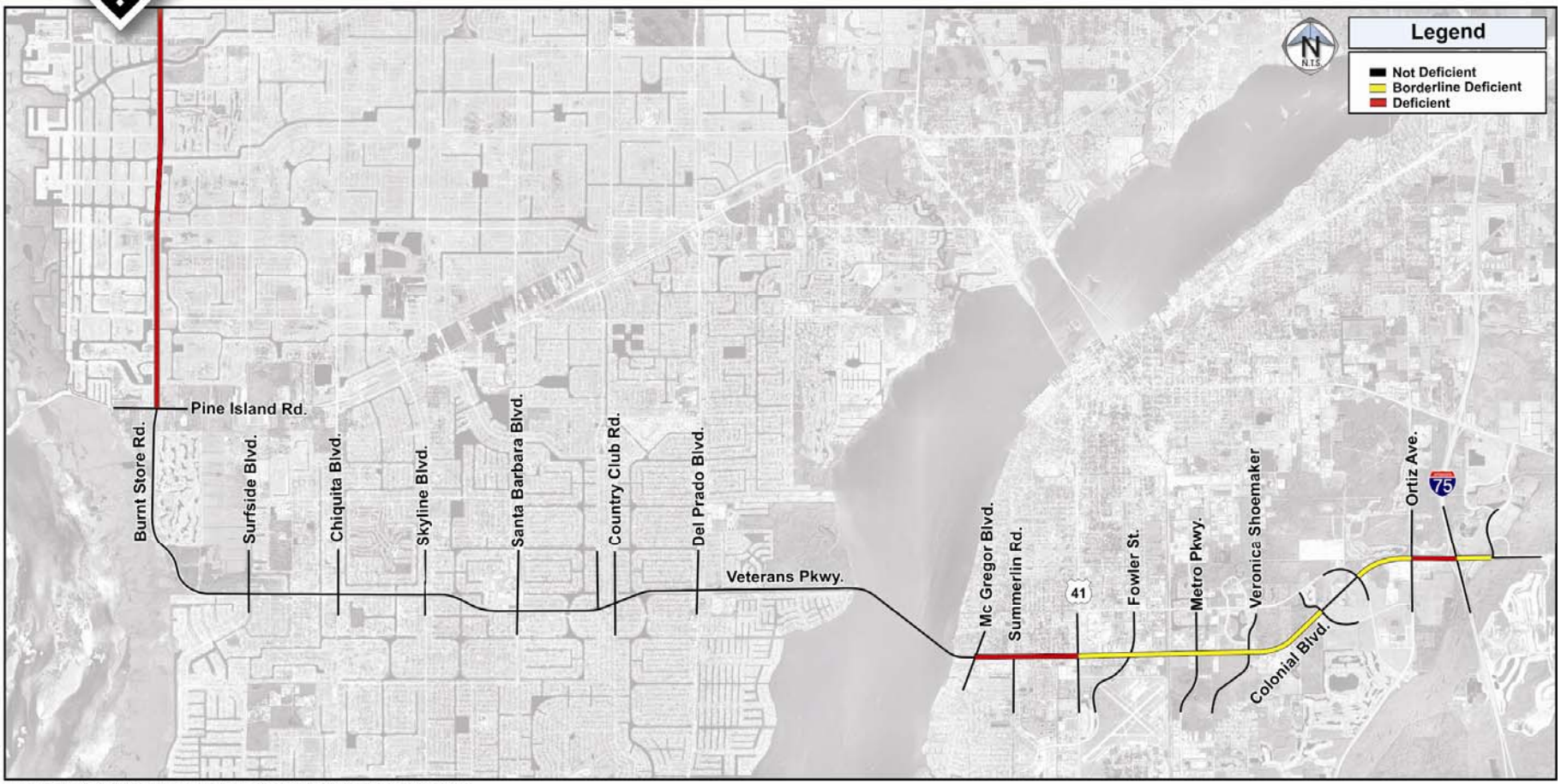

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Figure 5-9

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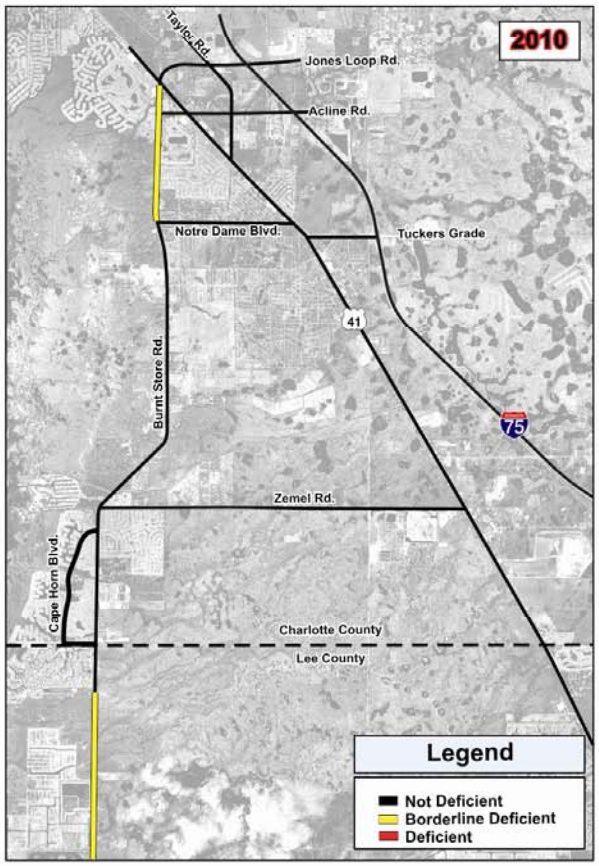
PRELIMINARY

2010 and 2020 Daily Roadway Deficiencies
Charlotte County Options

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-30-04



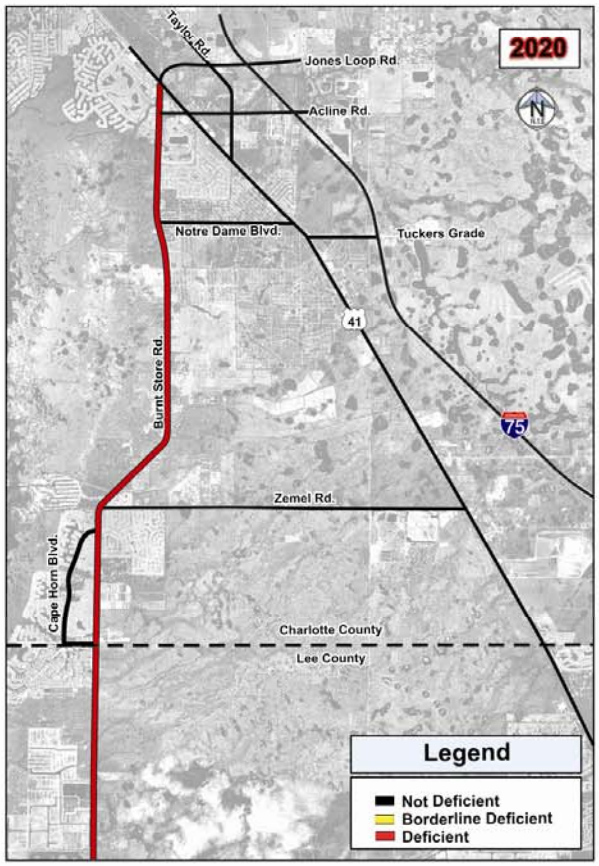


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Figure 5-10

5.7 2030 FORECASTS AND ROADWAY DEFICIENCIES

As discussed previously, initial 2030 forecasts were developed for the short-range option (baseline condition) using the refined model. These forecasts were then adjusted and smoothed in consultation with the City of Cape Coral and STTF, to reflect expected travel patterns in the corridor area. The increase in travel demand varied widely along the corridor, with increases from 2004 to 2030 as high as 72 percent on Colonial Boulevard near I-75, and ranged between 216 percent and 476 percent on Burnt Store Road north of Pine Island Road. Other segments of the corridor were forecasted to experience more moderate growth, since the surrounding area was already developed and improvements were planned for other nearby roadways.

The 2030 AADT forecasts for the short-range option is depicted in Figure 5-11. As with the interim year forecasts, daily roadway deficiencies were identified using the FDOT Q/LOS Handbook generalized tables. Figure 5-12 shows borderline deficient and deficient roadways in the corridor area.

The refined model used for the study was then re-coded to reflect the mid-range and long-range options. Travel demand along the corridor was higher for these options than for the short-range option, as it is expected that drivers will somewhat adjust their travel patterns to utilize the enhanced capacity. The 2030 AADT forecasts for the mid-range option is shown in Figure 5-13. Again, daily roadway deficiencies were summarized using the FDOT Q/LOS Handbook. Figure 5-14 depicts the deficiencies for the mid-range option. Similarly, the 2030 AADT forecasts for the long-range option is shown in Figure 5-15. Daily roadway deficiencies were summarized and are depicted in Figure 5-16. It should be noted that, as a result of travel pattern changes, implementation of the long-range option (which includes the six-laning of the Midpoint Memorial Bridge) will yield more available capacity on adjacent corridors as well as the other river crossings. This occurs due to travel pattern diversion from adjacent corridors to Colonial Boulevard.

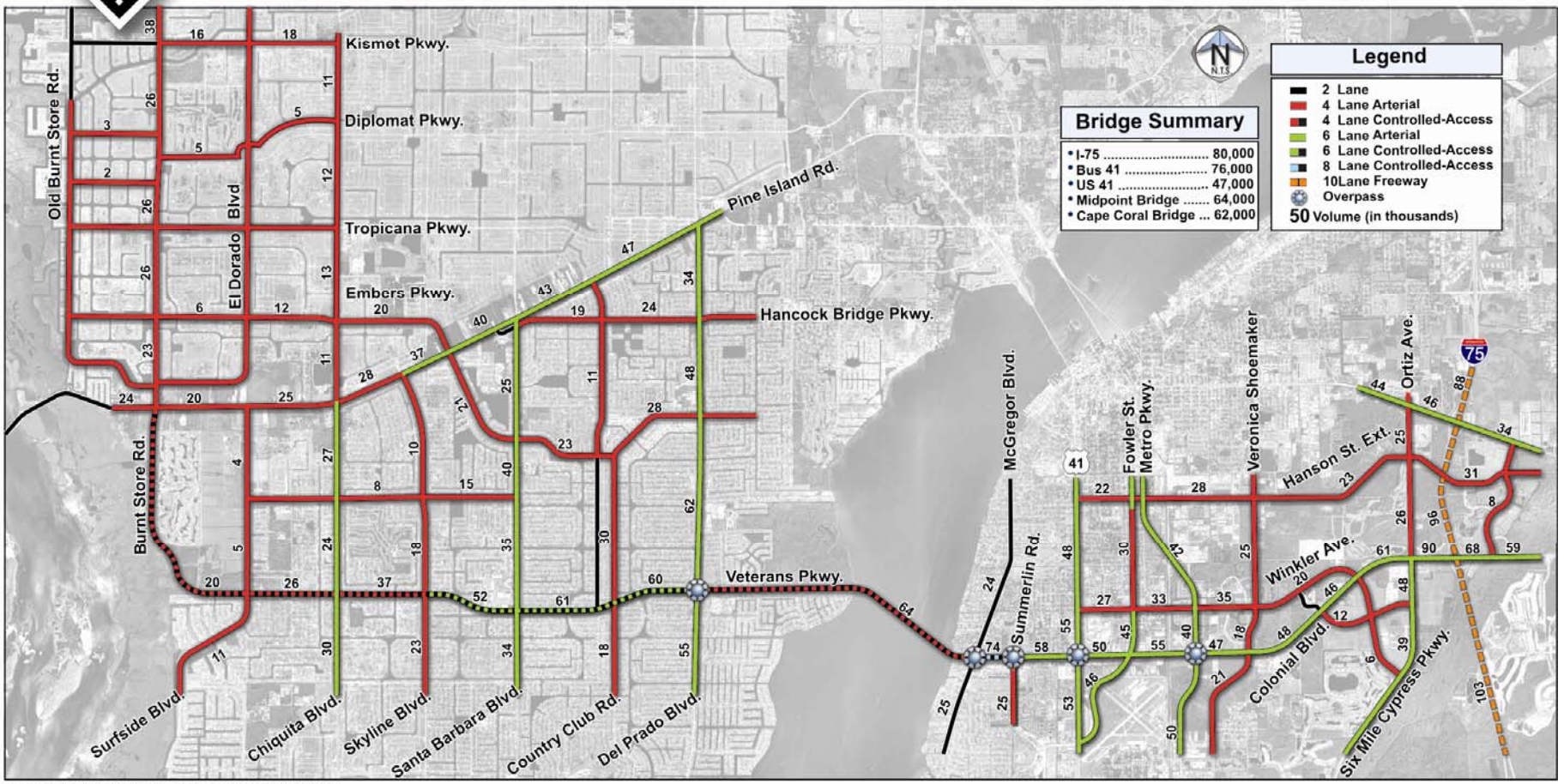
As discussed previously, the options developed for Charlotte County were somewhat different, in that each one included a different alignment. As such, each option was tested in conjunction with each of the three corridor options for Lee County. It was discovered that the corridor options in Lee County had little to no effect on travel demand in Charlotte County. This appears to be the result of travel patterns along the corridor, which change dramatically north of the City of Cape Coral. Figure 5-17 depicted the 2030 AADT forecasts for each of the three options. Daily roadway deficiencies for each option are shown in Figure 5-18.

PRELIMINARY

2030 AADT Forecasts
Short-Range Option

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

11-2-04



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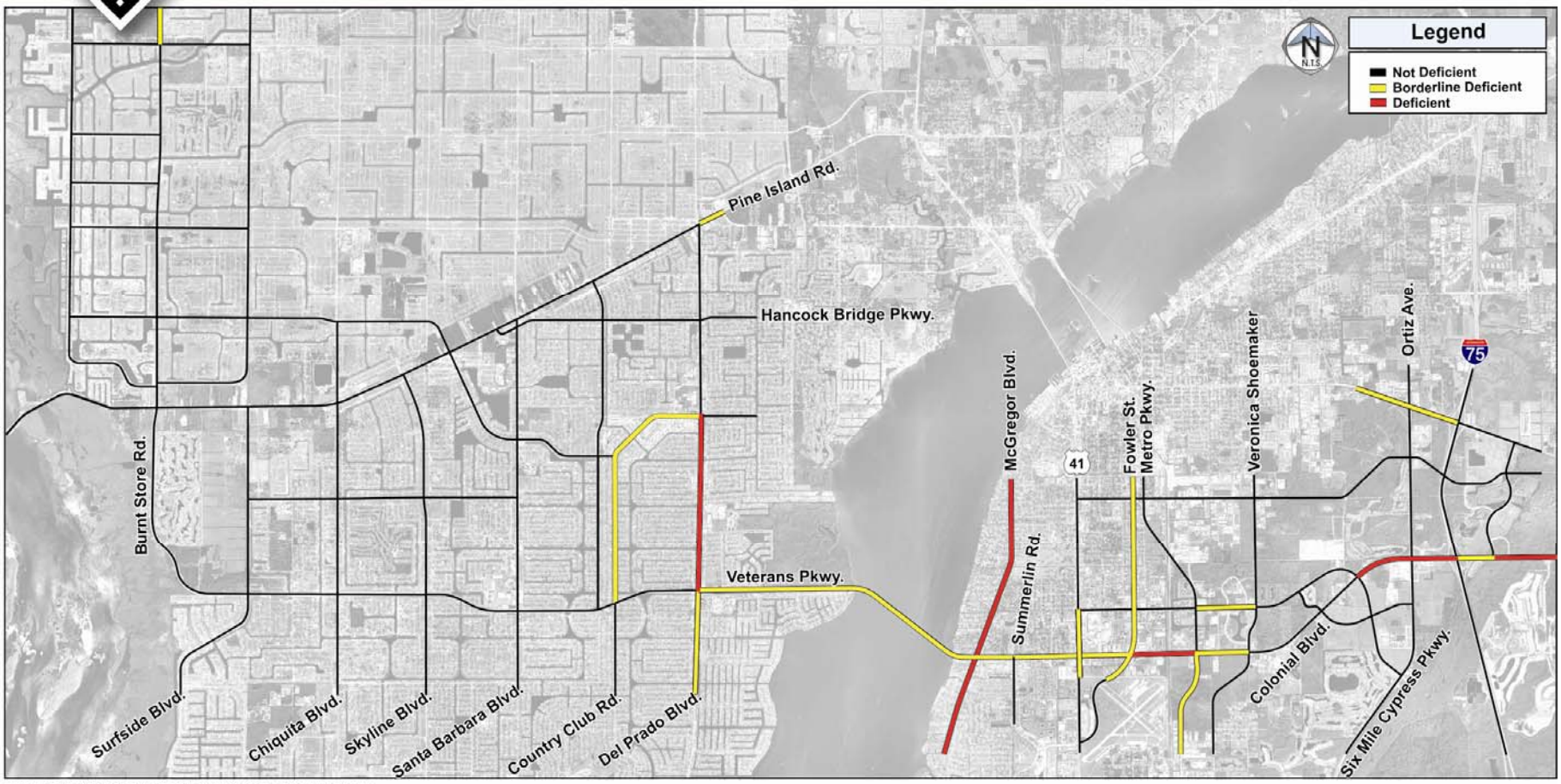
PRELIMINARY

2030 Daily Roadway Deficiencies
Short-Range Option

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

11-2-04



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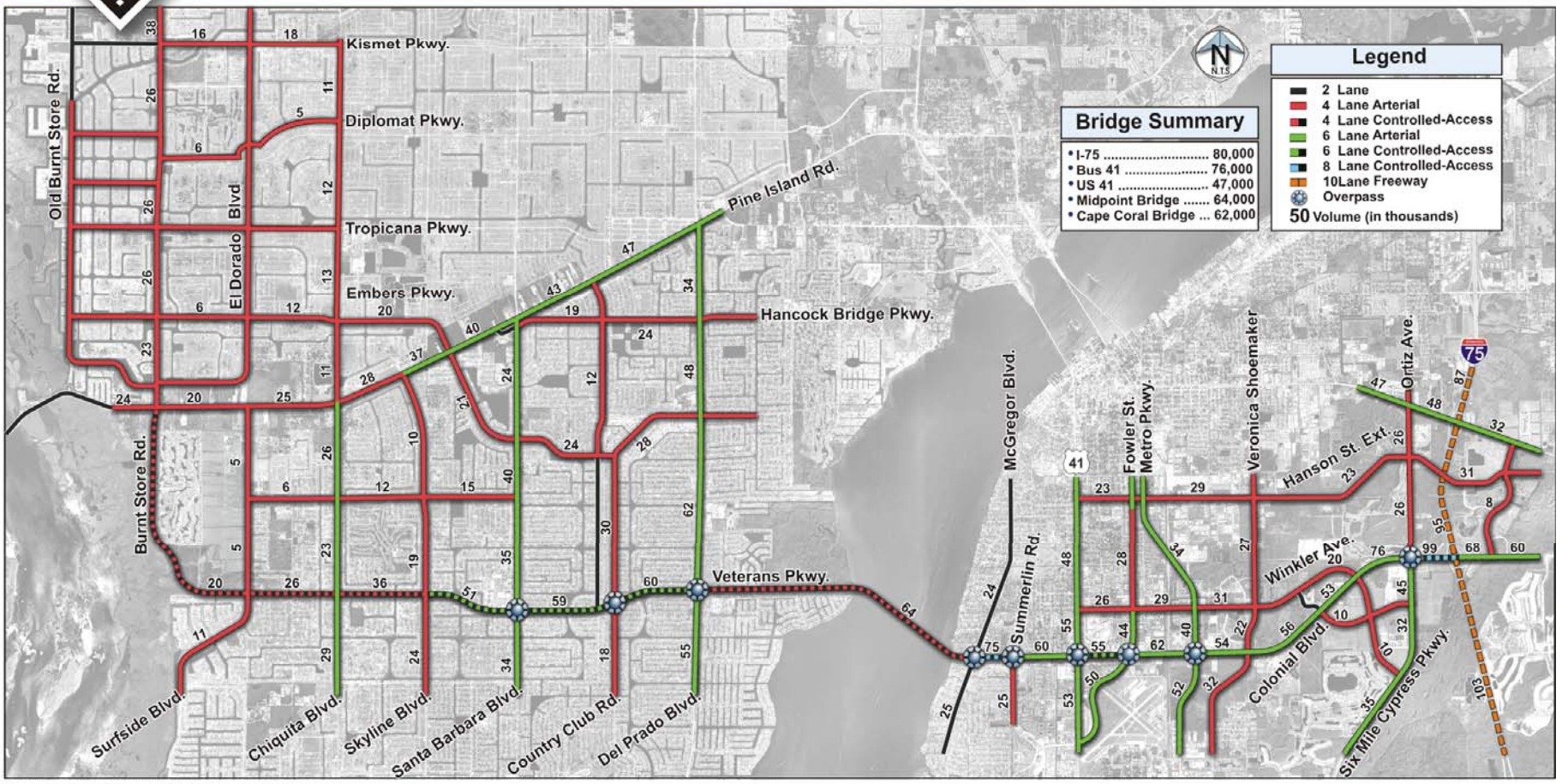
PRELIMINARY

2030 AADT Forecasts
Mid-Range Option

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

11-2-04



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PRELIMINARY

2030 Daily Roadway Deficiencies
Mid-Range Option

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

11-2-04

P:\Projects\Burnt Store Road 100959\Graphics\REPORTS\Traffic\Wat\11-2004\2030 Daily Def Mid Range.cdr\11-03-04

Figure 5-14

PRELIMINARY

2030 AADT Forecasts
Long-Range Option

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

11-2-04

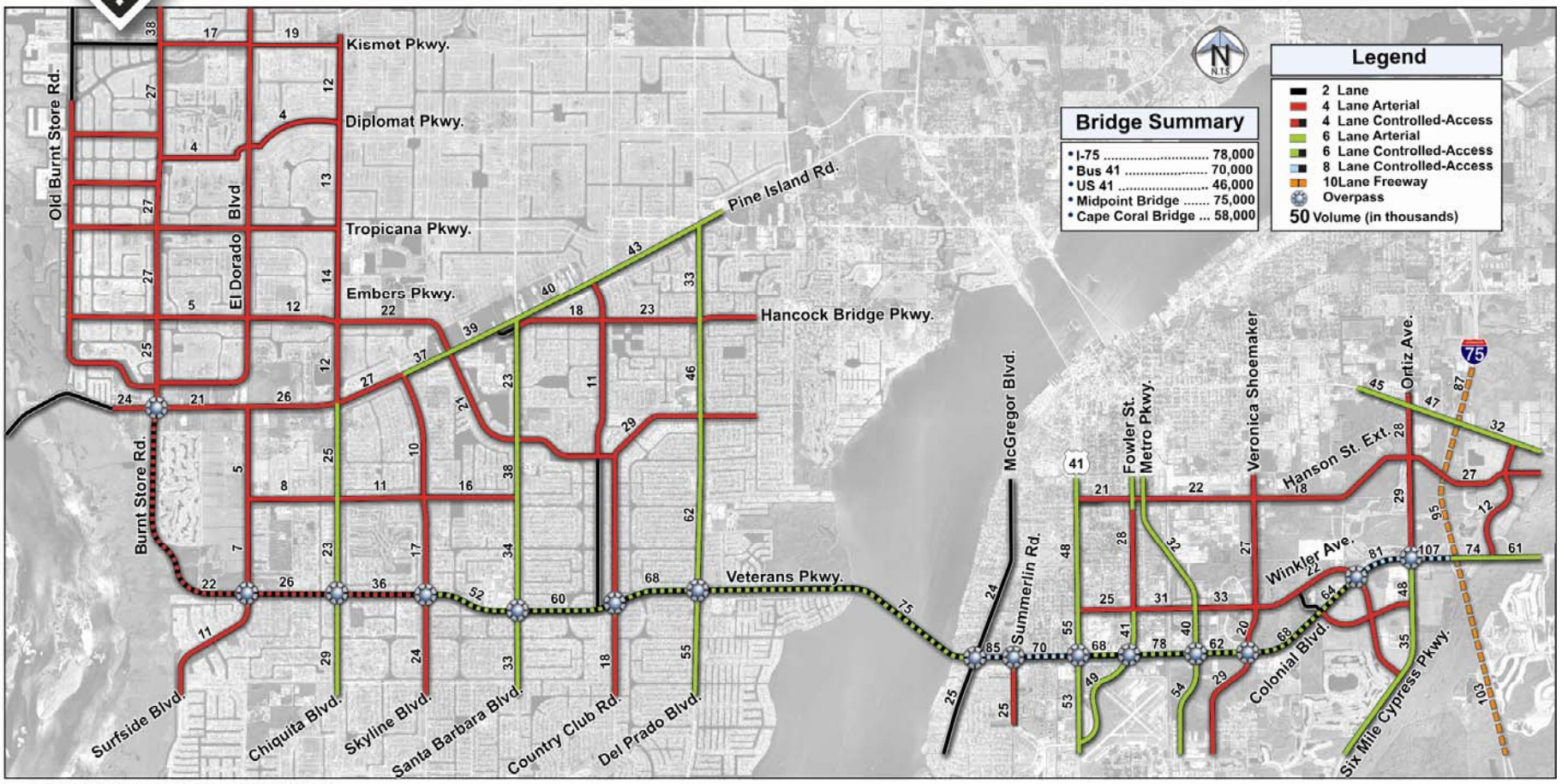

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Figure 5-15

PRELIMINARY

2030 Daily Roadway Deficiencies
Long-Range Option

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

11-2-04

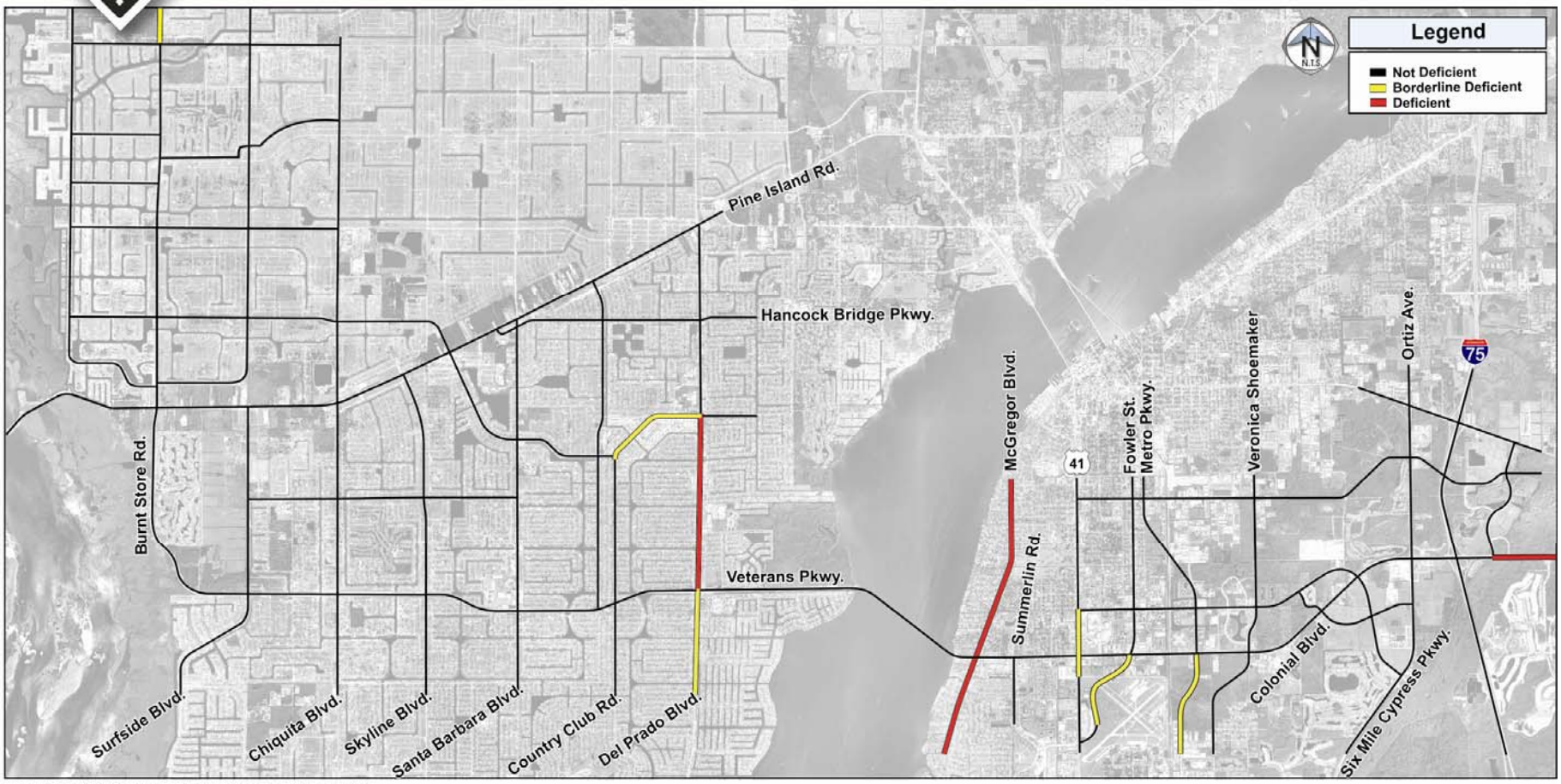

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Figure 5-16

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PRELIMINARY

2030 AADT Forecasts
Charlotte County Options

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

11-2-04

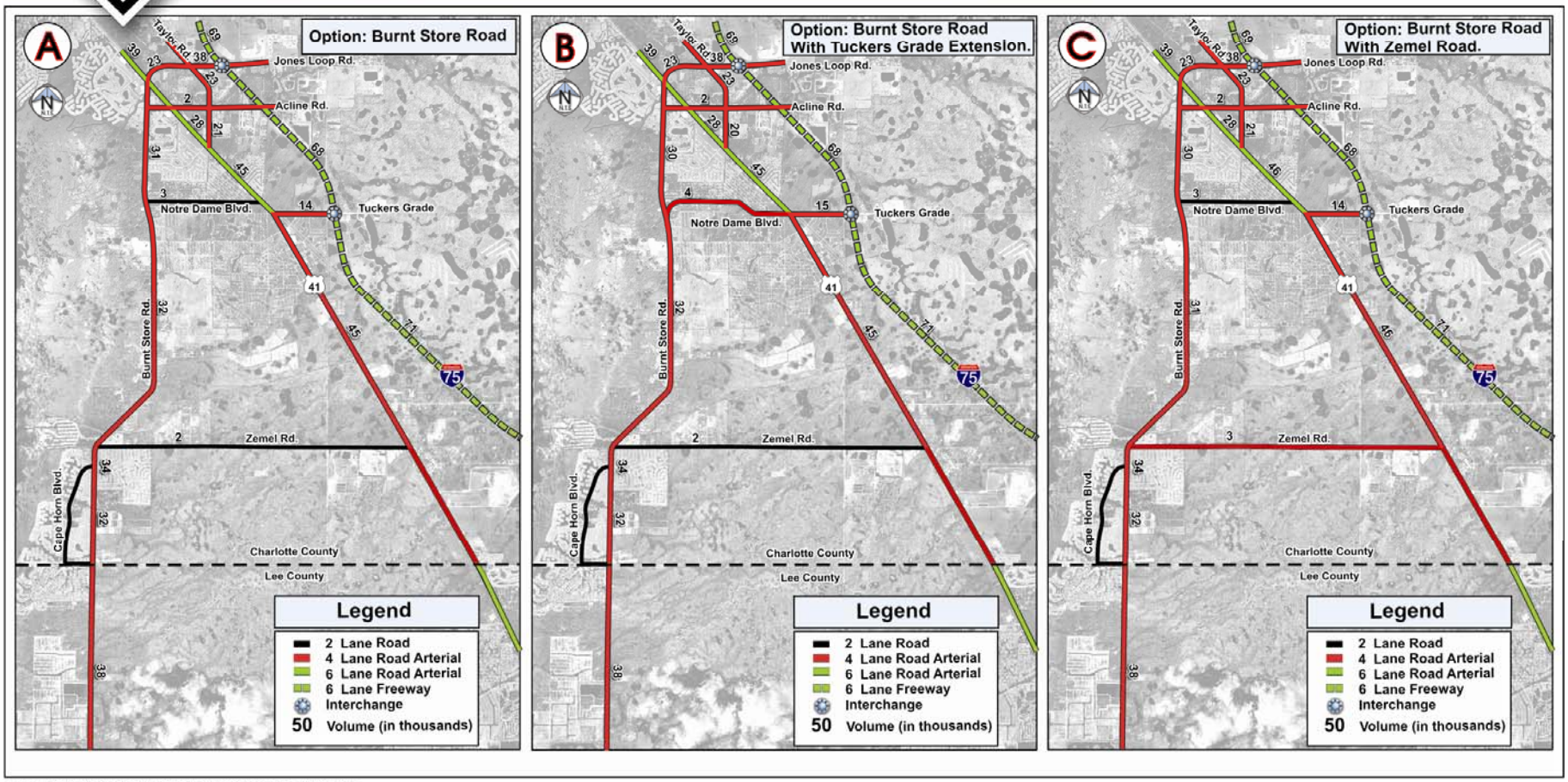

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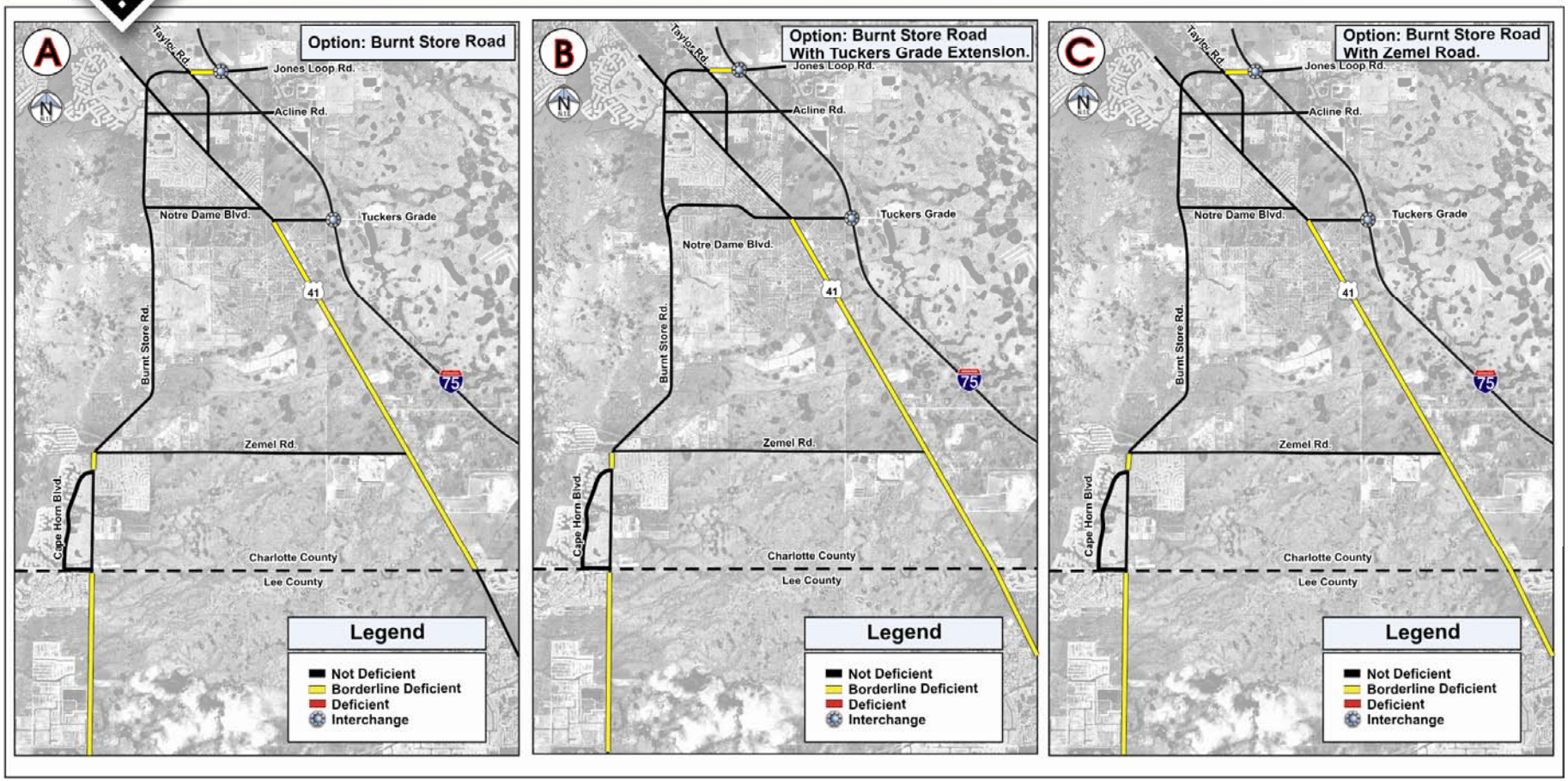
Figure 5-17

PRELIMINARY

2030 Daily Roadway Deficiencies
Charlotte County Options

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

9-30-04



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5.8 BUILDOUT FORECASTS AND ROADWAY DEFICIENCIES

The STTF decided that the primary purpose of the buildout analysis was to determine when the long-range option corridor would become deficient. As such, forecasts were developed in ten year increments from 2030 through 2060 using the long-range option roadway network. Travel demand beyond 2030 was projected using variable growth rates. These rates were developed in consultation with the STTF and reflect expected land use growth for the area. Table 5-5 summarizes the forecasts for the corridor as well as displays the annual growth rates assumed and daily capacities as calculated in the FDOT Q/LOS Handbook.

In evaluating the forecasts, it was noted that the majority of Burnt Store Road would become deficient by 2040 as a four-lane facility. This improvement, which is needed after 2030, would then be paired with the Tuckers Grade extension option to provide additional capacity in northern Lee County and southern Charlotte County. If the Tuckers Grade extension option is not selected, then the six-laning of Burnt Store Road would need extending from Notre Dame Boulevard to US 41 to maintain LOS D.

Veterans Parkway at Del Prado Boulevard, Cape Coral

Table 5-5
2030 Long-Range Option and Buildout Forecasts

Segment	2030 AADT	Number of Lanes	LOS D Capacity*	2030-2060 Annual Growth Rate	2040 AADT	2050 AADT	2060 AADT
Colonial Boulevard							
East of I-75	74,000	6 Div	92,700	2.5%	92,500	111,000	129,500
I-75 to Six Mile Cypress Parkway	107,000	8 Div	123,600	1.5%	123,050	139,100	155,150
Six Mile Cypress Parkway to Winkler Avenue	81,000	8 Div	123,600	1.5%	93,150	105,300	117,450
Winkler Avenue to Challenger Boulevard	64,000	6 Div	92,700	1.5%	73,600	83,200	92,800
Challenger Boulevard to Veronica Shoemaker	68,000	6 Div	92,700	1.5%	78,200	88,400	98,600
Veronica Shoemaker to Metro Parkway	62,000	6 Div	92,700	1.5%	71,300	80,600	89,900
Metro Parkway to Fowler Street	78,000	6 Div	92,700	1.0%	85,800	93,600	101,400
Fowler Street to Cleveland Avenue	68,000	6 Div	92,700	1.0%	74,800	81,600	88,400
Cleveland Avenue to Summerlin Road	70,000	8 Div	123,600	1.0%	77,000	84,000	91,000
Summerlin Road to McGregor Boulevard	85,000	8 Div	123,600	1.0%	93,500	102,000	110,500
Midpoint Memorial Bridge							
McGregor Boulevard to Del Prado Boulevard	75,000	6 Div	92,700	1.0%	82,500	90,000	97,500
Veterans Parkway							
Del Prado Boulevard to Country Club Road	68,000	6 Div	92,700	1.0%	74,800	81,600	88,400
Country Club Road to Santa Barbara Boulevard	60,000	6 Div	92,700	1.5%	69,000	78,000	87,000
Santa Barbara Boulevard to Skyline Boulevard	52,000	6 Div	92,700	1.5%	59,800	67,600	75,400
Skyline Boulevard to Chiquita Boulevard	36,000	4 Div	61,800	2.0%	43,200	50,400	57,600
Chiquita Boulevard to Surfside Boulevard	26,000	4 Div	61,800	2.0%	31,200	36,400	41,600
Surfside Boulevard to Pine Island Road	22,000	4 Div	61,800	2.5%	27,500	33,000	38,500
Burnt Store Road							
Pine Island Road to Embers Parkway	25,000	4 Div	35,700[1]	2.5%	31,250	37,500	43,750
Embers Parkway to Tropicana Parkway	27,000	4 Div	35,700[1]	3.5%	36,450	45,900	55,350
Tropicana Parkway to Diplomat Parkway	27,000	4 Div	35,700[1]	3.5%	36,450	45,900	55,350
Diplomat Parkway to Kismet Parkway	27,000	4 Div	35,700[1]	3.5%	36,450	45,900	55,350
Kismet Parkway to Burnt Store Marina	38,000	4 Div	35,700[1]	2.5%	47,500	57,000	66,500
Burnt Store Marina to Charlotte County Line	32,000	4 Div	35,700[1]	2.5%	40,000	48,000	56,000
Charlotte County Line to Cape Horn/Alcazar	32,000	4 Div	35,700[1]	2.5%	40,000	48,000	56,000
Cape Horn/Alcazar to Zemel Road	34,000	4 Div	35,700[1]	2.5%	42,500	51,000	59,500
Zemel Road to Notre Dame Boulevard	32,000	4 Div	35,700[1]	2.0%	38,400	44,800	51,200
Notre Dame Boulevard to US 41	31,000	4 Div	35,700[1]	2.0%	37,200	43,400	49,600
Jones Loop Road							
US 41 to Taylor Road	22,900	4 Div	35,700[1]	2.0%	15,600	18,200	20,800
Taylor Road to I-75	38,000	6 Div	53,500[1]	2.0%	45,600	53,200	60,800

*Capacities are for uninterrupted highways (limited access) except where noted.
Note 1: Arterial capacity

= Deficient Segment

5.9 REFERENCES

1. Lee County Future Land Use Map; Department of Community Development; Division of Planning; Fort Myers, Florida; 2003.

2. City of Cape Coral Future Land Use 2020; Department of Community Development; Planning Division; Cape Coral, Florida; Amended 1/27/03.

3. Charlotte County 1997-2010 Future Land Use Map; Land Information Section; Port Charlotte, Florida; 2003.

4. Punta Gorda Future Land Use Map 2015; Community Development Department; Punta Gorda, Florida; 2000.

5. FDOT Quality/Level of Service Handbook; Florida Department of Transportation; Office of the State Transportation Planner; Systems Planning Office; Tallahassee, Florida; 2002.

The corridor study identifies roadway capacity improvements to meet long-term 2030 travel needs in Lee and Charlotte counties. The recommended improvements are based on the future land uses projected for the surrounding corridor area, the projected population and employment data, and the travel demand estimates from the refined model for this corridor study.

6.1 IMPROVEMENT NEEDS

Below are mobility improvements needed by the year 2030 for the study corridor. A staging plan for these improvements will be addressed in the phase two Concept Report, to be prepared in Spring 2005. Improvements at intersections and overpasses will also be addressed in the phase two report.

6.1.1 Colonial Boulevard

- I-75 to Winkler Avenue: 8 lane controlled access, which includes frontage roads.
- Winkler Avenue to Cleveland Avenue: 6 lane controlled access, with frontage roads where needed.
- Cleveland Avenue to McGregor Boulevard: 8 lane controlled access, which includes frontage roads.

6.1.2 Midpoint Memorial Bridge

- McGregor Boulevard to Del Prado Boulevard: widen to 6 lanes (after 2030).

6.1.3 Burnt Store Road: Lee County

- Pine Island Road to Van Buren Parkway: widen to 4 lanes with residential access roads.
- Van Buren Parkway to Charlotte County Line: widen to 4 lanes with frontage roads.

6.1.4 Burnt Store Road: Charlotte County

- Lee County Line to US 41: widen to 4 lanes.

6.2 POTENTIAL FUNDING SOURCES

Cost estimates for ROW and construction efforts associated with the mobility improvements will be presented in the Concept Report to be prepared in phase two.

Some potential funding sources to be considered further are identified below:

- Federal Programs
- FDOT Work Programs
- Capital Improvement Programs
- Transportation Impact Fees
- Toll Revenue

Funding sources for the mobility improvements will vary in each jurisdiction and will be addressed further during phase two conceptual alternatives analyses.

Technical Appendices

Appendix A	**Existing Traffic Volumes**
Appendix B	**Traffic Count Adjustments**
Appendix C	**Existing AM Peak Hour Intersection Analysis** **Existing PM Peak Hour Intersection Analysis**
Appendix D	**Existing AM Peak Hour Arterial/Segment Analysis** **Existing PM Peak Hour Arterial/Segment Analysis**

Appendix A

Existing Traffic Volumes

Appendix B

Traffic Count Adjustments

Appendix C

Existing AM Peak Hour Intersection Analysis
Existing PM Peak Hour Intersection Analysis

Existing AM Peak Hour Intersection Analysis

Existing PM Peak Hour Intersection Analysis

Appendix D

Existing AM Peak Hour Arterial/Segment Analysis
Existing PM Peak Hour Arterial/Segment Analysis

Existing AM Peak Hour Arterial/Segment Analysis

Existing PM Peak Hour Arterial/Segment Analysis

Appendix A

Existing Traffic Volumes

15 Minute Turning Movement Count

Reference # 1604 I-75 NB Ramps at Colonial Boulevard 23-Jan-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	63	0	0	0	0	0	0	198	75	0	408	0
0645	96	0	0	0	0	0	0	165	109	0	439	0
0700	115	0	0	0	0	0	0	134	123	0	389	0
0715	160	0	0	0	0	0	0	132	137	0	556	0
0730	177	0	0	0	0	0	0	124	124	0	499	0
0745	189	0	0	0	0	0	0	143	142	0	490	0
0800	147	0	0	0	0	0	0	132	120	0	475	0
0815	189	0	0	0	0	0	0	114	118	0	297	0
0830	124	0	0	0	0	0	0	97	154	0	335	0
0845	138	0	0	0	0	0	0	125	131	0	288	0
0900	110	0	0	0	0	0	0	102	97	0	231	0
0915	0	0	0	0	0	0	0	0	0	0	0	0
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	144	0	0	0	0	0	0	138	100	0	195	0
1145	112	0	0	0	0	0	0	151	154	0	205	0
1200	115	0	0	0	0	0	0	142	114	0	183	0
1215	142	0	0	0	0	0	0	162	169	0	179	0
1230	134	0	0	0	0	0	0	144	130	0	205	0
1245	135	0	0	0	0	0	0	163	124	0	212	0
1300	137	0	0	0	0	0	0	144	143	0	185	0
1315	127	0	0	0	0	0	0	163	151	0	182	0
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	201	0	0	0	0	0	0	331	288	0	299	0
1545	129	0	0	0	0	0	0	367	343	0	348	0
1600	188	0	0	0	0	0	0	360	305	0	377	0
1615	166	0	0	0	0	0	0	341	246	0	277	0
1630	199	0	0	0	0	0	0	309	311	0	262	0
1645	175	0	0	0	0	0	0	326	281	0	293	0
1700	198	0	0	0	0	0	0	417	315	0	242	0
1715	159	0	0	0	0	0	0	532	293	0	296	0
1730	193	0	0	0	0	0	0	445	278	0	200	0
1745	177	0	0	0	0	0	0	350	210	0	212	0
1800	151	0	0	0	0	0	0	249	177	0	184	0
1815	160	0	0	0	0	0	0	215	146	0	205	0

15 Minute Turning Movement Count

Reference # 1212 I-75 SB Ramps at Colonial Boulevard 23-Jan-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	0	0	15	0	0	0	175	0	43	416	0
0645	0	0	0	16	0	0	0	205	0	45	461	0
0700	0	0	0	9	0	0	0	256	0	29	362	0
0715	0	0	0	4	0	0	0	221	0	17	401	0
0730	0	0	0	7	0	0	0	208	0	17	437	0
0745	0	0	0	9	0	0	0	254	0	20	595	0
0800	0	0	0	9	0	0	0	228	0	25	596	0
0815	0	0	0	12	0	0	0	234	0	22	466	0
0830	0	0	0	13	0	0	0	266	0	33	397	0
0845	0	0	0	4	0	0	0	251	0	26	401	0
0900	0	0	0	3	0	0	0	201	0	28	301	0
0915	0	0	0	8	0	0	0	228	0	25	291	0
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	0	0	9	0	0	0	223	0	20	279	0
1145	0	0	0	15	0	0	0	291	0	18	275	0
1200	0	0	0	4	0	0	0	261	0	26	267	0
1215	0	0	0	10	0	0	0	330	0	26	277	0
1230	0	0	0	9	0	0	0	261	0	15	303	0
1245	0	0	0	9	0	0	0	293	0	30	286	0
1300	0	0	0	13	0	0	0	266	0	23	296	0
1315	0	0	0	8	0	0	0	291	0	18	267	0
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	0	6	0	0	0	462	0	30	358	0
1545	0	0	0	5	0	0	0	518	0	32	367	0
1600	0	0	0	9	0	0	0	507	0	31	358	0
1615	0	0	0	8	0	0	0	498	0	27	366	0
1630	0	0	0	6	0	0	0	499	0	39	349	0
1645	0	0	0	6	0	0	0	511	0	78	294	0
1700	0	0	0	11	0	0	0	626	0	27	359	0
1715	0	0	0	4	0	0	0	767	0	40	348	0
1730	0	0	0	10	0	0	0	595	0	27	340	0
1745	0	0	0	7	0	0	0	560	0	15	337	0
1800	0	0	0	2	0	0	0	429	0	16	289	0
1815	0	0	0	5	0	0	0	336	0	15	321	0

15 Minute Turning Movement Count

Reference # 1611 Six Mile Cypress Parkway at Colonial Boulevard 22-Jan-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	6	28	37	3	39	39	46	328	7	101	341	5
0645	5	43	54	3	43	18	135	286	4	44	464	19
0700	8	36	38	4	35	44	40	368	11	81	412	14
0715	15	36	55	1	21	54	41	429	23	74	432	7
0730	12	58	55	7	71	38	71	411	5	72	537	3
0745	20	41	69	0	50	45	81	426	11	88	633	3
0800	16	39	58	4	20	49	56	420	4	96	626	13
0815	14	42	50	5	45	51	37	351	14	98	550	48
0830	20	25	43	4	24	40	49	410	5	91	507	6
0845	14	38	38	4	18	38	38	309	1	89	438	3
0900	14	27	37	0	30	48	48	353	10	55	333	9
0915	9	49	36	4	45	44	52	288	11	65	313	8
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	10	44	34	7	36	65	57	319	9	49	320	7
1145	18	30	41	3	52	26	60	332	12	48	228	5
1200	24	28	50	2	38	35	66	311	14	29	222	1
1215	14	44	44	3	17	19	50	314	17	52	214	16
1230	12	41	39	10	35	73	50	316	14	43	358	7
1245	13	35	48	1	37	32	65	375	6	57	288	7
1300	13	31	48	0	38	48	66	379	10	48	325	2
1315	6	37	55	6	29	49	59	327	4	18	323	8
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	11	56	82	4	38	85	77	524	5	51	378	2
1545	2	64	98	9	48	53	52	596	4	58	413	1
1600	27	55	99	12	38	51	57	635	3	65	424	2
1615	14	43	104	0	53	38	39	600	5	101	345	3
1630	30	55	104	0	30	47	69	667	4	56	368	4
1645	27	44	102	6	34	63	73	694	11	46	413	14
1700	7	46	174	11	40	105	43	765	4	63	445	0
1715	22	72	173	1	43	66	51	813	3	69	438	2
1730	21	38	118	14	28	73	56	695	6	64	437	1
1745	16	35	95	4	41	62	48	658	6	43	446	0
1800	14	34	93	0	38	57	40	626	6	46	375	1
1815	7	40	66	1	19	50	40	433	6	48	377	2

15 Minute Turning Movement Count

Reference # 1612 Winkler Avenue at Colonial Boulevard 22-Jan-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	2	14	0	87	7	3	3	289	2	4	278	190
0645	3	6	0	89	18	3	2	317	6	3	467	153
0700	6	19	1	107	11	3	1	294	6	2	398	156
0715	4	25	3	123	15	1	4	389	5	2	498	213
0730	8	40	5	122	19	6	5	324	9	2	549	187
0745	15	35	4	138	25	3	4	317	8	5	573	214
0800	13	36	7	90	41	5	9	299	6	6	441	154
0815	9	28	9	113	39	8	3	327	7	0	563	174
0830	24	20	6	123	34	2	4	281	7	3	427	140
0845	35	61	10	87	34	1	3	267	10	4	396	141
0900	16	23	5	84	9	6	3	297	6	1	291	103
0915	8	11	8	100	14	7	4	276	11	3	304	105
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	16	18	1	102	15	5	7	272	10	1	316	83
1145	7	13	2	99	10	4	4	294	6	0	316	88
1200	12	11	1	109	14	6	11	307	4	2	277	74
1215	8	7	2	93	17	9	8	290	6	0	312	89
1230	4	15	2	101	19	2	4	271	8	1	330	120
1245	9	10	4	99	15	1	3	336	5	3	256	108
1300	13	20	2	93	17	5	3	332	4	3	278	88
1315	7	10	2	102	20	6	5	321	4	3	262	119
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	35	45	10	149	18	0	8	435	10	0	373	132
1545	24	35	6	148	29	4	21	442	10	0	329	177
1600	11	25	4	203	30	1	4	445	2	0	339	130
1615	11	20	3	150	19	5	5	423	13	2	431	136
1630	8	22	4	212	31	1	6	476	10	3	376	136
1645	14	15	2	165	19	2	7	450	11	1	394	130
1700	24	33	4	213	32	0	5	572	11	2	468	105
1715	27	22	7	270	36	0	5	557	6	0	424	114
1730	16	15	4	162	18	2	3	540	9	2	453	133
1745	10	15	0	144	17	0	4	419	7	3	456	126
1800	13	11	3	153	16	2	7	415	8	1	309	108
1815	7	9	2	107	11	5	1	349	1	5	358	90

15 Minute Turning Movement Count

Reference # -21 Challenger Boulevard at Colonial Boulevard 1-Apr-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	2	0	0	0	3	1	1	220	2	3	301	0
0645	3	0	0	0	0	0	0	223	4	3	325	0
0700	8	0	0	0	0	0	0	314	13	2	377	0
0715	8	0	0	1	0	0	1	359	14	1	540	0
0730	16	0	0	0	0	0	1	276	9	0	641	0
0745	7	0	0	0	0	1	3	347	20	2	552	3
0800	8	0	1	0	0	0	1	324	38	2	579	0
0815	9	0	0	0	0	0	1	335	31	3	569	2
0830	9	0	0	0	0	0	1	304	48	1	421	2
0845	26	0	0	0	0	0	1	316	52	3	426	2
0900	6	0	0	0	0	1	2	236	9	2	330	1
0915	9	0	0	0	0	0	0	254	12	1	325	1
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	16	0	2	0	1	0	3	266	8	0	320	0
1145	3	0	1	1	0	7	2	288	10	1	340	6
1200	3	0	0	0	0	5	0	280	12	1	354	0
1215	9	0	0	1	0	1	2	307	7	1	316	1
1230	5	0	0	1	1	2	2	309	11	0	307	1
1245	3	0	0	0	0	1	3	316	18	3	299	3
1300	13	0	0	1	0	1	4	302	12	0	298	1
1315	3	0	1	2	0	4	1	327	9	0	335	9
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	18	0	1	0	2	0	0	456	36	1	409	4
1545	17	0	0	1	0	0	2	489	19	0	450	0
1600	10	0	0	0	0	0	1	482	18	0	389	16
1615	4	0	0	1	0	0	3	412	18	0	387	1
1630	6	0	0	0	0	4	2	449	14	0	387	2
1645	11	0	0	0	0	2	0	473	30	1	379	0
1700	20	0	0	1	0	3	0	471	19	0	466	0
1715	10	0	0	0	0	4	2	596	12	1	419	3
1730	2	0	0	0	0	1	0	544	11	2	402	0
1745	6	0	0	0	0	0	0	467	7	1	432	0
1800	6	0	0	0	3	1	0	394	10	1	292	0
1815	3	0	0	0	0	1	0	371	13	1	334	0

15 Minute Turning Movement Count

Reference # -2 Metro Parkway at Colonial Boulevard 20-Mar-02

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	68	85	18	10	116	29	25	147	119	117	194	10
0645	99	98	56	20	92	14	66	222	255	146	233	12
0700	94	134	99	13	91	19	76	296	196	155	257	15
0715	133	140	89	20	132	27	70	305	226	173	295	20
0730	170	196	92	18	120	31	88	326	269	291	368	32
0745	108	220	108	21	146	44	150	298	290	224	285	50
0800	192	244	75	20	139	47	103	337	270	139	339	49
0815	126	140	65	29	131	37	100	243	144	187	257	23
0830	151	193	49	32	119	36	71	273	130	132	313	28
0845	139	143	46	33	76	44	39	196	106	105	246	14
0900	111	99	47	24	113	61	76	170	115	83	280	7
0915	114	89	49	20	74	24	33	179	70	55	197	9
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	130	142	41	21	120	65	40	201	78	60	309	11
1145	168	186	94	16	99	52	31	161	110	62	284	9
1200	153	105	54	13	124	82	35	253	119	72	256	9
1215	122	102	59	23	122	57	38	231	116	62	184	10
1230	118	118	65	23	89	39	49	244	120	70	277	16
1245	118	130	62	28	133	48	49	220	105	69	204	11
1300	112	102	48	30	89	40	20	263	135	86	261	16
1315	119	127	53	24	102	47	49	259	112	119	182	12
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	112	146	118	27	144	58	42	349	134	119	326	9
1545	153	178	171	34	122	52	22	335	143	78	261	9
1600	183	219	237	29	116	65	30	387	134	61	322	7
1615	171	241	145	29	107	70	31	424	177	88	347	15
1630	174	221	278	31	159	88	31	465	184	85	302	9
1645	230	254	266	43	147	85	51	422	186	73	300	5
1700	179	203	179	46	143	106	32	575	155	100	411	12
1715	140	214	170	29	156	98	36	460	137	74	355	5
1730	118	184	165	36	104	63	14	529	191	92	391	13
1745	132	128	99	22	100	47	18	275	133	67	317	14
1800	103	68	95	33	90	54	21	381	125	62	268	10
1815	113	83	71	38	31	28	40	324	123	83	296	14

15 Minute Turning Movement Count

Reference # -34 Veterans Parkway at Del Prado Boulevard 1-Apr-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	44	165	110	121	175	39	73	0	91	53	0	47
0645	48	177	94	129	180	50	73	0	104	38	0	66
0700	63	171	133	213	194	48	47	0	77	49	0	43
0715	102	255	109	165	314	58	81	0	134	89	0	79
0730	131	223	152	161	304	72	112	0	162	70	0	74
0745	102	302	106	123	347	61	145	0	218	81	0	82
0800	90	248	110	128	298	73	110	0	144	62	0	76
0815	70	247	68	134	296	79	112	0	162	65	0	59
0830	75	290	81	139	293	53	100	0	165	56	0	45
0845	72	345	69	86	384	62	125	0	189	70	0	49
0900	67	289	82	109	261	66	125	0	112	60	0	53
0915	60	329	80	135	286	79	122	0	86	45	0	51
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	50	372	75	117	299	133	139	0	79	61	0	65
1145	77	321	76	127	323	133	124	0	85	72	0	71
1200	83	343	64	109	351	139	117	0	72	76	0	56
1215	80	384	66	112	312	142	130	0	86	67	0	78
1230	60	326	66	118	274	154	124	0	65	59	0	81
1245	77	389	85	113	326	161	138	0	97	73	0	102
1300	79	391	67	117	402	160	116	0	84	70	0	63
1315	84	382	69	113	375	158	126	0	68	75	0	71
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	134	412	78	128	327	174	132	0	95	114	0	113
1545	122	365	64	165	363	225	141	0	105	117	0	90
1600	113	361	62	130	395	236	129	0	128	131	0	91
1615	101	366	64	135	382	229	146	0	84	115	0	113
1630	118	387	61	178	394	246	130	0	99	98	0	122
1645	123	347	58	156	382	236	128	0	74	119	0	99
1700	153	471	81	188	429	288	130	0	91	155	0	128
1715	146	421	83	149	432	244	156	0	88	160	0	116
1730	139	405	72	132	316	223	138	0	91	105	0	117
1745	132	360	80	121	315	251	129	0	81	112	0	108
1800	104	331	53	113	316	228	120	0	68	105	0	91
1815	74	307	45	90	327	225	146	0	107	92	0	84

15 Minute Turning Movement Count

Reference # 1604 Veterans Parkway at Country Club Boulevard 2-Apr-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	26	79	61	85	35	17	56	449	5	9	132	36
0645	30	75	70	106	42	20	51	452	17	13	160	42
0700	37	85	76	94	55	13	39	530	24	45	145	28
0715	52	109	77	122	79	26	63	648	33	17	218	38
0730	50	99	44	136	78	31	74	651	43	28	220	63
0745	42	102	42	95	80	29	79	459	32	24	222	56
0800	34	84	30	87	63	25	50	378	24	20	224	53
0815	52	70	34	79	57	37	61	431	32	19	229	35
0830	27	63	26	91	77	35	59	435	23	20	195	36
0845	26	64	31	76	68	29	55	374	29	25	158	43
0900	29	48	24	68	68	27	46	306	16	16	138	39
0915	25	52	36	61	49	24	46	294	27	26	208	28
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	31	41	34	72	65	22	27	208	33	42	222	37
1145	27	55	27	61	58	28	30	225	23	44	246	44
1200	29	52	25	46	67	39	39	186	27	50	244	65
1215	25	41	14	44	74	30	43	206	13	36	254	53
1230	35	71	30	56	63	21	59	213	33	38	260	57
1245	27	56	28	46	71	30	33	252	23	61	242	50
1300	36	91	28	49	83	34	32	253	27	47	228	58
1315	21	62	32	57	61	35	40	252	16	40	300	43
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	31	72	30	65	111	44	52	296	40	57	450	94
1545	36	62	27	63	120	41	47	357	47	87	436	87
1600	42	66	11	74	108	70	35	312	38	62	411	100
1615	39	44	9	59	99	47	67	261	23	95	489	85
1630	41	61	43	62	89	50	54	276	30	83	522	71
1645	33	44	25	52	113	63	65	269	23	94	516	93
1700	57	66	13	73	120	59	40	263	44	88	578	141
1715	67	72	21	52	130	51	33	262	41	92	583	109
1730	49	50	33	86	103	26	27	240	33	99	565	116
1745	49	51	36	27	82	53	45	289	35	85	574	84
1800	43	59	38	53	83	37	29	238	27	100	452	73
1815	32	74	27	41	51	45	28	257	36	67	442	60

15 Minute Turning Movement Count

Reference # 1212 Veterans Parkway at Santa Barbara Boulevard 2-Apr-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	16	90	130	119	96	18	19	314	8	28	105	32
0645	13	97	130	116	63	21	23	309	12	28	120	41
0700	19	132	144	174	112	30	35	371	16	53	117	49
0715	29	170	164	196	143	31	43	438	22	61	146	91
0730	14	167	152	199	120	30	63	419	30	66	146	65
0745	18	198	121	152	140	20	54	304	24	55	151	88
0800	13	175	120	136	156	30	49	283	26	38	149	95
0815	33	170	114	154	114	24	79	299	21	41	153	130
0830	15	122	105	156	120	41	55	288	21	49	134	93
0845	13	99	108	122	95	23	49	236	18	43	147	70
0900	11	106	74	89	72	26	52	237	27	27	84	80
0915	11	80	70	114	79	23	41	184	13	53	116	84
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	15	92	60	90	136	33	39	158	11	49	138	90
1145	18	127	51	103	114	31	53	133	11	72	119	89
1200	13	111	43	91	116	32	37	128	11	59	155	129
1215	20	113	64	104	97	28	38	139	19	83	119	99
1230	12	104	57	89	111	30	51	147	11	54	157	98
1245	14	93	55	105	123	22	39	151	9	60	171	100
1300	20	125	68	125	107	27	40	156	15	63	121	86
1315	12	111	53	112	119	33	34	165	13	71	149	109
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	61	151	12	186	220	47	50	165	14	11	133	73
1545	64	217	11	141	187	44	63	252	17	15	123	62
1600	38	202	9	118	153	45	55	218	17	17	139	70
1615	53	191	10	132	161	41	47	185	10	19	145	45
1630	51	184	9	142	179	43	53	180	15	16	145	53
1645	47	167	12	102	151	48	52	175	14	24	168	62
1700	49	179	15	137	192	57	53	188	16	33	156	57
1715	49	152	9	119	184	47	43	171	12	33	146	76
1730	35	176	28	105	199	36	56	164	18	137	306	159
1745	17	158	63	118	195	49	58	190	19	196	300	199
1800	25	161	51	129	139	44	62	172	18	149	255	174
1815	28	149	68	103	135	32	41	158	18	118	225	158

15 Minute Turning Movement Count

Reference # 1611 Veterans Parkway at Skyline Boulevard 2-Apr-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	7	76	51	72	25	4	7	199	5	11	132	18
0645	3	69	62	48	23	5	12	208	9	28	97	19
0700	6	113	78	90	47	1	28	261	12	24	141	25
0715	17	134	74	89	63	13	31	309	6	30	142	37
0730	5	122	78	73	68	17	16	253	11	27	131	27
0745	7	80	55	38	53	4	6	254	9	34	121	21
0800	14	88	87	37	37	9	19	209	8	38	111	15
0815	8	53	61	42	46	4	14	273	3	39	119	19
0830	2	61	66	39	42	3	6	218	7	45	136	10
0845	19	51	45	28	22	4	4	195	9	38	98	13
0900	8	48	51	23	35	6	6	199	8	24	84	14
0915	9	38	51	22	33	8	9	168	6	31	106	13
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	10	35	48	14	31	4	7	142	3	46	143	11
1145	15	39	44	13	33	3	10	121	4	41	102	14
1200	6	51	24	17	42	7	7	131	5	59	108	22
1215	8	38	34	22	32	5	3	118	3	41	119	19
1230	4	35	57	15	33	3	8	133	2	47	132	34
1245	6	50	54	20	34	4	3	140	4	45	125	19
1300	11	52	36	19	35	6	12	132	8	47	111	25
1315	2	42	27	23	33	4	9	143	9	44	138	29
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	10	45	27	29	79	0	7	177	12	143	241	43
1545	10	56	37	39	77	5	11	219	11	98	204	38
1600	10	54	30	25	64	4	11	168	8	101	193	40
1615	12	36	41	26	72	3	3	135	11	81	203	28
1630	11	49	40	19	54	3	9	155	11	104	207	37
1645	10	36	27	27	59	3	7	156	7	93	246	39
1700	7	73	36	16	74	2	6	158	16	123	219	53
1715	7	54	31	25	82	2	3	147	13	98	254	47
1730	11	54	33	27	72	6	6	175	3	93	237	51
1745	14	56	28	23	59	5	8	153	8	96	219	42
1800	9	65	43	17	48	3	5	166	10	81	236	35
1815	10	52	22	25	43	5	8	104	5	84	178	20

15 Minute Turning Movement Count

Reference # 1612 Veterans Parkway at Chiquita Boulevard 2-Apr-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	31	62	62	9	17	7	7	40	11	39	112	12
0645	27	60	69	26	81	8	8	104	30	54	76	6
0700	29	72	91	49	61	15	14	143	46	71	55	15
0715	59	117	155	38	88	1	29	143	37	59	71	13
0730	54	140	101	34	78	4	25	150	51	62	63	21
0745	23	122	105	30	75	7	11	94	39	66	62	26
0800	29	132	82	37	53	6	20	125	34	58	64	22
0815	29	132	107	35	73	8	14	141	34	76	75	26
0830	20	88	89	21	73	5	11	103	30	62	54	16
0845	40	88	79	28	63	14	13	90	30	63	45	12
0900	19	104	77	16	66	8	8	120	18	68	41	11
0915	23	54	71	15	44	3	7	91	30	40	44	18
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	15	44	51	24	67	16	15	50	19	53	69	14
1145	25	42	43	14	44	3	10	79	16	56	61	15
1200	26	65	59	18	75	15	5	63	19	51	34	13
1215	27	43	55	12	54	7	13	55	20	45	69	13
1230	15	49	28	7	40	7	16	81	27	18	66	4
1245	9	14	10	16	51	15	9	68	19	23	29	6
1300	24	36	46	12	53	11	7	81	23	41	83	7
1315	10	38	72	17	55	5	6	77	14	60	64	4
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	24	61	65	31	91	13	14	73	28	100	89	14
1545	28	64	84	42	113	12	14	114	38	88	101	16
1600	22	71	66	27	99	8	7	100	20	72	93	11
1615	16	43	60	20	65	7	14	81	28	89	126	22
1630	29	67	56	19	54	11	9	74	27	109	121	5
1645	35	72	67	19	86	11	3	79	33	114	106	17
1700	42	66	80	27	91	7	15	89	28	120	130	15
1715	20	53	62	18	61	18	9	88	38	103	131	10
1730	22	71	74	8	72	18	10	77	19	111	144	27
1745	25	51	69	16	69	7	6	95	34	107	142	22
1800	29	80	64	24	63	12	10	98	29	88	135	30
1815	32	74	46	19	58	6	5	59	15	80	135	21

15 Minute Turning Movement Count

Reference # -21 Veterans Parkway at Surfside Boulevard 4-Feb-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	13	20	3	2	0	1	66	4	18	36	0
0645	2	12	34	3	3	1	1	56	6	17	34	0
0700	4	17	44	7	2	0	0	99	4	52	35	2
0715	6	15	61	4	2	1	5	109	8	28	58	7
0730	6	26	52	8	4	1	2	91	12	19	53	13
0745	7	6	42	5	9	2	1	83	5	16	48	3
0800	7	29	38	5	6	1	3	83	2	28	38	0
0815	3	10	42	6	5	1	1	92	6	28	46	4
0830	6	9	33	5	5	1	1	70	3	8	54	2
0845	5	7	38	2	3	1	2	68	3	29	54	1
0900	8	9	22	2	2	0	0	64	1	18	44	1
0915	8	10	27	3	2	0	0	67	4	22	50	0
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	5	4	22	2	10	3	2	71	4	0	52	2
1145	2	2	18	0	3	1	1	44	0	0	58	0
1200	1	4	17	3	5	1	0	59	5	24	54	2
1215	5	9	25	3	4	1	1	57	3	30	53	1
1230	14	3	21	0	2	1	0	65	16	22	64	4
1245	4	5	28	3	8	2	0	61	8	26	54	2
1300	6	7	15	0	3	1	0	72	5	25	60	1
1315	8	3	28	4	6	1	0	60	3	32	51	3
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	3	1	16	4	6	1	2	59	8	24	77	2
1545	3	11	13	3	10	2	3	70	7	38	65	0
1600	6	13	30	0	7	2	1	69	8	20	68	1
1615	6	3	28	2	6	1	0	71	13	35	86	1
1630	4	10	18	0	4	1	1	71	10	23	74	1
1645	4	4	27	1	5	1	2	64	6	35	92	0
1700	11	9	15	2	11	3	0	65	6	35	81	2
1715	7	14	17	2	9	2	1	80	8	37	104	4
1730	5	9	14	0	8	2	1	58	10	42	95	2
1745	5	5	21	2	5	1	0	56	2	31	64	2
1800	8	4	20	2	10	2	1	51	3	53	81	2
1815	5	8	19	2	6	1	0	55	7	26	70	2

15 Minute Turning Movement Count

Reference # -2 Burnt Store Road/Veterans Parkway at Pine Island Road 4-Feb-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	6	14	10	8	20	8	12	60	36	4	59	15
0645	5	32	6	14	35	9	16	84	41	3	23	20
0700	10	15	5	13	40	13	7	63	56	9	25	24
0715	18	20	7	17	70	17	17	95	60	6	40	11
0730	23	33	4	29	51	15	25	89	39	9	30	33
0745	51	33	16	26	43	13	26	84	53	7	56	31
0800	12	34	11	13	43	10	37	94	46	7	65	27
0815	16	24	11	46	38	15	30	87	56	9	45	24
0830	46	21	4	22	42	11	19	73	45	11	33	21
0845	12	37	5	20	37	16	13	89	41	8	47	16
0900	9	25	11	29	31	19	15	84	32	6	41	24
0915	10	23	4	26	30	8	19	100	46	3	60	22
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	34	29	11	55	31	15	8	93	31	2	105	34
1145	47	30	4	19	44	15	20	87	34	2	104	27
1200	24	24	9	43	26	17	18	78	35	4	98	21
1215	38	25	12	16	34	20	18	72	37	8	99	26
1230	44	27	4	26	36	20	16	94	30	4	90	22
1245	31	27	5	24	39	22	18	87	37	5	84	24
1300	36	23	10	20	30	38	12	55	32	8	86	27
1315	29	22	4	24	24	47	17	106	37	10	97	19
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	16	19	9	45	38	32	21	65	18	9	105	23
1545	28	26	5	76	44	28	19	84	36	4	106	23
1600	47	26	6	25	33	23	27	77	34	15	129	23
1615	50	43	2	19	47	24	26	76	36	11	110	26
1630	50	26	5	29	29	22	25	73	40	5	107	27
1645	69	37	3	20	49	20	25	79	25	11	116	17
1700	53	27	11	19	65	20	16	74	45	6	111	17
1715	28	41	9	27	34	27	19	92	45	6	91	22
1730	21	36	6	18	27	18	26	63	30	3	107	23
1745	19	31	10	22	30	21	15	61	29	41	106	11
1800	20	24	2	31	25	10	8	50	30	2	75	20
1815	13	25	8	21	33	14	21	41	32	4	70	15

15 Minute Turning Movement Count

Reference # 9 Burnt Store Road at Ceitus Parkway West 3-Apr-03

TIME	NBL	NBT	NBR		SBL	SBT	SBR	EBL		EBT	EBR	WBL	WBT	WBR
0630	0	63	0		0	62	0	4		0	11	0	0	0
0645	1	46	0		0	48	0	0		0	3	0	0	0
0700	1	51	0		0	46	2	0		0	10	0	0	0
0715	2	64	0		0	69	0	1		0	12	0	0	0
0730	4	72	0		0	49	1	5		0	10	0	0	0
0745	3	54	0		0	43	2	0		0	5	0	0	0
0800	1	66	0		0	65	1	0		0	8	0	0	0
0815	3	69	0		0	51	0	2		0	5	0	0	0
0830	2	52	0		0	45	1	4		0	4	0	0	0
0845	3	47	0		0	50	0	1		0	6	0	0	0
0900	2	56	0		0	61	3	4		0	3	0	0	0
0915	3	48	0		0	40	0	2		0	6	0	0	0
0930	0	0	0		0	0	0	0		0	0	0	0	0
0945	0	0	0		0	0	0	0		0	0	0	0	0
1000	0	0	0		0	0	0	0		0	0	0	0	0
1015	0	0	0		0	0	0	0		0	0	0	0	0
1030	0	0	0		0	0	0	0		0	0	0	0	0
1045	0	0	0		0	0	0	0		0	0	0	0	0
1100	0	0	0		0	0	0	0		0	0	0	0	0
1115	0	0	0		0	0	0	0		0	0	0	0	0
1130	7	62	0		0	51	1	0		0	6	0	0	0
1145	3	53	0		0	64	0	4		0	14	0	0	0
1200	6	62	0		0	52	2	1		0	1	0	0	0
1215	4	89	0		0	67	4	1		0	8	0	0	0
1230	2	91	0		0	52	0	3		0	9	0	0	0
1245	5	60	0		0	62	0	3		0	5	0	0	0
1300	12	60	0		0	76	3	1		0	5	0	0	0
1315	8	58	0		0	72	4	4		0	3	0	0	0
1330	0	0	0		0	0	0	0		0	0	0	0	0
1345	0	0	0		0	0	0	0		0	0	0	0	0
1400	0	0	0		0	0	0	0		0	0	0	0	0
1415	0	0	0		0	0	0	0		0	0	0	0	0
1430	0	0	0		0	0	0	0		0	0	0	0	0
1445	0	0	0		0	0	0	0		0	0	0	0	0
1500	0	0	0		0	0	0	0		0	0	0	0	0
1515	0	0	0		0	0	0	0		0	0	0	0	0
1530	15	63	0		0	89	3	2		0	7	0	0	0
1545	9	38	0		0	103	1	0		0	7	0	0	0
1600	7	49	0		0	60	3	0		0	8	0	0	0
1615	7	58	0		0	63	2	2		0	13	0	0	0
1630	5	57	0		0	80	0	1		0	7	0	0	0
1645	7	30	0		0	68	2	1		0	8	0	0	0
1700	10	60	0		0	80	5	3		0	6	0	0	0
1715	7	65	0		0	77	0	3		0	2	0	0	0
1730	5	74	0		0	56	3	3		0	6	0	0	0
1745	5	74	0		0	77	3	2		0	10	0	0	0
1800	10	61	0		0	79	2	1		0	4	0	0	0
1815	2	51	0		0	50	1	0		0	14	0	0	0

15 Minute Turning Movement Count

Reference # 10 Burnt Store Road at Ceitus Parkway East 3-Apr-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	58	2	0	69	0	0	0	0	0	0	0
0645	0	54	3	0	58	0	0	0	0	6	0	1
0700	0	56	1	1	49	0	0	0	0	4	0	0
0715	0	83	3	1	65	0	0	0	0	14	0	0
0730	0	75	3	0	65	0	0	0	0	3	0	0
0745	0	73	1	2	59	0	0	0	0	3	0	1
0800	0	81	7	1	78	0	0	0	0	0	0	0
0815	0	76	3	1	71	0	0	0	0	3	0	0
0830	0	76	1	1	72	0	0	0	0	3	0	1
0845	0	65	1	0	63	0	0	0	0	5	0	0
0900	0	74	3	0	70	0	0	0	0	5	0	0
0915	0	64	2	0	63	0	0	0	0	3	0	0
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	83	1	0	59	0	0	0	0	6	0	0
1145	0	61	1	3	74	0	0	0	0	2	0	1
1200	0	67	3	1	58	0	0	0	0	1	0	0
1215	0	61	7	1	70	0	0	0	0	3	0	8
1230	0	61	4	1	54	0	0	0	0	3	0	0
1245	0	56	0	0	60	0	0	0	0	3	0	0
1300	0	65	2	0	70	0	2	0	0	5	0	0
1315	0	55	3	1	67	0	0	0	0	5	0	1
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	76	3	0	91	0	0	0	0	4	0	3
1545	0	53	7	1	113	0	0	0	0	1	0	2
1600	0	49	7	3	78	0	0	0	0	6	0	1
1615	0	66	3	0	87	0	0	0	0	2	0	0
1630	0	75	5	0	87	0	0	0	0	7	0	0
1645	0	35	4	0	76	0	0	0	0	7	0	1
1700	0	68	4	0	86	0	0	0	0	6	0	0
1715	0	63	2	0	84	0	0	0	0	3	0	0
1730	0	79	9	0	64	0	0	0	0	7	0	1
1745	1	74	10	0	80	0	0	0	0	11	0	0
1800	0	60	5	0	91	0	0	0	0	1	0	1
1815	0	56	3	0	72	0	0	0	0	6	0	0

15 Minute Turning Movement Count

Reference # 11 Burnt Store Road at Embers Parkway 3-Apr-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	1	62	1	7	50	0	0	5	13	4	1	4
0645	5	44	1	5	37	3	2	7	10	2	2	7
0700	2	50	2	8	37	0	1	9	9	1	4	7
0715	3	66	4	8	53	0	0	13	5	5	2	14
0730	3	70	5	6	43	1	0	13	5	3	2	9
0745	3	56	7	14	49	1	4	10	6	5	4	10
0800	5	54	9	8	60	4	1	9	9	3	4	8
0815	5	67	9	9	51	0	1	6	5	2	4	10
0830	5	61	2	7	54	0	1	13	4	2	3	6
0845	3	60	0	7	46	0	2	2	7	6	5	5
0900	7	58	0	6	61	2	3	6	3	5	5	9
0915	7	52	5	3	47	1	1	3	3	3	7	7
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	4	68	3	12	58	1	1	3	2	4	2	7
1145	2	51	2	10	54	1	1	4	3	4	6	6
1200	4	54	2	11	53	0	3	3	7	2	7	10
1215	1	59	6	5	54	0	0	2	1	3	5	6
1230	5	54	2	7	47	2	1	4	4	5	6	7
1245	6	47	4	2	46	2	1	5	5	3	4	5
1300	5	49	2	3	52	3	1	5	6	6	3	7
1315	7	49	2	8	59	0	2	5	7	2	10	7
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	5	69	3	6	97	3	1	3	3	8	6	5
1545	5	34	2	8	59	1	1	5	6	3	8	10
1600	3	41	6	11	66	0	0	5	10	4	14	8
1615	6	46	2	11	71	0	0	2	3	4	3	9
1630	1	66	2	6	61	3	0	2	0	2	6	12
1645	4	29	1	8	61	0	0	3	5	5	12	6
1700	7	57	4	9	70	1	0	5	3	7	8	8
1715	5	49	4	7	67	1	0	3	7	4	9	9
1730	7	63	2	9	43	2	1	6	1	2	8	7
1745	6	53	2	11	71	0	0	4	5	1	10	13
1800	5	41	3	6	71	1	1	7	2	6	7	6
1815	5	47	1	5	38	1	0	4	2	2	5	4

15 Minute Turning Movement Count

Reference # 12 Burnt Store Road at Tropicana Parkway 3-Apr-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	62	1	2	58	1	0	1	2	3	1	0
0645	2	55	1	0	37	0	0	3	1	0	1	1
0700	3	51	1	3	41	1	0	5	5	2	3	4
0715	2	83	1	3	52	0	1	1	7	3	0	2
0730	4	70	3	3	41	1	1	2	5	0	0	2
0745	1	66	6	2	59	0	0	3	5	2	2	2
0800	0	56	6	6	58	1	2	8	4	4	4	2
0815	3	53	17	4	54	0	1	7	3	1	4	3
0830	1	68	4	2	56	1	0	4	1	2	5	1
0845	1	63	0	2	52	4	1	4	0	2	1	1
0900	5	65	0	4	58	0	0	2	5	1	1	2
0915	1	54	3	1	51	1	1	1	3	2	1	3
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	3	71	1	0	63	3	0	4	4	0	5	3
1145	4	51	1	2	62	0	0	1	5	1	3	3
1200	9	56	1	1	55	1	0	2	2	0	2	2
1215	3	68	1	1	54	0	0	5	2	0	4	3
1230	1	51	1	2	52	0	0	1	4	2	5	4
1245	4	47	1	2	47	0	0	0	1	3	5	1
1300	9	47	3	3	51	0	0	3	3	2	3	1
1315	2	53	0	1	59	0	2	2	3	2	1	2
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	2	61	1	1	84	2	1	2	5	20	5	5
1545	5	40	0	1	51	2	1	3	2	6	5	4
1600	5	43	1	2	74	0	1	2	4	1	3	2
1615	3	39	2	3	66	0	1	6	1	1	3	2
1630	6	71	9	4	70	0	0	4	2	1	2	4
1645	3	28	1	1	64	0	0	1	2	2	3	7
1700	4	54	2	6	71	3	2	1	3	2	2	2
1715	2	54	6	1	69	1	0	6	1	5	2	3
1730	8	68	0	6	57	1	0	0	2	3	3	0
1745	6	53	4	0	75	2	0	3	5	2	3	2
1800	3	47	1	4	71	0	0	1	1	0	3	1
1815	2	49	2	2	45	0	4	2	4	1	3	1

15 Minute Turning Movement Count

Reference # 13 Burnt Store Road at Diplomat Parkway 3-Apr-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	54	0	6	47	1	0	0	0	2	0	13
0645	0	60	2	5	40	0	0	0	0	3	0	3
0700	0	50	6	13	32	0	0	0	0	5	0	3
0715	0	67	4	7	40	0	0	0	0	4	0	6
0730	0	67	11	9	40	0	0	0	0	3	0	3
0745	0	65	4	5	48	0	0	0	0	5	0	5
0800	0	62	6	13	65	0	0	0	0	1	0	6
0815	0	47	4	4	52	0	0	0	0	2	0	9
0830	0	62	2	8	54	0	0	0	0	1	0	10
0845	0	55	8	2	47	0	0	0	0	1	0	3
0900	0	64	2	5	61	0	0	0	0	5	0	3
0915	0	54	3	7	49	0	0	0	0	5	0	6
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	60	2	7	60	0	0	1	0	1	0	5
1145	1	59	3	2	59	0	1	0	0	1	0	8
1200	0	38	3	5	56	0	0	0	0	4	0	6
1215	0	49	4	10	49	0	0	0	0	3	0	7
1230	0	48	6	4	33	0	0	0	0	1	0	8
1245	0	50	1	4	56	0	0	0	0	0	0	8
1300	0	43	1	3	52	0	0	0	0	1	0	5
1315	0	43	3	7	50	0	0	0	0	3	0	4
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	46	3	11	70	0	0	0	0	1	0	20
1545	0	51	4	6	62	0	0	0	0	2	0	7
1600	0	36	4	7	62	0	0	0	0	7	0	9
1615	0	50	4	6	71	0	0	0	0	2	0	7
1630	0	45	4	4	64	0	0	0	0	3	0	4
1645	1	40	3	6	56	0	0	0	1	5	0	13
1700	0	43	2	5	66	0	0	0	0	6	0	8
1715	0	47	2	6	65	0	0	0	0	8	0	7
1730	0	53	8	6	52	0	0	0	0	6	0	8
1745	0	53	4	5	67	0	0	0	0	2	0	7
1800	0	46	1	3	70	0	0	0	0	1	0	6
1815	0	51	2	2	53	0	0	0	0	2	0	10

15 Minute Turning Movement Count

Reference # 14 Burnt Store Road at Van Buren Parkway 3-Apr-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	62	2	4	40	0	0	0	0	5	0	7
0645	0	42	4	5	31	0	0	0	0	1	0	13
0700	2	42	6	4	24	0	0	0	0	3	0	6
0715	0	56	8	8	30	0	0	0	0	2	0	3
0730	0	60	6	7	40	0	0	0	0	2	0	1
0745	0	61	4	8	58	0	0	0	0	2	0	5
0800	0	62	3	3	52	0	0	0	0	1	0	4
0815	0	47	3	8	50	0	0	0	0	1	0	2
0830	0	71	3	4	46	0	0	0	0	4	0	4
0845	0	48	7	1	48	0	0	0	0	3	0	5
0900	0	55	8	1	49	0	0	0	0	16	0	3
0915	0	54	5	3	47	0	0	1	0	2	0	4
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	1	57	6	5	66	0	0	0	0	3	0	7
1145	0	49	4	1	44	0	0	2	0	5	5	5
1200	0	38	1	5	41	0	0	0	0	2	0	6
1215	0	59	6	6	49	0	0	0	0	1	0	3
1230	0	48	6	4	45	0	0	0	0	7	1	3
1245	0	45	4	6	36	0	0	0	0	4	0	4
1300	0	46	9	3	48	0	0	0	0	3	0	4
1315	0	49	2	5	57	0	0	0	0	2	0	5
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	65	4	11	79	0	0	0	0	5	0	6
1545	0	47	1	10	48	0	0	0	0	8	0	6
1600	0	38	1	3	65	0	0	0	0	4	0	7
1615	0	35	4	6	55	0	0	0	0	1	0	2
1630	0	32	8	2	46	0	0	0	0	1	0	6
1645	0	37	5	2	43	0	0	0	0	7	0	5
1700	0	46	0	6	50	0	0	0	0	14	1	6
1715	0	42	1	2	48	0	0	0	0	10	2	13
1730	0	46	3	0	47	0	0	0	0	2	0	7
1745	0	50	1	4	57	0	0	0	0	2	0	11
1800	0	38	0	11	55	1	0	0	0	4	0	6
1815	0	34	2	4	25	0	0	0	0	2	0	1

15 Minute Turning Movement Count

Reference # 1 Burnt Store Road at Islamorada Boulevard (Burnt Store Marina Ent) 9-Mar-04

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	23	41	0	0	29	5	5	0	5	0	0	0
0645	17	45	0	0	24	7	8	0	9	0	0	0
0700	7	43	0	0	21	2	5	0	13	0	0	0
0715	6	55	0	0	15	2	5	0	12	0	0	0
0730	4	43	0	0	26	3	9	0	7	0	0	0
0745	4	40	0	0	24	3	5	0	7	0	0	0
0800	4	40	0	0	28	7	12	0	21	0	0	0
0815	4	41	0	0	25	7	12	0	13	0	0	0
0830	15	35	0	0	23	9	17	0	10	0	0	0
0845	7	35	0	0	21	8	22	0	16	0	0	0
0900	5	36	0	0	22	7	26	0	14	0	0	0
0915	4	38	0	0	23	8	19	0	18	0	0	0
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	7	36	0	0	43	16	26	0	12	0	0	0
1145	15	31	0	0	29	20	22	0	11	0	0	0
1200	6	30	0	0	18	17	17	0	14	0	0	0
1215	8	28	0	0	34	22	17	0	16	0	0	0
1230	14	27	0	0	34	16	20	0	16	0	0	0
1245	15	33	0	0	24	12	21	0	13	0	0	0
1300	14	25	0	0	40	16	17	0	18	0	0	0
1315	12	34	0	0	37	13	23	0	10	0	0	0
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	15	42	0	0	43	25	12	0	59	0	0	0
1545	17	34	0	0	40	17	23	0	15	0	0	0
1600	16	37	0	0	44	23	18	0	21	0	0	0
1615	11	34	0	0	59	25	13	0	16	0	0	0
1630	18	46	0	0	50	21	18	0	11	0	0	0
1645	17	30	0	0	34	22	8	0	20	0	0	0
1700	24	30	0	0	54	17	15	0	10	0	0	0
1715	12	25	0	0	42	20	11	0	18	0	0	0
1730	18	33	0	0	60	32	5	0	12	0	0	0
1745	15	35	0	0	59	30	12	0	9	0	0	0
1800	10	22	0	0	41	13	14	0	11	0	0	0
1815	14	26	0	0	47	16	8	0	10	0	0	0

15 Minute Turning Movement Count

Reference # 3 Burnt Store Road at Vincent Avenue 10-Mar-04

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	13	32	0	0	29	20	4	0	4	0	0	0
0645	18	39	0	0	26	19	9	0	1	0	0	0
0700	9	35	0	0	24	12	7	0	5	0	0	0
0715	6	67	0	0	21	11	9	0	2	0	0	0
0730	4	60	0	0	24	8	10	0	4	0	0	0
0745	6	38	0	0	29	12	10	0	2	0	0	0
0800	4	67	0	0	31	6	8	0	5	0	0	0
0815	4	40	0	0	37	14	15	0	3	0	0	0
0830	8	68	0	0	39	9	15	0	7	0	0	0
0845	3	51	0	0	40	9	15	0	5	0	0	0
0900	4	48	0	0	34	13	14	0	2	0	0	0
0915	8	60	0	0	39	11	18	0	1	0	0	0
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	4	59	0	0	56	10	24	0	4	0	0	0
1145	4	43	0	0	42	19	17	0	0	0	0	0
1200	13	33	0	0	43	15	20	0	4	0	0	0
1215	9	49	0	0	47	19	12	0	6	0	0	0
1230	8	55	0	0	41	21	15	0	12	0	0	0
1245	4	39	0	0	46	20	13	0	6	0	0	0
1300	2	45	0	0	66	17	23	0	6	0	0	0
1315	5	42	0	0	46	9	24	0	8	0	0	0
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	4	55	0	0	60	13	31	0	9	0	0	0
1545	7	68	0	0	54	17	22	0	4	0	0	0
1600	6	42	0	0	64	19	14	0	6	0	0	0
1615	3	41	0	0	77	19	13	0	1	0	0	0
1630	5	53	0	0	81	15	8	0	5	0	0	0
1645	4	51	0	0	58	12	11	0	2	0	0	0
1700	3	44	0	0	58	12	10	0	7	0	0	0
1715	2	44	0	0	70	10	9	0	9	0	0	0
1730	3	35	0	0	69	8	10	0	7	0	0	0
1745	8	46	0	0	56	6	4	0	2	0	0	0
1800	4	41	0	0	65	6	11	0	5	0	0	0
1815	4	34	0	0	48	7	3	0	6	0	0	0

15 Minute Turning Movement Count

Reference # 5 Burnt Store Road at Peppercorn Road 11-Mar-04

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	44	0	0	47	0	1	0	0	0	0	0
0645	0	43	0	0	57	0	0	0	2	0	0	0
0700	0	35	0	0	40	1	1	0	0	0	0	0
0715	0	75	0	0	29	3	1	0	0	0	0	0
0730	0	49	0	0	24	2	0	0	3	0	0	0
0745	1	62	0	0	33	2	2	0	0	0	0	0
0800	0	63	0	0	51	4	0	0	0	0	0	0
0815	1	67	0	0	41	6	3	0	1	0	0	0
0830	0	75	0	0	40	1	6	0	0	0	0	0
0845	1	81	0	0	36	3	5	0	3	0	0	0
0900	1	73	0	0	42	4	6	0	1	0	0	0
0915	1	60	0	0	47	4	5	0	0	0	0	0
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	69	0	0	63	11	4	0	3	0	0	0
1145	0	75	0	0	62	4	6	0	0	0	0	0
1200	3	64	0	0	59	8	4	0	1	0	0	0
1215	1	61	0	0	53	1	5	0	2	0	0	0
1230	0	73	0	0	46	4	2	0	0	0	0	0
1245	0	63	0	0	73	6	1	0	0	0	0	0
1300	0	61	0	0	54	2	4	0	0	0	0	0
1315	1	52	0	0	76	4	3	0	1	0	0	0
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	88	0	0	82	2	5	0	1	0	0	0
1545	2	71	0	0	75	4	4	0	1	0	0	0
1600	1	66	0	0	76	2	3	0	0	0	0	0
1615	0	44	0	0	80	7	1	0	1	0	0	0
1630	0	70	0	0	66	2	3	0	1	0	0	0
1645	0	68	0	0	70	3	0	0	2	0	0	0
1700	1	58	0	0	70	3	2	0	0	0	0	0
1715	1	55	0	0	76	5	2	0	0	0	0	0
1730	1	57	0	0	68	7	4	0	2	0	0	0
1745	0	66	0	0	76	5	1	0	0	0	0	0
1800	1	45	0	0	69	2	3	0	0	0	0	0
1815	0	35	0	0	81	2	1	0	0	0	0	0

15 Minute Turning Movement Count

Reference # 7 Burnt Store Road at Saragossa Lane/Harborside Boulevard 11-Mar-04

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	48	0	0	55	0	0	0	0	1	1	2
0645	0	44	1	0	61	0	0	1	0	0	0	0
0700	1	38	0	2	46	1	1	0	1	1	0	4
0715	0	73	0	0	46	0	0	0	0	2	0	0
0730	0	48	0	1	48	2	3	0	0	2	0	2
0745	1	70	0	1	44	0	0	0	2	2	0	1
0800	0	75	1	5	86	2	0	2	2	0	0	2
0815	1	79	1	3	46	2	0	0	2	4	0	3
0830	1	98	2	3	41	1	0	0	1	2	0	2
0845	0	96	2	3	53	0	0	1	0	0	0	1
0900	0	89	3	4	66	1	0	0	1	5	0	2
0915	2	72	1	2	66	1	0	0	1	1	0	3
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	1	89	6	0	89	0	0	0	1	4	1	3
1145	0	81	4	1	82	1	0	0	0	3	0	2
1200	2	86	2	3	59	0	1	0	0	3	0	5
1215	2	70	1	3	59	2	0	0	0	1	0	0
1230	0	81	3	2	70	0	0	1	0	0	0	4
1245	0	63	4	2	88	0	0	0	1	7	0	2
1300	1	75	4	0	58	0	0	1	1	1	0	5
1315	1	59	0	8	93	3	1	1	0	3	0	3
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	101	1	2	96	0	0	0	0	2	0	3
1545	0	78	2	2	81	0	0	0	0	3	1	2
1600	0	70	1	2	82	0	1	0	0	1	0	1
1615	2	43	1	3	84	1	1	0	1	2	0	3
1630	1	78	4	0	72	2	0	0	1	1	1	3
1645	0	66	4	3	82	0	0	0	0	2	2	2
1700	2	52	1	2	72	1	0	0	2	3	0	5
1715	1	60	0	2	88	2	1	0	1	4	0	3
1730	2	57	1	4	78	0	0	1	0	1	0	4
1745	1	66	3	2	85	1	2	0	1	0	2	2
1800	0	48	1	2	70	0	0	0	0	0	0	2
1815	0	36	2	2	78	0	0	0	2	2	0	0

15 Minute Turning Movement Count

Reference # 9 Burnt Store Road at Doredo Drive 10-Mar-04

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	35	0	0	57	0	0	0	0	0	0	1
0645	0	52	1	0	50	0	0	0	0	0	0	0
0700	0	36	2	2	53	0	0	0	0	3	0	2
0715	0	74	1	0	57	0	0	0	0	1	0	3
0730	0	75	1	1	54	0	0	0	0	2	0	4
0745	0	62	0	0	52	0	0	0	0	3	0	2
0800	0	90	2	1	53	0	0	0	0	2	0	0
0815	0	86	0	1	61	0	0	0	0	2	0	1
0830	0	95	0	1	60	0	0	0	0	0	0	2
0845	0	82	0	0	67	0	0	0	0	1	0	2
0900	0	75	2	2	49	0	0	0	0	1	0	4
0915	0	101	0	1	62	0	0	0	0	1	0	2
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	94	5	1	86	0	0	0	0	2	0	2
1145	0	83	0	1	74	0	0	0	0	0	0	3
1200	0	80	1	2	63	0	0	0	0	3	0	2
1215	0	74	0	0	96	0	0	0	0	1	0	3
1230	0	95	1	2	71	0	0	0	0	0	0	0
1245	0	62	2	0	84	0	0	0	0	0	0	1
1300	0	82	2	0	89	0	0	0	0	1	0	1
1315	0	75	1	0	59	0	0	0	0	0	0	1
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	102	2	3	71	0	0	0	0	1	0	1
1545	0	101	0	1	99	0	0	0	0	0	0	1
1600	0	67	1	1	82	0	0	0	0	0	0	0
1615	0	72	1	0	120	0	0	0	0	0	0	1
1630	0	67	2	2	81	0	0	0	0	1	0	3
1645	0	77	1	1	85	0	0	0	0	1	0	0
1700	0	74	0	2	64	0	0	0	0	2	0	1
1715	0	49	2	5	80	0	0	0	0	2	0	1
1730	0	47	4	2	73	0	0	0	1	1	0	1
1745	0	59	1	3	70	0	0	0	0	0	0	1
1800	0	53	1	1	71	0	0	0	0	1	0	1
1815	0	42	1	4	56	0	0	0	0	0	0	1

15 Minute Turning Movement Count

Reference # 11 Burnt Store Road at Cape Horn Boulevard/Alcazar Drive 9-Mar-04

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	41	0	0	55	2	1	0	0	0	0	3
0645	0	40	1	0	66	2	2	0	0	1	0	0
0700	0	52	0	0	37	3	4	0	0	1	0	2
0715	0	74	0	0	35	1	2	0	0	0	0	3
0730	0	63	0	2	67	3	10	0	0	1	0	4
0745	2	53	0	2	46	2	9	0	1	0	0	2
0800	0	76	0	0	59	8	8	0	0	0	0	2
0815	0	80	0	1	50	3	7	0	1	0	1	2
0830	1	69	0	0	74	4	6	0	0	0	0	3
0845	0	88	0	1	45	2	4	2	0	1	0	3
0900	2	82	1	2	47	4	2	0	0	0	0	3
0915	2	77	0	1	46	3	3	0	0	0	0	0
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	1	76	0	4	68	5	5	0	0	0	0	0
1145	0	82	0	1	75	6	3	1	0	0	0	1
1200	1	83	1	2	59	5	2	0	1	0	0	5
1215	0	79	0	0	88	4	5	0	1	0	0	1
1230	0	80	0	1	72	5	6	0	2	0	0	0
1245	1	77	0	0	57	3	3	0	1	0	0	0
1300	0	61	0	2	59	3	3	0	1	0	0	0
1315	1	62	0	0	77	9	5	0	0	0	0	0
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	3	78	2	4	86	8	5	0	2	0	0	2
1545	0	89	1	4	75	13	5	0	2	0	0	4
1600	1	65	1	2	78	2	2	0	5	0	0	3
1615	1	64	0	5	120	11	5	0	2	0	1	2
1630	4	76	0	0	89	8	3	1	1	0	0	0
1645	2	65	1	2	66	4	3	0	4	0	0	0
1700	0	38	0	1	60	7	3	0	1	0	0	1
1715	0	51	0	1	68	5	1	0	0	0	0	0
1730	0	39	0	2	85	7	4	0	0	1	0	0
1745	1	49	1	0	98	5	1	0	0	0	0	1
1800	2	45	1	1	42	9	3	1	0	0	0	1
1815	1	33	0	1	64	2	2	0	3	0	0	0

15 Minute Turning Movement Count

Reference # 9 Burnt Store Road at Zemel Road 20-May-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	24	1	1	49	0	0	0	0	3	0	3
0645	1	45	0	4	48	0	0	0	0	1	0	9
0700	0	51	0	3	30	0	0	0	0	1	0	4
0715	0	72	2	1	22	0	0	0	0	2	0	10
0730	0	71	1	4	44	0	0	0	0	2	0	8
0745	0	52	0	6	38	0	0	0	0	2	0	4
0800	0	65	0	3	25	0	0	0	0	0	0	5
0815	0	57	0	3	27	0	0	0	0	1	0	3
0830	0	83	2	3	35	0	0	0	0	1	0	6
0845	0	58	1	3	28	0	0	0	0	3	0	2
0900	0	54	2	1	35	0	0	0	0	0	0	6
0915	0	41	0	2	32	0	0	0	0	0	0	2
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	45	1	3	31	0	0	0	0	1	0	1
1145	0	37	1	2	48	0	0	0	0	1	0	5
1200	0	46	0	1	22	0	0	0	0	0	0	3
1215	0	46	3	7	49	0	0	0	0	1	0	1
1230	0	45	0	2	31	0	0	0	0	0	0	5
1245	0	40	0	0	45	0	0	0	0	0	0	5
1300	0	41	2	1	38	0	0	0	0	0	0	4
1315	0	47	1	3	51	0	0	0	0	0	0	1
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	66	3	9	57	0	0	0	0	0	0	3
1545	0	42	3	7	57	0	0	0	0	0	0	2
1600	0	37	0	1	51	0	0	0	0	1	0	4
1615	0	41	0	6	45	0	0	0	0	2	0	5
1630	0	36	2	1	51	0	0	0	0	0	0	1
1645	0	35	1	8	75	0	0	0	0	2	0	1
1700	0	46	0	5	53	0	0	0	0	0	0	3
1715	0	49	1	6	74	0	0	0	0	0	0	3
1730	0	31	0	5	44	0	0	0	0	0	0	3
1745	0	44	3	9	59	0	0	0	0	1	0	0
1800	0	31	1	5	29	0	0	0	0	3	0	3
1815	0	31	5	4	34	0	0	0	0	7	1	4

15 Minute Turning Movement Count

Reference # 9 Burnt Store Road at Yacht Club Boulevard 21-May-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	38	0	0	36	2	4	0	1	0	0	0
0645	2	31	1	0	55	3	5	1	1	0	0	2
0700	2	57	0	0	25	2	9	0	0	0	0	2
0715	2	64	0	0	32	2	14	0	3	0	0	2
0730	1	78	0	1	30	0	8	0	2	1	0	2
0745	1	70	0	1	32	3	7	0	2	1	0	1
0800	1	80	1	0	36	5	10	0	3	0	0	0
0815	0	65	0	1	30	2	9	0	1	0	0	3
0830	0	63	1	1	39	6	6	0	5	1	0	5
0845	4	60	0	0	35	5	9	0	1	1	0	0
0900	0	51	0	2	32	4	8	0	5	4	0	2
0915	0	27	0	1	30	3	4	0	1	4	0	4
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	1	39	0	2	39	5	5	0	2	0	1	2
1145	4	62	0	2	49	7	5	0	3	0	0	0
1200	4	47	1	3	35	4	5	0	1	0	0	7
1215	1	58	1	1	48	7	3	0	4	0	0	2
1230	7	36	3	0	45	3	8	0	0	1	0	7
1245	0	41	2	4	52	6	5	1	1	1	1	2
1300	5	32	4	3	51	6	4	0	1	4	1	2
1315	1	36	0	1	36	2	10	0	5	0	0	1
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	2	66	0	1	40	6	6	0	2	0	0	1
1545	0	43	0	3	65	8	3	0	3	0	0	0
1600	1	53	2	4	83	2	15	0	3	0	0	3
1615	4	52	1	3	57	10	0	0	1	0	0	1
1630	2	44	0	1	50	13	6	0	3	1	0	0
1645	0	43	0	4	65	9	2	0	0	0	0	3
1700	2	57	0	2	76	10	2	0	1	0	0	1
1715	1	32	0	4	81	13	3	0	2	0	0	0
1730	1	36	1	2	55	10	2	0	3	0	0	0
1745	0	39	0	1	48	6	3	0	4	0	0	1
1800	2	34	0	0	54	6	6	0	1	0	0	0
1815	1	25	0	2	53	10	2	0	2	1	0	1

15 Minute Turning Movement Count

Reference # 9 Burnt Store Road at Notre Dame Boulevard 22-May-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	42	3	1	39	0	0	0	0	10	0	1
0645	0	39	1	0	27	0	0	0	0	5	0	0
0700	0	52	4	1	22	0	0	0	0	8	0	3
0715	0	66	7	2	40	0	0	0	0	2	0	1
0730	0	73	5	2	29	0	0	0	0	6	0	3
0745	0	73	2	5	38	0	0	0	0	5	0	3
0800	0	72	2	1	36	0	0	0	0	1	0	1
0815	0	66	2	3	26	0	0	0	0	2	0	0
0830	0	71	6	1	34	0	0	0	0	2	0	4
0845	0	56	2	0	30	0	0	0	0	5	0	2
0900	0	59	6	0	32	0	0	0	0	3	0	2
0915	0	76	3	0	36	0	0	0	0	3	0	0
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	46	4	1	40	0	0	0	0	4	0	2
1145	0	36	4	2	38	0	0	0	0	3	0	2
1200	0	35	3	1	58	0	0	0	0	5	0	0
1215	0	48	1	0	60	0	0	0	0	0	0	2
1230	0	60	5	0	43	0	0	0	0	3	0	1
1245	0	62	1	3	62	0	0	0	0	2	0	1
1300	0	49	2	0	53	0	0	0	0	5	0	2
1315	0	53	8	0	51	0	0	0	0	6	0	2
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	58	12	1	64	0	0	0	0	2	0	1
1545	0	54	10	1	60	0	0	0	0	4	0	0
1600	0	51	3	2	69	0	0	0	0	2	0	4
1615	0	61	5	0	61	0	0	0	0	1	0	0
1630	0	51	7	2	60	0	0	0	0	2	0	0
1645	0	40	3	0	58	0	0	0	0	10	0	1
1700	0	40	7	2	63	0	0	0	0	1	0	0
1715	0	44	4	1	65	0	0	0	0	1	0	1
1730	0	50	0	1	66	0	0	0	0	4	0	2
1745	0	39	1	1	45	0	0	0	0	2	0	2
1800	0	33	1	0	47	0	0	0	0	1	0	0
1815	0	38	1	0	55	0	0	0	0	3	0	1

15 Minute Turning Movement Count

Reference # 9 Burnt Store Road at Acline Road 22-May-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	54	1	1	44	0	0	0	0	1	0	3
0645	0	52	1	1	23	0	0	0	0	4	0	4
0700	0	62	0	1	27	0	0	0	0	2	0	4
0715	0	87	1	0	39	0	0	0	0	1	0	5
0730	0	93	0	2	46	0	0	0	0	4	0	7
0745	0	97	0	0	49	1	0	0	0	1	0	12
0800	0	96	3	2	45	0	0	1	0	1	0	5
0815	0	80	5	2	32	0	0	0	0	3	0	1
0830	1	90	3	3	46	0	0	0	0	2	0	6
0845	0	75	1	0	47	0	1	0	0	0	0	3
0900	0	68	6	2	43	0	0	0	0	2	0	8
0915	0	81	2	2	56	0	0	0	0	4	0	5
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	71	6	7	70	0	2	0	0	1	0	10
1145	0	69	6	5	62	0	0	0	0	2	0	11
1200	2	52	9	4	69	0	0	0	0	7	0	7
1215	0	53	3	2	71	0	0	0	1	2	0	11
1230	0	71	3	6	50	0	1	0	0	2	0	11
1245	0	67	1	6	60	0	0	0	0	6	0	9
1300	0	58	2	9	46	0	0	1	0	6	0	12
1315	0	54	4	5	62	0	0	0	0	1	1	10
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	68	3	6	80	0	0	0	0	7	1	8
1545	0	60	3	6	72	2	0	0	1	3	0	3
1600	0	60	4	5	76	0	0	0	0	4	0	4
1615	0	67	9	13	82	1	0	0	0	6	0	7
1630	0	62	7	7	75	0	0	0	1	5	0	8
1645	0	62	5	3	76	0	0	0	0	5	0	4
1700	0	54	2	3	87	0	0	0	0	1	0	3
1715	0	53	2	5	78	0	0	0	0	2	0	8
1730	0	64	3	4	77	0	0	0	1	1	0	9
1745	0	46	3	4	51	0	0	0	0	7	0	4
1800	0	39	0	9	60	1	0	0	0	5	0	6
1815	0	47	2	4	66	0	0	0	0	6	0	4

15 Minute Turning Movement Count

Reference # 10 Jones Loop Road/Burnt Store Road at US 41 20-May-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	4	50	9	5	83	21	37	28	0	5	18	7
0645	2	85	12	6	103	27	26	30	0	6	14	6
0700	5	89	9	15	128	18	34	23	0	5	15	7
0715	7	100	8	24	152	24	58	38	1	15	11	11
0730	9	110	13	16	137	23	61	43	0	20	24	21
0745	7	134	15	28	125	29	74	39	1	14	18	18
0800	6	109	16	27	104	21	68	36	1	12	18	24
0815	8	131	6	20	111	30	60	25	1	4	13	17
0830	5	102	16	22	109	23	48	39	2	15	27	21
0845	5	89	11	42	98	18	62	35	1	3	19	12
0900	10	107	9	28	103	22	54	24	0	11	17	27
0915	3	102	9	37	107	36	50	33	2	8	16	25
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	7	118	16	39	107	46	51	28	3	8	16	22
1145	12	93	22	41	90	38	46	15	6	12	17	23
1200	15	129	16	52	137	25	43	29	10	7	24	28
1215	17	118	14	42	123	28	51	26	5	9	15	34
1230	9	111	11	50	128	30	57	20	2	11	19	29
1245	14	123	19	57	117	29	41	20	7	15	13	22
1300	4	115	10	37	136	38	43	20	4	14	16	16
1315	3	113	19	45	122	31	65	21	4	9	14	18
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	5	134	13	48	109	41	60	31	0	9	14	15
1545	11	138	11	37	130	52	25	27	6	14	29	12
1600	8	123	8	30	133	35	30	19	3	14	21	15
1615	12	138	6	45	138	38	41	27	3	9	25	12
1630	7	155	9	55	135	40	45	17	4	9	17	20
1645	8	130	11	43	121	57	39	18	3	6	22	17
1700	8	161	13	50	133	51	48	16	4	12	26	18
1715	7	140	4	35	166	53	42	32	5	9	32	16
1730	5	146	12	29	152	43	37	24	5	8	28	18
1745	10	146	6	36	114	32	47	27	2	7	32	25
1800	4	120	4	28	88	30	37	13	1	11	29	26
1815	2	106	5	26	96	33	29	18	2	3	24	22

15 Minute Turning Movement Count

Reference # 11 Jones Loop Road at Taylor Road 21-May-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	2	10	6	7	12	1	1	37	1	4	23	13
0645	1	18	5	13	7	0	2	37	1	3	36	20
0700	1	20	5	19	11	2	0	41	0	1	27	17
0715	0	36	7	23	17	0	1	45	0	7	30	20
0730	0	47	4	20	23	2	0	56	1	4	47	32
0745	2	32	13	8	11	2	0	34	1	8	47	38
0800	0	39	8	17	16	1	5	54	0	3	44	31
0815	2	18	7	20	13	4	5	37	1	9	41	42
0830	0	25	5	12	14	5	2	43	2	5	33	31
0845	4	23	6	23	12	3	2	35	0	8	48	24
0900	1	21	2	14	9	3	4	48	1	8	49	20
0915	2	12	6	15	12	2	2	48	2	4	45	18
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	3	14	7	23	15	4	1	50	1	2	54	20
1145	2	13	3	28	13	3	6	63	3	4	33	21
1200	1	25	7	40	18	3	0	56	3	6	44	33
1215	1	11	2	35	12	6	3	72	2	12	52	35
1230	2	18	4	24	15	4	7	77	1	8	53	25
1245	4	21	7	21	13	1	5	61	2	1	44	43
1300	1	21	5	20	16	0	0	63	1	7	54	26
1315	2	23	9	12	8	2	0	79	0	10	27	38
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	2	29	5	20	21	0	1	50	2	2	48	21
1545	3	21	6	24	22	0	2	39	1	5	62	18
1600	2	20	3	24	20	1	2	37	1	10	45	24
1615	0	20	8	21	29	0	1	58	4	7	48	27
1630	2	31	0	20	18	0	2	48	2	4	41	28
1645	0	32	9	28	20	3	0	38	0	7	50	23
1700	2	47	1	37	21	1	1	53	1	3	50	28
1715	0	24	8	18	25	1	0	60	1	7	68	30
1730	0	16	3	13	20	0	0	32	4	6	50	26
1745	0	12	7	13	18	0	2	44	0	2	37	19
1800	0	14	4	14	12	0	0	39	2	2	48	19
1815	1	10	2	11	10	1	3	32	0	6	45	20

15 Minute Turning Movement Count

Reference # 12 Jones Loop Road at I-75 SB Ramps 22-May-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	0	0	3	0	46	0	81	31	5	37	0
0645	0	0	0	5	0	54	0	64	27	3	36	0
0700	0	0	0	4	0	61	0	74	36	5	31	0
0715	0	0	0	3	1	76	0	77	45	1	40	0
0730	0	0	0	7	0	65	0	88	45	3	64	0
0745	0	0	0	12	1	69	0	79	37	3	62	0
0800	0	0	0	11	1	66	0	77	36	8	62	0
0815	0	0	0	7	1	65	0	69	37	6	36	0
0830	0	0	0	5	1	77	0	85	35	10	43	0
0845	0	0	0	13	1	40	0	82	30	6	45	0
0900	0	0	0	12	1	55	0	93	33	4	43	0
0915	0	0	0	17	0	47	0	83	38	11	44	0
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	0	0	10	1	60	0	50	22	8	55	0
1145	0	0	0	15	0	71	0	92	25	8	45	0
1200	0	0	0	12	0	59	0	74	44	10	49	0
1215	0	0	0	9	1	51	0	85	24	9	41	0
1230	0	0	0	11	0	51	0	100	35	13	42	0
1245	0	0	0	7	0	57	0	89	33	5	55	0
1300	0	0	0	11	0	63	0	81	28	11	63	0
1315	0	0	0	15	3	56	0	68	26	9	47	0
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	0	4	1	65	0	83	43	13	55	0
1545	0	0	0	10	4	62	0	98	30	12	59	0
1600	0	0	0	20	2	73	0	108	35	23	47	0
1615	0	0	0	8	0	71	0	103	39	6	58	0
1630	0	0	0	12	1	42	0	73	34	10	45	0
1645	0	0	0	10	1	65	0	84	35	9	61	0
1700	0	0	0	11	0	59	0	103	34	10	64	0
1715	0	0	0	9	1	69	0	98	27	12	59	0
1730	0	0	0	11	1	86	0	85	29	7	60	0
1745	0	0	0	15	0	68	0	87	30	10	64	0
1800	0	0	0	6	1	53	0	95	30	6	46	0
1815	0	0	0	7	0	56	0	58	23	3	47	0

15 Minute Turning Movement Count

Reference # 13 Jones Loop Road at I-75 NB Ramps 22-May-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	19	0	9	0	0	0	73	10	0	0	25	8
0645	12	0	8	0	0	0	41	30	0	0	29	9
0700	10	0	7	0	0	0	60	16	0	0	26	13
0715	22	0	5	0	0	0	57	29	0	0	22	7
0730	28	0	3	0	0	0	61	39	0	0	42	8
0745	26	0	13	0	0	0	72	30	0	0	48	11
0800	29	0	11	0	0	0	54	34	0	0	49	12
0815	29	0	8	0	0	0	55	25	0	0	24	14
0830	33	1	9	0	0	0	66	29	0	0	33	11
0845	23	1	10	0	0	0	63	37	0	0	31	15
0900	20	0	10	0	0	0	73	31	0	0	35	11
0915	26	1	8	0	0	0	55	44	0	0	37	11
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	32	0	8	0	0	0	38	26	0	0	45	10
1145	28	0	7	0	0	0	57	53	0	0	38	7
1200	32	0	14	0	0	0	65	38	0	0	55	8
1215	26	0	11	0	0	0	57	46	0	0	34	14
1230	24	1	10	0	0	0	70	52	0	0	42	11
1245	34	0	5	0	0	0	60	41	0	0	29	8
1300	44	0	15	0	0	0	57	44	0	0	37	11
1315	26	1	7	0	0	0	50	42	0	0	35	13
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	40	0	9	0	0	0	57	31	0	0	37	8
1545	30	0	8	0	0	0	76	42	0	0	40	14
1600	22	0	17	0	0	0	73	65	0	0	50	14
1615	32	2	13	0	0	0	70	47	0	0	32	9
1630	28	0	13	0	0	0	56	43	0	0	32	16
1645	34	0	15	0	0	0	56	42	0	0	35	10
1700	33	0	15	0	0	0	62	46	0	0	44	17
1715	36	0	11	0	0	0	71	48	0	0	39	14
1730	46	0	14	0	0	0	53	42	0	0	38	12
1745	39	1	9	0	0	0	61	40	0	0	35	15
1800	31	0	6	0	0	0	55	43	0	0	24	8
1815	19	0	11	0	0	0	51	24	0	0	33	6

15 Minute Turning Movement Count

Reference # 3 Jones Loop Road at Piper Road 10-Dec-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	0	0	1	0	6	16	5	0	0	14	2
0645	0	0	0	3	0	10	24	10	0	0	13	3
0700	0	0	0	2	0	4	27	22	0	0	17	10
0715	0	0	0	1	0	8	22	5	0	0	19	2
0730	0	0	0	5	0	9	26	12	0	0	31	2
0745	0	0	0	3	0	16	38	4	0	0	33	5
0800	0	0	0	3	0	12	15	13	0	0	35	4
0815	0	0	0	3	0	5	11	21	0	0	23	4
0830	0	0	0	1	0	18	20	13	0	0	23	5
0845	0	0	0	5	0	13	19	17	0	0	23	6
0900	0	0	0	0	0	6	11	14	2	0	18	5
0915	0	0	0	2	0	10	14	14	0	0	27	4
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	0	0	1	0	9	14	23	0	0	18	6
1145	0	0	0	1	0	11	18	23	0	0	18	3
1200	0	0	0	2	0	34	18	25	0	0	22	3
1215	0	0	0	3	0	15	17	24	0	0	22	2
1230	0	0	0	3	0	13	21	29	0	0	30	1
1245	0	0	0	3	0	17	29	20	0	0	28	4
1300	0	0	0	5	0	8	27	26	0	0	21	2
1315	0	0	0	0	0	6	26	18	0	0	20	2
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	0	0	0	17	28	29	0	0	16	2
1545	0	0	0	0	0	15	20	28	0	0	10	3
1600	0	0	0	4	0	16	12	30	0	0	11	5
1615	0	0	0	3	0	29	15	19	0	0	17	5
1630	0	0	0	4	0	27	20	28	0	0	23	4
1645	0	0	0	3	0	17	15	27	0	0	21	2
1700	0	0	0	1	0	37	13	23	0	0	26	3
1715	0	0	0	6	0	27	15	39	0	0	19	2
1730	0	0	0	0	0	24	23	20	0	0	18	5
1745	0	0	0	5	0	8	10	18	0	0	17	2
1800	0	0	0	10	0	17	12	15	0	0	12	3
1815	0	0	0	7	0	15	8	15	0	0	15	1

15 Minute Turning Movement Count

Reference # 12 US 41 at Zemel Road 10-Dec-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	7	100	0	0	134	3	6	0	2	0	0	0
0645	8	95	0	0	165	4	5	1	4	0	0	0
0700	7	101	0	0	155	6	3	0	4	0	0	0
0715	3	105	0	0	148	9	4	0	1	0	0	0
0730	6	107	0	0	143	5	8	0	2	0	0	0
0745	0	137	0	0	149	3	3	0	3	0	0	0
0800	2	145	0	0	109	0	2	0	2	0	0	0
0815	1	124	0	0	98	0	4	0	3	0	0	0
0830	1	98	0	0	102	2	1	0	2	0	0	0
0845	1	94	0	0	97	6	3	0	3	0	0	0
0900	9	122	0	1	111	5	4	0	1	0	0	0
0915	1	112	0	0	134	6	2	0	3	0	0	0
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	4	89	0	0	125	4	7	0	6	0	0	0
1145	7	95	0	0	127	5	4	0	2	0	0	0
1200	3	109	0	0	113	4	4	0	1	0	0	0
1215	3	97	0	0	113	1	4	0	5	0	0	0
1230	3	78	0	0	111	7	1	0	2	0	0	0
1245	6	72	0	0	107	2	1	0	4	0	0	0
1300	4	68	0	0	113	5	1	0	5	0	0	0
1315	4	90	0	3	124	6	2	0	3	0	0	0
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	4	154	0	1	114	3	4	0	3	0	0	0
1545	4	170	0	0	143	6	2	0	5	0	0	0
1600	0	165	0	0	144	6	2	0	10	0	0	0
1615	1	187	0	0	152	2	5	0	1	0	0	0
1630	0	173	0	1	159	1	3	0	4	0	0	0
1645	2	182	0	0	153	0	2	0	0	0	0	0
1700	3	204	0	0	218	0	11	0	3	0	0	0
1715	2	218	0	0	178	2	1	0	3	0	0	0
1730	0	234	0	0	198	0	0	0	0	0	0	0
1745	1	142	0	0	138	0	0	0	0	0	0	0
1800	0	127	0	0	121	0	0	0	1	0	0	0
1815	0	92	0	0	119	0	0	1	7	0	0	2

15 Minute Turning Movement Count

Reference # 13 US 41 at Tuckers Grade 20-May-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	5	64	22	19	94	1	2	2	0	32	2	14
0645	0	82	20	26	97	1	2	3	0	25	1	11
0700	2	75	39	29	136	0	3	1	0	33	0	6
0715	3	83	32	27	149	2	4	0	0	36	0	8
0730	1	98	42	28	167	3	5	0	0	33	0	9
0745	1	113	35	23	114	1	4	0	0	41	0	11
0800	3	107	38	18	99	2	1	0	0	42	1	7
0815	1	91	36	20	82	2	6	0	0	20	0	16
0830	0	83	29	20	94	2	4	0	0	26	0	12
0845	1	74	47	20	87	0	1	0	0	21	0	9
0900	1	86	26	20	79	2	4	0	1	33	0	8
0915	0	67	23	13	80	1	0	0	0	18	0	6
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	1	71	28	5	63	3	3	0	0	19	0	12
1145	2	70	31	15	78	1	3	1	2	24	0	9
1200	1	94	12	12	100	2	2	0	0	21	0	18
1215	1	98	29	12	73	4	2	0	1	25	0	6
1230	0	96	30	11	103	8	2	0	0	18	0	8
1245	1	76	19	16	104	7	3	1	0	23	0	11
1300	0	85	19	14	107	5	2	1	2	23	0	9
1315	0	112	24	12	111	2	4	0	0	39	0	16
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	1	127	34	18	88	3	2	4	0	37	1	16
1545	0	114	27	26	105	4	0	0	1	24	1	13
1600	1	117	36	9	143	5	1	0	0	33	1	14
1615	1	151	40	9	110	7	2	1	0	39	1	23
1630	0	132	28	18	108	7	0	0	0	30	3	21
1645	0	133	30	8	80	2	3	1	0	35	1	15
1700	2	132	51	10	125	3	2	0	1	37	0	18
1715	1	138	47	11	122	6	3	0	1	29	0	17
1730	1	149	42	11	120	7	3	0	1	33	1	24
1745	0	128	28	9	74	6	2	1	0	34	0	25
1800	1	99	26	8	81	4	3	4	2	34	0	11
1815	0	89	21	7	70	7	4	0	1	25	1	11

15 Minute Turning Movement Count

Reference # 14 US 41 at Notre Dame Boulevard 10-Dec-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	1	73	0	0	93	1	1	0	2	0	0	0
0645	1	95	0	0	115	1	0	0	9	0	0	0
0700	3	97	0	0	134	2	1	0	6	0	0	0
0715	0	118	0	0	155	3	0	0	10	0	0	0
0730	2	130	0	0	175	0	2	0	8	0	0	0
0745	0	125	0	0	183	3	2	0	4	0	0	0
0800	4	105	0	0	169	0	4	0	4	0	0	0
0815	0	109	0	0	99	2	2	0	2	0	0	0
0830	3	109	0	0	87	2	6	0	4	0	0	0
0845	2	136	0	0	123	1	2	0	2	0	0	0
0900	3	109	0	1	109	2	4	0	2	0	0	0
0915	2	92	0	0	108	1	0	0	6	0	0	0
0930	4	113	0	0	128	1	6	0	7	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	4	112	0	0	137	0	3	0	8	0	0	0
1145	5	124	0	0	112	2	2	0	3	0	0	0
1200	4	114	0	0	127	1	3	0	4	0	0	0
1215	3	124	0	0	124	2	2	0	1	0	0	0
1230	4	98	0	0	108	4	1	0	10	0	0	0
1245	5	111	0	2	136	0	4	0	2	0	0	0
1300	2	97	0	1	134	1	3	0	3	0	0	0
1315	2	120	0	0	111	0	2	0	7	0	0	0
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	5	159	0	0	125	1	2	0	7	0	0	0
1545	5	132	0	1	130	6	1	0	9	0	0	0
1600	6	156	0	0	147	1	2	0	8	0	0	0
1615	7	160	0	0	129	2	3	0	8	0	0	0
1630	8	183	0	0	153	0	0	0	2	0	0	0
1645	1	142	0	0	95	3	0	0	5	0	0	0
1700	8	163	0	1	147	0	1	0	7	0	0	0
1715	3	85	0	1	81	1	0	0	1	0	0	0
1730	6	147	0	0	133	3	0	0	3	0	0	0
1745	7	137	0	0	102	0	0	0	2	0	0	0
1800	5	110	0	0	106	2	0	7	5	0	9	0
1815	5	127	0	1	102	2	0	0	0	0	0	0

15 Minute Turning Movement Count

Reference # 13 Tuckers Grade at I-75 SB Ramps 21-May-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	0	0	0	2	0	25	0	42	26	0	13	0
0645	0	0	0	0	1	36	0	43	22	0	10	0
0700	0	0	0	2	1	47	0	40	24	0	8	0
0715	0	0	0	0	1	48	0	41	25	0	14	0
0730	0	0	0	0	1	48	0	35	25	2	18	0
0745	0	0	0	0	1	39	0	38	26	0	11	0
0800	0	0	0	0	0	26	0	39	14	0	19	0
0815	0	0	0	0	2	33	0	45	29	0	13	0
0830	0	0	0	1	1	18	0	39	27	0	14	0
0845	0	0	0	0	3	31	0	43	12	0	13	0
0900	0	0	0	0	0	21	0	36	15	2	7	0
0915	0	0	0	0	2	29	0	36	15	1	10	0
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	0	0	0	1	27	0	21	18	3	6	0
1145	0	0	0	0	2	14	0	25	11	2	17	0
1200	0	0	0	0	1	19	0	27	11	3	18	0
1215	0	0	0	0	1	22	0	25	13	1	13	0
1230	0	0	0	0	1	19	0	26	15	1	9	0
1245	0	0	0	0	1	25	0	40	15	3	24	0
1300	0	0	0	0	2	8	0	31	14	0	13	0
1315	0	0	0	2	1	15	0	29	15	1	10	0
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	0	2	2	36	0	35	6	3	17	0
1545	0	0	0	1	2	36	0	25	16	1	22	0
1600	0	0	0	1	0	47	0	34	15	1	21	0
1615	0	0	0	0	1	29	0	42	15	1	14	0
1630	0	0	0	1	2	38	0	40	16	2	16	0
1645	0	0	0	2	0	43	0	45	5	1	20	0
1700	0	0	0	0	0	35	0	48	14	2	19	0
1715	0	0	0	0	1	29	0	34	20	2	25	0
1730	0	0	0	1	0	38	0	36	19	2	21	0
1745	0	0	0	0	0	35	0	33	7	0	18	0
1800	0	0	0	1	1	25	0	25	6	1	17	0
1815	0	0	0	1	0	35	0	27	2	3	14	0

15 Minute Turning Movement Count

Reference # 14 Tuckers Grade at I-75 NB Ramps 21-May-03

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0630	12	0	1	0	0	0	40	0	0	0	0	0
0645	11	1	0	0	0	0	45	0	0	0	0	1
0700	7	0	0	0	0	0	42	0	0	0	0	0
0715	14	0	0	0	0	0	39	0	0	0	1	1
0730	17	1	0	0	0	0	31	0	0	0	1	1
0745	10	0	0	0	0	0	35	0	0	0	0	0
0800	18	0	0	0	0	0	36	0	0	0	1	1
0815	15	0	0	0	0	0	41	0	0	0	0	1
0830	13	0	0	0	0	0	42	0	0	0	0	0
0845	11	0	0	0	0	0	46	0	0	0	0	0
0900	6	0	0	0	0	0	41	0	0	0	0	0
0915	11	0	0	0	0	0	38	0	0	0	0	0
0930	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0
1130	13	0	0	0	0	0	0	0	0	0	2	1
1145	14	2	1	0	0	0	16	0	0	0	0	0
1200	15	0	0	0	0	0	26	0	0	0	2	1
1215	13	1	0	0	0	0	22	0	0	0	0	1
1230	10	0	0	0	0	0	25	0	0	0	0	0
1245	25	0	0	0	0	0	29	0	0	0	1	0
1300	13	0	0	0	0	0	38	0	0	0	1	2
1315	8	0	1	0	0	0	27	0	0	0	2	2
1330	0	0	0	0	0	0	0	0	0	0	0	0
1345	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0
1415	0	0	0	0	0	0	0	0	0	0	0	0
1430	0	0	0	0	0	0	0	0	0	0	0	0
1445	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0
1530	13	0	0	0	0	0	32	0	0	0	4	0
1545	21	0	0	0	0	0	25	0	0	0	0	0
1600	23	0	0	0	0	0	32	0	0	0	2	0
1615	14	1	0	0	0	0	49	0	0	0	1	2
1630	13	1	0	0	0	0	39	0	0	0	0	0
1645	12	2	0	0	0	0	38	0	0	0	0	1
1700	20	0	0	0	0	0	44	0	0	0	1	2
1715	26	1	0	0	0	0	34	0	0	0	2	1
1730	20	0	0	0	0	0	40	0	0	0	2	0
1745	17	0	0	0	0	0	29	1	0	0	0	2
1800	16	2	0	0	0	0	25	0	0	0	0	2
1815	18	0	1	0	0	0	26	0	0	0	1	0

Appendix B

Traffic Count Adjustments

Assumptions Used to Estimate Traffic Count Adjustment Factor
for Colonial Boulevard Traffic Counts between Metro Parkway and I-75

Intersection	Count Date	Permanent Count Station	Monthly Info (1)		Day of Week Info (1)		Average Peak Monthly Factor (1)(a)	Growth Rate (1)(b)	Traffic Count Adjustment Factor (2)
			Month	Monthly ADT as a % of Annual ADT	Day	Day of Week as % of Annual ADT			
Colonial Boulevard at Metro Parkway	3/20/2002	14	March	1.04	Wednesday	1.11	1.04	1.05	0.95
Colonial Boulevard at Challenger Boulevard	4/1/2003	31	April	1.10	Tuesday	1.06	1.14	1.04	1.02
Colonial Boulevard at Winkler Avenue	1/22/2003	20	January	N/A	Wednesday	1.07	1.05	1.04	1.02
Colonial Boulevard at Six Mile Cypress Parkway	1/22/2003	20	January	N/A	Wednesday	1.07	1.05	1.04	1.02
Colonial Blvd at I-75 SB Ramps	1/23/2003	20	January	N/A	Thursday	1.06	1.05	1.06	1.05
Colonial Blvd at I-75 NB Ramps	1/23/2003	20	January	N/A	Thursday	1.06	1.05	1.06	1.05

Notes:

(1) Sources: 2002 Traffic Count Report; Lee County Department of Transportation; February 2003 [Permanent Count Station 14, Colonial Blvd E of Summerlin Rd; Permanent Count Station 31, Daniels Pkwy E of Six Mile Cypress Pkwy; Permanent Count Station 20, SR 82 W of I-75]

(a) Assumptions used to estimate average peak monthly factor:
Average Peak Monthly Factor = (Monthly ADT as a % of AADT for three highest months)/3

(b) Growth rate based on 1998 to 2002 historical traffic count data

(2) Traffic Count Adjustment Factor = (1 / Monthly Factor) X (1 / Day of Week Factor) X (Average of Peak Monthly Factor) X (Growth Rate)
This equation adjusts the raw traffic counts for all of the following conditions:

* Seasonally Adjusted Volume = (Raw Count) / (Monthly Factor) / (Day of Week Factor)
* Peak Season Volume = (Seasonally Adjusted Volume) X (Average of Peak Monthly Factors)
* 2004 Peak Season Volumes = (Peak Season Volume) X (Growth Rate)

Colonial Boulevard @ I-75 NB Ramps — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES I-75 NB Ramps				WB VEHICLES Colonial Boulevard				NB VEHICLES I-75 NB Ramps				EB VEHICLES Colonial Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	0	0	0	0	0	556	0	0	160	0	0	0	0	132	137	0	0	985
7:30-7:45	0	0	0	0	0	499	0	0	177	0	0	0	0	124	124	0	0	924
7:45-8:00	0	0	0	0	0	490	0	0	189	0	0	0	0	143	142	0	0	964
8:00-8:15	0	0	0	0	0	475	0	0	147	0	0	0	0	132	120	0	0	874
PM PEAK																		
4:45-5:00	0	0	0	0	0	293	0	0	175	0	0	0	0	326	281	0	0	1075
5:00-5:15	0	0	0	0	0	242	0	0	198	0	0	0	0	417	315	0	0	1172
5:15-5:30	0	0	0	0	0	296	0	0	159	0	0	0	0	532	293	0	0	1280
5:30-5:45	0	0	0	0	0	200	0	0	193	0	0	0	0	445	278	0	0	1116
TOTAL VOLUMES																		
AM PEAK	0	0	0	0	0	2020	0	0	673	0	0	0	0	531	523	0	0	3747
PM PEAK	0	0	0	0	0	1031	0	0	725	0	0	0	0	1720	1167	0	0	4643

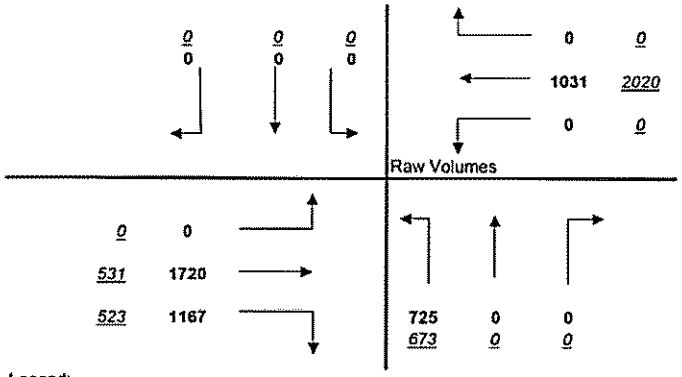
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

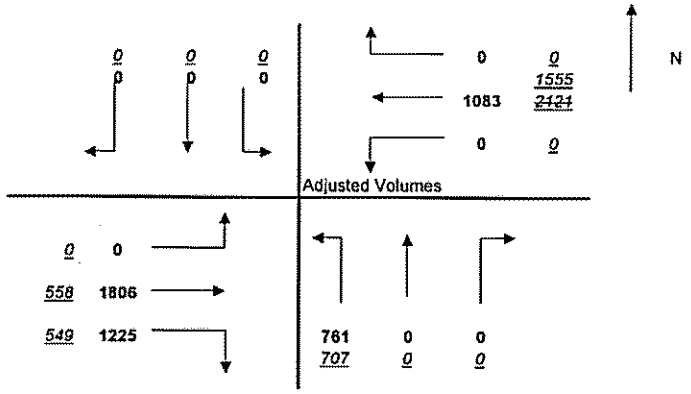
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	0	556	160	269
7:30-7:45	0	499	177	248
7:45-8:00	0	490	189	285
8:00-8:15	0	475	147	252
APP. TOTAL	0	2020	673	1054
AM PHF	0.00	0.91	0.89	0.92

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:45-5:00	0	293	175	607
5:00-5:15	0	242	198	732
5:15-5:30	0	296	159	825
5:30-5:45	0	200	193	723
APP. TOTAL	0	1031	725	2887
PM PHF	0.00	0.87	0.92	0.87

TURNING MOVEMENT COUNTS
Colonial Boulevard @ I-75 NB Ramps

Count Data 1/23/03
TCAF= 1.05





Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (4:45-5:45)

Adjustments reflect balancing between ramps

Colonial Boulevard @ I-75 SB Ramps **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES I-75 SB Ramps				WB VEHICLES Colonial Boulevard				NB VEHICLES I-75 SB Ramps				EB VEHICLES Colonial Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:45-8:00	9	0	0	0	20	595	0	0	0	0	0	0	0	254	0	0	0	878
8:00-8:15	9	0	0	0	25	596	0	0	0	0	0	0	0	228	0	0	0	858
8:15-8:30	12	0	0	0	22	466	0	0	0	0	0	0	0	234	0	0	0	734
8:30-8:45	13	0	0	0	33	397	0	0	0	0	0	0	0	266	0	0	0	709
PM PEAK																		
5:00-5:15	11	0	0	0	27	359	0	0	0	0	0	0	0	626	0	0	0	1023
5:15-5:30	4	0	0	0	40	348	0	0	0	0	0	0	0	767	0	0	0	1159
5:30-5:45	10	0	0	0	27	340	0	0	0	0	0	0	0	595	0	0	0	972
5:45-6:00	7	0	0	0	15	337	0	0	0	0	0	0	0	560	0	0	0	919
TOTAL VOLUMES																		
AM PEAK	43	0	0	0	100	2054	0	0	0	0	0	0	0	982	0	0	0	3179
PM PEAK	32	0	0	0	109	1384	0	0	0	0	0	0	0	2548	0	0	0	4073

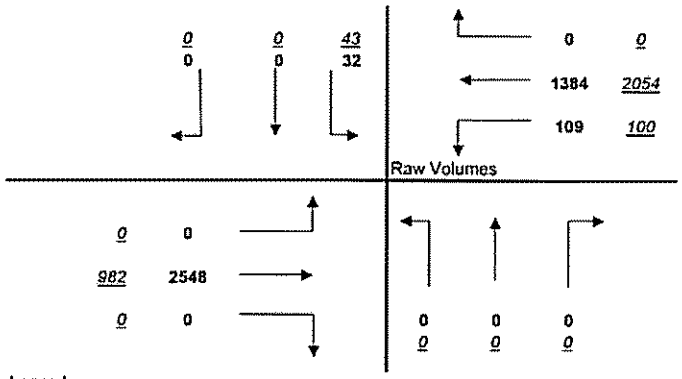
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

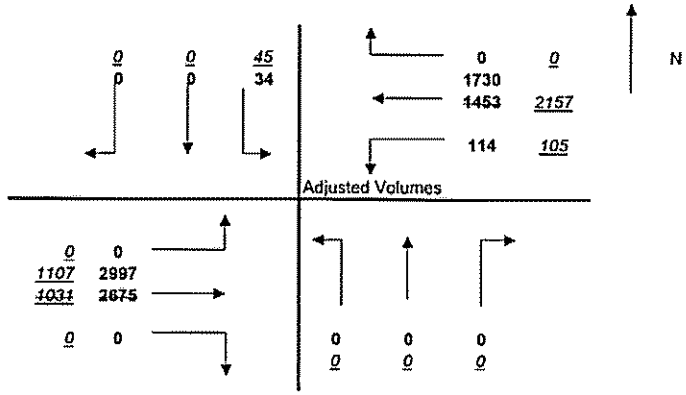
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:45-8:00	9	615	0	254
8:00-8:15	9	621	0	228
8:15-8:30	12	488	0	234
8:30-8:45	13	430	0	266
APP. TOTAL	43	2154	0	982
AM PHF	0.83	0.87	0.00	0.92

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
5:00-5:15	11	386	0	626
5:15-5:30	4	388	0	767
5:30-5:45	10	367	0	595
5:45-6:00	7	352	0	560
APP. TOTAL	32	1493	0	2548
PM PHF	0.73	0.96	0.00	0.83

TURNING MOVEMENT COUNTS
Colonial Boulevard @ I-75 SB Ramps

Count Data 1/23/03
TCAF= 1.05





Legend:
000 AM Peak (7:45-8:45)
000 PM Peak (5:00-6:00)

Adjustments reflect balancing between ramps

Colonial Boulevard @ Six Mile Cypress Parkway — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Six Mile Cypress Parkway				WB VEHICLES Colonial Boulevard				NB VEHICLES Six Mile Cypress Parkway				EB VEHICLES Colonial Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:30-7:45	7	71	38	0	72	537	3	0	12	58	55	0	71	411	5	0	0	1340
7:45-8:00	0	50	45	0	88	633	3	0	20	41	69	0	81	426	11	0	0	1467
8:00-8:15	4	20	49	0	96	626	13	0	16	39	58	0	56	420	4	0	0	1401
8:15-8:30	5	45	51	0	98	550	48	0	14	42	50	0	37	351	14	0	0	1305
PM PEAK																		
4:45-5:00	6	34	63	0	46	413	14	0	27	44	102	0	73	694	11	0	0	1527
5:00-5:15	11	40	105	0	63	445	0	0	7	46	174	0	43	765	4	0	0	1703
5:15-5:30	1	43	66	0	69	438	2	0	22	72	173	0	51	813	3	0	0	1753
5:30-5:45	14	28	73	0	64	437	1	0	21	38	118	0	56	695	6	0	0	1551
TOTAL VOLUMES																		
AM PEAK	16	186	183	0	354	2346	67	0	62	180	232	0	245	1608	34	0	0	5513
PM PEAK	32	145	307	0	242	1733	17	0	77	200	567	0	223	2967	24	0	0	6534

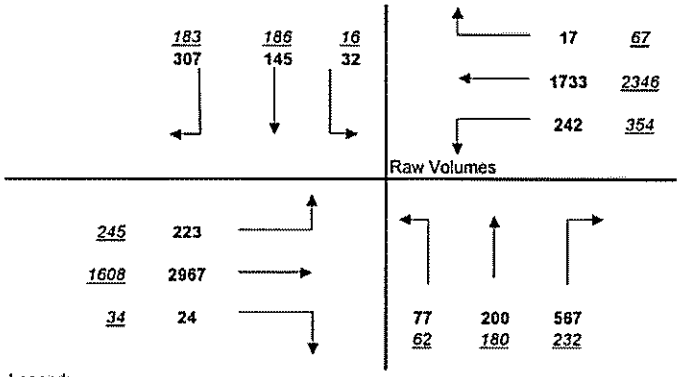
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

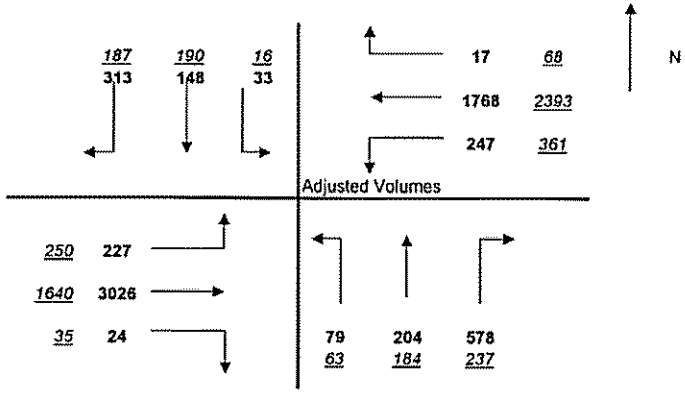
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:30-7:45	116	612	125	487
7:45-8:00	95	724	130	518
8:00-8:15	73	735	113	480
8:15-8:30	101	696	106	402
APP. TOTAL	385	2767	474	1887
AM PHF	0.83	0.94	0.91	0.91

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:45-5:00	103	473	173	778
5:00-5:15	156	508	227	812
5:15-5:30	110	509	267	867
5:30-5:45	115	502	177	757
APP. TOTAL	484	1992	844	3214
PM PHF	0.78	0.98	0.79	0.93

TURNING MOVEMENT COUNTS
Colonial Boulevard @ Six Mile Cypress Parkway

Count Data 1/22/03
TCAF= 1.02





Legend:
000 AM Peak (7:30-8:30)
000 PM Peak (4:45-5:45)

Colonial Boulevard @ Winkler Avenue — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Winkler Avenue				WB VEHICLES Colonial Boulevard				NB VEHICLES Winkler Avenue				EB VEHICLES Colonial Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	123	15	1	0	2	498	213	0	4	25	3	0	4	389	5	0	0	1282
7:30-7:45	122	19	6	0	2	549	187	0	8	40	5	0	5	324	9	0	0	1276
7:45-8:00	138	25	3	0	5	573	214	0	15	35	4	0	4	317	8	0	0	1341
8:00-8:15	90	41	5	0	6	441	154	0	13	36	7	0	9	299	6	0	0	1107
PM PEAK																		
4:45-5:00	165	19	2	0	1	394	130	0	14	15	2	0	7	450	11	0	0	1210
5:00-5:15	213	32	0	0	2	468	105	0	24	33	4	0	5	572	11	0	0	1469
5:15-5:30	270	36	0	0	0	424	114	0	27	22	7	0	5	557	6	0	0	1468
5:30-5:45	162	18	2	0	2	453	133	0	16	15	4	0	3	540	9	0	0	1357
TOTAL VOLUMES																		
AM PEAK	473	100	15	0	15	2061	768	0	40	136	19	0	22	1329	28	0	0	5006
PM PEAK	810	105	4	0	5	1739	482	0	81	85	17	0	20	2119	37	0	0	5504

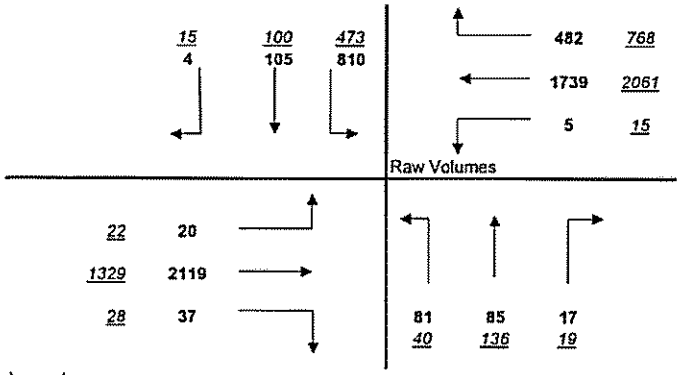
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

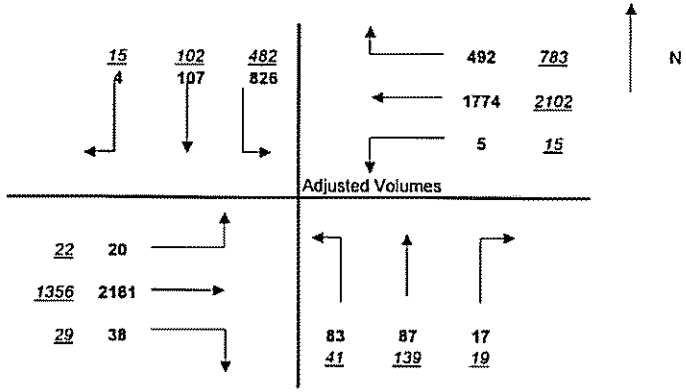
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	139	713	32	398
7:30-7:45	147	738	53	338
7:45-8:00	166	792	54	329
8:00-8:15	136	601	56	314
APP. TOTAL	588	2844	195	1379
AM PHF	0.89	0.90	0.87	0.87

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:45-5:00	186	525	31	468
5:00-5:15	245	575	61	588
5:15-5:30	306	538	56	568
5:30-5:45	182	588	35	552
APP. TOTAL	919	2226	183	2176
PM PHF	0.75	0.95	0.75	0.93

TURNING MOVEMENT COUNTS
Colonial Boulevard @ Winkler Avenue

Count Data 1/22/03
TCAF= 1.02





Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (4:45-5:45)

Colonial Boulevard @ Challenger Boulevard — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Challenger Boulevard				WB VEHICLES Colonial Boulevard				NB VEHICLES Challenger Boulevard				EB VEHICLES Colonial Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:30-7:45	0	0	0	0	0	641	0	0	16	0	0	0	1	276	9	0	0	943
7:45-8:00	0	0	1	0	2	552	3	0	7	0	0	0	3	347	20	0	0	935
8:00-8:15	0	0	0	0	2	579	0	0	8	0	1	0	1	324	38	0	0	953
8:15-8:30	0	0	0	0	3	569	2	0	9	0	0	0	1	335	31	0	0	950
PM PEAK																		
5:00-5:15	1	0	3	0	0	466	0	0	20	0	0	0	0	471	19	0	0	980
5:15-5:30	0	0	4	0	1	419	3	0	10	0	0	0	2	596	12	0	0	1047
5:30-5:45	0	0	1	0	2	402	0	0	2	0	0	0	0	544	11	0	0	962
5:45-6:00	0	0	0	0	1	432	0	0	6	0	0	0	0	467	7	0	0	913
TOTAL VOLUMES																		
AM PEAK	0	0	1	0	7	2341	5	0	40	0	1	0	6	1282	98	0	0	3781
PM PEAK	1	0	8	0	4	1719	3	0	38	0	0	0	2	2078	49	0	0	3902

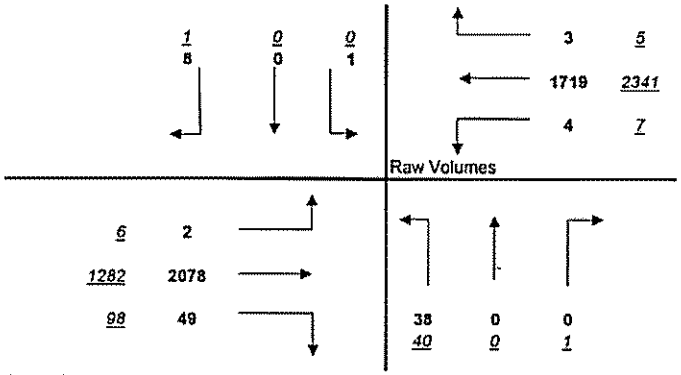
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

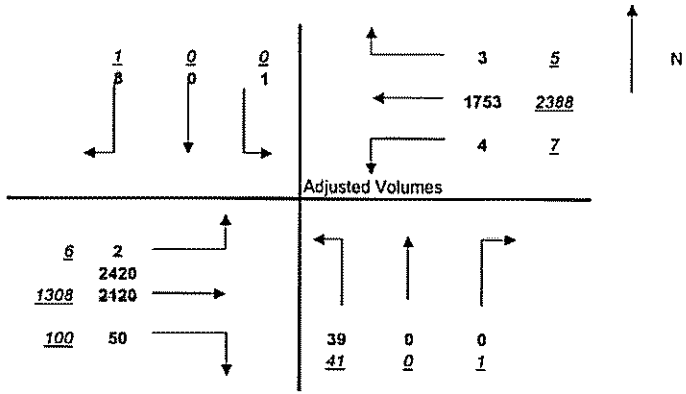
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:30-7:45	0	641	16	286
7:45-8:00	1	557	7	370
8:00-8:15	0	581	9	363
8:15-8:30	0	574	9	367
APP. TOTAL	1	2353	41	1386
AM PHF	0.25	0.92	0.64	0.94

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
5:00-5:15	4	466	20	490
5:15-5:30	4	423	10	610
5:30-5:45	1	404	2	555
5:45-6:00	0	433	6	474
APP. TOTAL	9	1726	38	2129
PM PHF	0.56	0.93	0.48	0.87

TURNING MOVEMENT COUNTS
Colonial Boulevard @ Challenger Boulevard

Count Data 4/01/03
TCAF= 1.02





Legend:
000 AM Peak (7:30-8:30)
000 PM Peak (5:00-6:00)

Adjustments reflect smoothing between adjacent intersections

Colonial Boulevard @ Metro Parkway — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Metro Parkway				WB VEHICLES Colonial Boulevard				NB VEHICLES Metro Parkway				EB VEHICLES Colonial Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	20	132	27	0	173	295	20	0	133	140	89	0	70	305	226	0	0	1630
7:30-7:45	18	120	31	0	291	368	32	0	170	196	92	0	88	326	269	0	0	2001
7:45-8:00	21	146	44	0	224	285	50	0	108	220	108	0	150	298	290	0	0	1944
8:00-8:15	20	139	47	0	139	339	49	0	192	244	75	0	103	337	270	0	0	1954
PM PEAK																		
4:30-4:45	31	159	88	0	85	302	9	0	174	221	278	0	31	465	184	0	0	2027
4:45-5:00	43	147	85	0	73	300	5	0	230	254	266	0	51	422	186	0	0	2062
5:00-5:15	46	143	106	0	100	411	12	0	179	203	179	0	32	575	155	0	0	2141
5:15-5:30	29	156	98	0	74	355	5	0	140	214	170	0	36	460	137	0	0	1874
TOTAL VOLUMES																		
AM PEAK	79	537	149	0	827	1287	151	0	603	800	364	0	411	1266	1055	0	0	7529
PM PEAK	149	605	377	0	332	1368	31	0	723	892	893	0	150	1922	662	0	0	8104

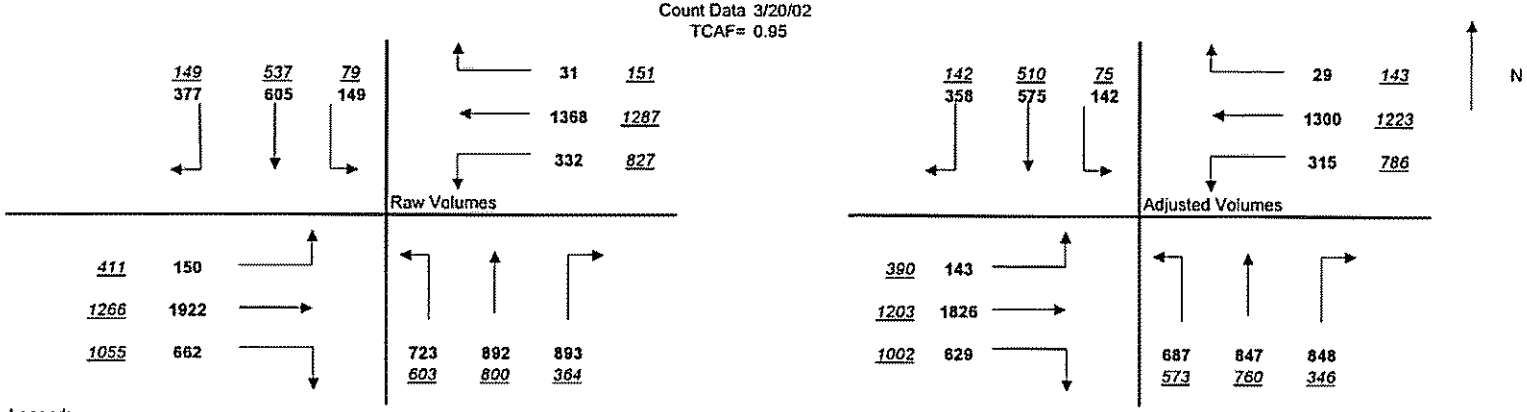
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	179	488	362	601
7:30-7:45	169	691	458	683
7:45-8:00	211	559	436	738
8:00-8:15	206	527	511	710
APP. TOTAL	765	2265	1767	2732
AM PHF	0.91	0.82	0.86	0.93

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:30-4:45	278	396	673	680
4:45-5:00	275	378	750	659
5:00-5:15	295	523	561	762
5:15-5:30	283	434	524	633
APP. TOTAL	1131	1731	2508	2734
PM PHF	0.96	0.83	0.84	0.90

TURNING MOVEMENT COUNTS
Colonial Boulevard @ Metro Parkway

Count Data 3/20/02
TCAF= 0.95



Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (4:30-5:30)

Assumptions Used to Estimate Traffic Count Adjustment Factor
for Colonial Boulevard Traffic Counts between the Midpoint Bridge and Metro Parkway

Intersection	Count Date	Permanent Count Station	Monthly Info (1)		Day of Week Info (1)		Average Peak Monthly Factor (1)(a)	Growth Rate (1)(b)	Traffic Count Adjustment Factor (2)
			Month	Monthly ADT as a % of Annual ADT	Day	Day of Week as % of Annual ADT			
Colonial Boulevard at McGregor Boulevard North	4/1/2003	14	April	1.04	Tuesday	1.09	1.04	N/A	0.92
Colonial Boulevard at McGregor Boulevard South	4/1/2003	14	April	1.04	Tuesday	1.09	1.04	N/A	0.92
Colonial Boulevard at Summerlin Road	4/10/2002	14	April	1.04	Wednesday	1.11	1.04	1.05	0.95
Colonial Boulevard at De Leon Street	4/10/2002	14	April	1.04	Wednesday	1.11	1.04	1.05	0.95
Colonial Boulevard at US 41	3/20/2002	14	March	1.04	Wednesday	1.11	1.04	1.05	0.95
Colonial Boulevard at Solomon Boulevard	3/20/2002	14	March	1.04	Wednesday	1.11	1.04	1.05	0.95
Colonial Boulevard at Fowler Avenue	4/11/2002	14	April	1.04	Thursday	1.10	1.04	1.05	0.95
Colonial Blvd at Evans Avenue	4/11/2002	14	April	1.04	Thursday	1.10	1.04	1.05	0.95
Colonial Blvd at Metro Parkway	3/20/2002	14	March	1.04	Wednesday	1.11	1.04	1.05	0.95

Notes:

(1) Sources: 2002 Traffic Count Report; Lee County Department of Transportation; February 2003 [Permanent Count Station 14, Colonial Blvd E of Summerlin Rd]

(a) Assumptions used to estimate average peak monthly factor:
Average Peak Monthly Factor = (Monthly ADT as a % of AADT for three highest months)/3

(b) Growth rate based on 1998 to 2002 historical traffic count data

(2) Traffic Count Adjustment Factor = (1 / Monthly Factor) X (1 / Day of Week Factor) X (Average of Peak Monthly Factor) X (Growth Rate)
This equation adjusts the raw traffic counts for all of the following conditions:

* Seasonally Adjusted Volume = (Raw Count) / (Monthly Factor) / (Day of Week Factor)
* Peak Season Volume = (Seasonally Adjusted Volume) X (Average of Peak Monthly Factors)
* 2004 Peak Season Volumes = (Peak Season Volume) X (Growth Rate)

Colonial Boulevard @ Metro Parkway — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Metro Parkway				WB VEHICLES Colonial Boulevard				NB VEHICLES Metro Parkway				EB VEHICLES Colonial Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	20	132	27	0	173	295	20	0	133	140	89	0	70	305	226	0	0	1630
7:30-7:45	18	120	31	0	291	368	32	0	170	196	92	0	88	326	269	0	0	2001
7:45-8:00	21	146	44	0	224	285	50	0	108	220	108	0	150	298	290	0	0	1944
8:00-8:15	20	139	47	0	139	339	49	0	192	244	75	0	103	337	270	0	0	1954
PM PEAK																		
4:30-4:45	31	159	88	0	85	302	9	0	174	221	278	0	31	465	184	0	0	2027
4:45-5:00	43	147	85	0	73	300	5	0	230	254	266	0	51	422	186	0	0	2062
5:00-5:15	46	143	106	0	100	411	12	0	179	203	179	0	32	575	155	0	0	2141
5:15-5:30	29	156	98	0	74	355	5	0	140	214	170	0	36	460	137	0	0	1874
TOTAL VOLUMES																		
AM PEAK	79	537	149	0	827	1287	151	0	603	800	364	0	411	1266	1055	0	0	7529
PM PEAK	149	605	377	0	332	1368	31	0	723	892	893	0	150	1922	662	0	0	8104

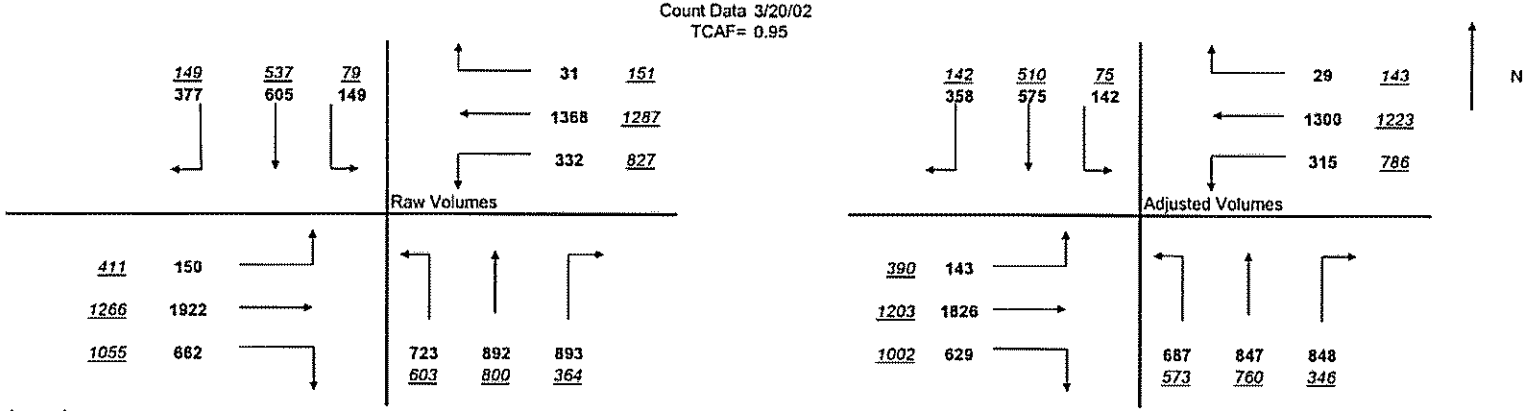
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	179	488	362	601
7:30-7:45	169	691	458	683
7:45-8:00	211	559	436	738
8:00-8:15	206	527	511	710
APP. TOTAL	765	2265	1767	2732
AM PHF	0.91	0.82	0.86	0.93

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:30-4:45	278	396	673	680
4:45-5:00	275	378	750	659
5:00-5:15	295	523	561	762
5:15-5:30	283	434	524	633
APP. TOTAL	1131	1731	2508	2734
PM PHF	0.96	0.83	0.84	0.90

TURNING MOVEMENT COUNTS
Colonial Boulevard @ Metro Parkway

Count Data 3/20/02
TCAF= 0.95



Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (4:30-5:30)

Colonial Boulevard @ Evans Avenue — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Evans Avenue				WB VEHICLES Colonial Boulevard				NB VEHICLES Evans Avenue				EB VEHICLES Colonial Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:30-7:45	20	0	20	0	2	432	41	0	0	0	0	0	63	471	0	0	0	1049
7:45-8:00	22	0	29	0	0	474	55	0	0	0	0	0	57	556	0	0	0	1193
8:00-8:15	21	0	27	0	6	456	40	0	0	0	0	0	73	474	0	0	0	1097
8:15-8:30	10	0	26	0	2	486	42	0	0	0	0	0	53	471	0	0	0	1090
PM PEAK																		
4:45-5:00	44	1	71	0	3	519	49	0	0	0	0	0	36	510	0	0	0	1233
5:00-5:15	79	0	106	0	0	626	9	0	0	0	0	0	54	592	0	0	0	1466
5:15-5:30	37	0	74	0	2	635	21	0	0	0	0	0	32	546	0	0	0	1347
5:30-5:45	31	7	52	0	0	560	12	0	0	0	0	0	46	526	0	0	0	1234
TOTAL VOLUMES																		
AM PEAK	73	0	102	0	10	1848	178	0	0	0	0	0	246	1972	0	0	0	4429
PM PEAK	191	8	303	0	5	2340	91	0	0	0	0	0	168	2174	0	0	0	5280

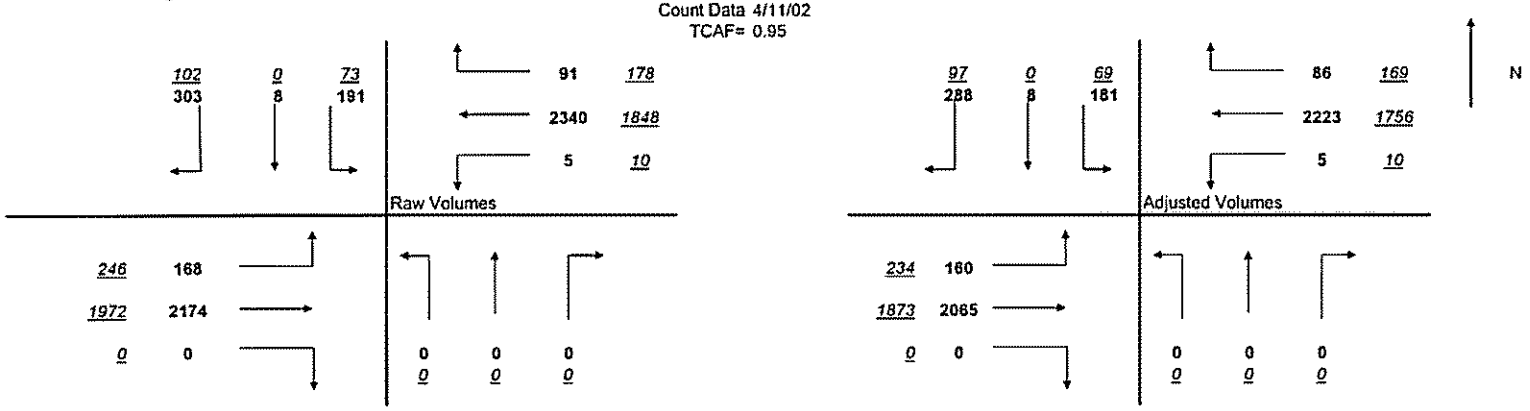
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:30-7:45	40	475	0	534
7:45-8:00	51	529	0	613
8:00-8:15	48	502	0	547
8:15-8:30	36	530	0	524
APP. TOTAL	175	2036	0	2218
AM PHF	0.86	0.96	0.00	0.90

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:45-5:00	116	571	0	546
5:00-5:15	185	635	0	646
5:15-5:30	111	658	0	578
5:30-5:45	90	572	0	572
APP. TOTAL	502	2436	0	2342
PM PHF	0.68	0.93	0.00	0.91

TURNING MOVEMENT COUNTS
Colonial Boulevard @ Evans Avenue

Count Data 4/11/02
TCAF= 0.95



Legend:
000 AM Peak (7:30-8:30)
000 PM Peak (4:45-5:45)

Colonial Boulevard @ Fowler Avenue — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Fowler Avenue				WB VEHICLES Colonial Boulevard				NB VEHICLES Fowler Avenue				EB VEHICLES Colonial Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:45-8:00	63	112	28	0	159	369	55	0	5	124	68	0	84	416	18	0	0	1501
8:00-8:15	80	154	20	0	125	265	50	0	8	165	91	0	63	415	14	0	0	1448
8:15-8:30	48	128	40	0	150	324	40	0	15	142	125	0	47	493	4	0	0	1556
8:30-8:45	47	123	33	0	107	304	62	0	10	281	89	0	72	390	2	0	0	1520
PM PEAK																		
5:00-5:15	99	188	75	0	151	515	33	0	21	268	150	0	89	484	45	0	0	2118
5:15-5:30	61	182	66	0	157	522	19	0	42	210	190	0	52	431	52	0	0	1984
5:30-5:45	63	140	49	0	118	476	23	0	29	265	183	0	81	521	69	0	0	2017
5:45-6:00	44	101	44	0	97	510	28	0	26	260	225	0	90	452	74	0	0	1951
TOTAL VOLUMES																		
AM PEAK	238	517	121	0	541	1262	207	0	36	712	373	0	266	1714	38	0	0	6025
PM PEAK	267	611	234	0	523	2023	103	0	118	1003	748	0	312	1888	240	0	0	8070

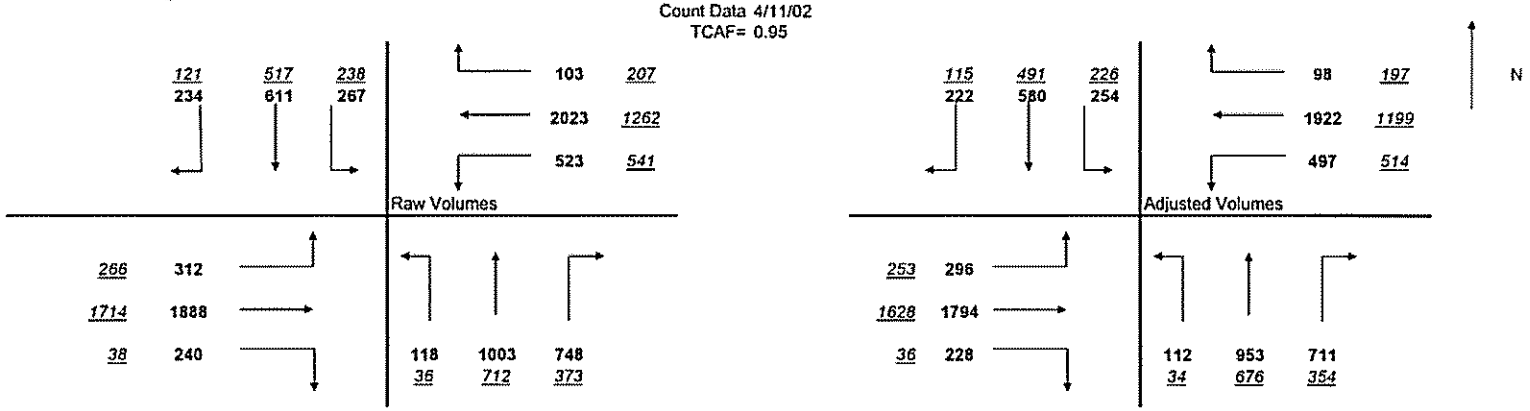
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:45-8:00	203	583	197	518
8:00-8:15	254	440	262	492
8:15-8:30	216	514	282	544
8:30-8:45	203	473	380	464
APP. TOTAL	876	2010	1121	2018
AM PHF	0.86	0.86	0.74	0.93

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
5:00-5:15	362	699	439	618
5:15-5:30	309	698	442	535
5:30-5:45	252	617	477	671
5:45-6:00	189	635	511	616
APP. TOTAL	1112	2649	1869	2440
PM PHF	0.77	0.95	0.91	0.91

TURNING MOVEMENT COUNTS
Colonial Boulevard @ Fowler Avenue

Count Data 4/11/02
TCAF= 0.95



Legend:
000 AM Peak (7:45-8:45)
000 PM Peak (5:00-6:00)

Colonial Boulevard @ Solomon Boulevard **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Solomon Boulevard				WB VEHICLES Colonial Boulevard				NB VEHICLES Solomon Boulevard				EB VEHICLES Colonial Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	3	0	34	0	0	307	13	0	0	0	0	0	74	554	0	0	0	985
7:30-7:45	6	0	45	0	0	295	20	0	0	0	0	0	97	502	0	0	0	965
7:45-8:00	4	0	50	0	0	365	17	0	0	0	0	0	76	531	0	0	0	1043
8:00-8:15	15	0	68	0	0	298	13	0	0	0	0	0	62	454	0	0	0	910
PM PEAK																		
4:30-4:45	54	0	87	0	0	503	30	0	0	0	0	0	81	365	0	0	0	1120
4:45-5:00	50	0	88	0	0	559	38	0	0	0	0	0	88	400	0	0	0	1223
5:00-5:15	56	0	125	0	0	571	22	0	0	0	0	0	92	388	0	0	0	1254
5:15-5:30	43	0	73	0	0	632	32	0	0	0	0	0	70	413	0	0	0	1263
TOTAL VOLUMES																		
AM PEAK	28	0	197	0	0	1265	63	0	0	0	0	0	309	2041	0	0	0	3903
PM PEAK	203	0	373	0	0	2265	122	0	0	0	0	0	331	1566	0	0	0	4860

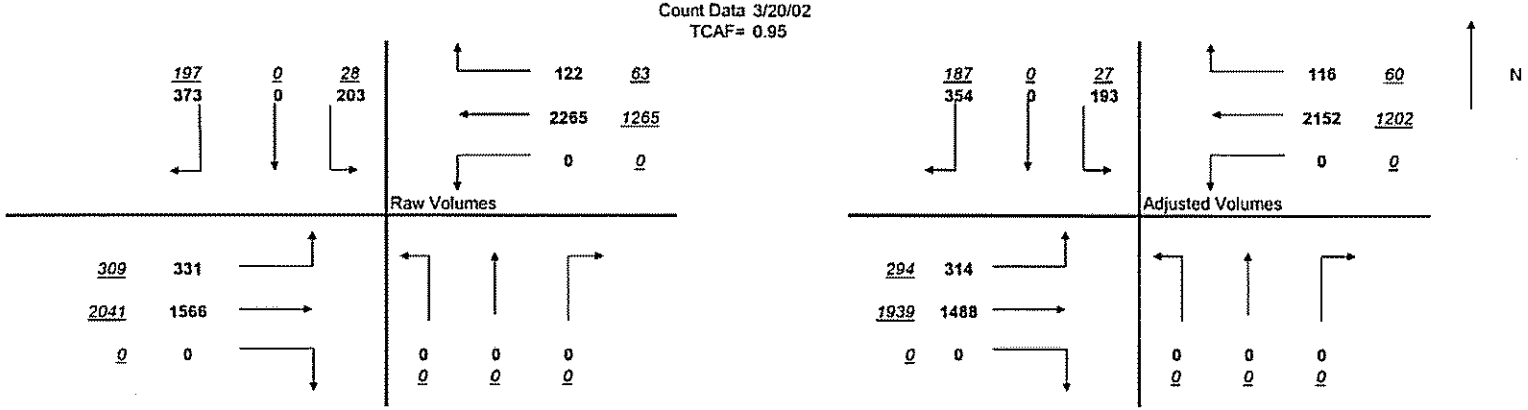
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	37	320	0	628
7:30-7:45	51	315	0	599
7:45-8:00	54	382	0	607
8:00-8:15	83	311	0	516
APP. TOTAL	225	1328	0	2350
AM PHF	0.68	0.87	0.00	0.94

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:30-4:45	141	533	0	446
4:45-5:00	138	597	0	488
5:00-5:15	181	593	0	480
5:15-5:30	116	664	0	483
APP. TOTAL	576	2387	0	1897
PM PHF	0.80	0.90	0.00	0.97

TURNING MOVEMENT COUNTS
Colonial Boulevard @ Solomon Boulevard

Count Data 3/20/02
TCAF= 0.95



Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (4:30-5:30)

Colonial Boulevard @ US 41 — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES US 41				WB VEHICLES Colonial Boulevard				NB VEHICLES US 41				EB VEHICLES Colonial Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:45-8:00	52	290	63	0	37	4	42	0	49	321	30	0	129	4	74	0	0	1095
8:00-8:15	51	277	71	0	57	5	68	0	49	360	29	0	137	11	76	0	0	1191
8:15-8:30	92	241	58	0	47	10	58	0	52	305	37	0	97	12	84	0	0	1093
8:30-8:45	50	236	87	0	44	7	58	0	51	264	24	0	120	11	63	0	0	1015
PM PEAK																		
3:30-3:45	62	335	142	0	99	36	48	0	85	419	63	0	116	12	75	0	0	1492
3:45-4:00	64	359	151	0	113	18	91	0	99	363	48	0	98	15	87	0	0	1506
4:00-4:15	72	291	158	0	88	23	70	0	137	406	83	0	94	17	77	0	0	1516
4:15-4:30	80	240	126	0	95	17	48	0	103	363	58	0	130	14	66	0	0	1340
TOTAL VOLUMES																		
AM PEAK	245	1044	279	0	185	26	226	0	201	1250	120	0	483	38	297	0	0	4394
PM PEAK	278	1225	577	0	395	94	257	0	424	1551	252	0	438	58	305	0	0	5854

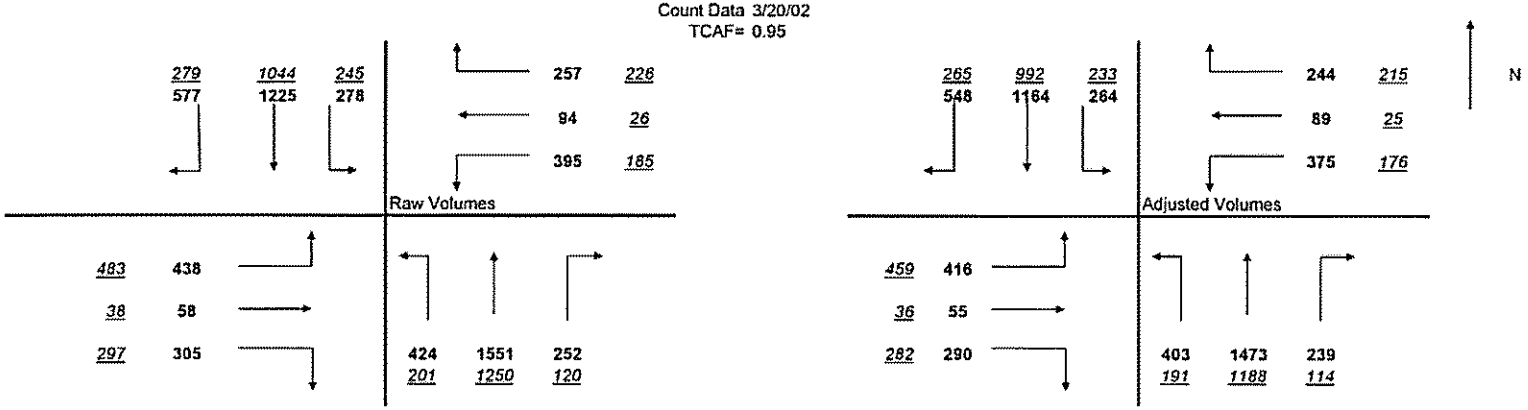
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
AM PEAK	SB	WB	NB	EB
7:45-8:00	405	83	400	207
8:00-8:15	399	130	438	224
8:15-8:30	391	115	394	193
8:30-8:45	373	109	339	194
APP. TOTAL	1568	437	1571	818
AM PHF	0.97	0.84	0.90	0.91

	15 MIN INT. APP. TOTAL			
PM PEAK	SB	WB	NB	EB
3:30-3:45	539	183	567	203
3:45-4:00	574	222	510	200
4:00-4:15	521	181	626	188
4:15-4:30	446	160	524	210
APP. TOTAL	2080	746	2227	801
PM PHF	0.91	0.84	0.89	0.95

TURNING MOVEMENT COUNTS
Colonial Boulevard @ US 41

Count Data 3/20/02
TCAF= 0.95



Legend:
000 AM Peak (7:45-8:45)
000 PM Peak (3:30-4:30)

Colonial Boulevard @ De Leon Street — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES De Leon				WB VEHICLES Colonial Boulevard				NB VEHICLES De Leon				EB VEHICLES Colonial Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	16	8	5	0	5	272	3	0	12	1	26	0	8	702	5	0	0	1063
7:30-7:45	17	4	2	0	16	334	4	0	8	3	29	0	0	559	5	0	0	981
7:45-8:00	8	8	0	0	37	298	9	0	25	3	37	0	1	620	8	0	0	1054
8:00-8:15	8	9	2	0	40	391	8	0	18	7	25	0	30	504	8	0	0	1050
PM PEAK																		
5:00-5:15	21	6	42	0	52	705	11	0	33	9	30	0	42	449	16	0	0	1416
5:15-5:30	14	32	34	0	47	660	13	0	24	5	21	0	37	357	23	0	0	1267
5:30-5:45	16	34	27	0	61	752	18	0	20	10	28	0	46	351	45	0	0	1408
5:45-6:00	11	34	33	0	63	653	21	0	31	9	36	0	28	347	39	0	0	1305
TOTAL VOLUMES																		
AM PEAK	49	29	9	0	98	1295	24	0	63	14	117	0	39	2385	26	0	0	4148
PM PEAK	62	106	136	0	223	2770	63	0	108	33	115	0	153	1504	123	0	0	5396

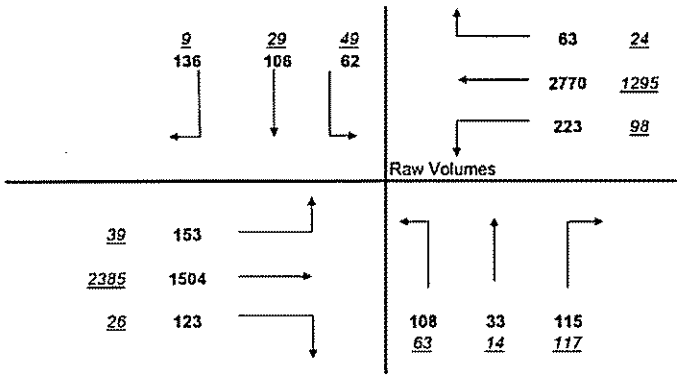
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

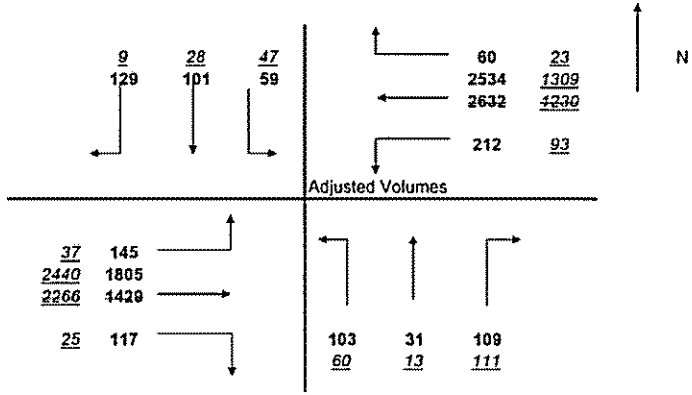
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	29	280	39	715
7:30-7:45	23	354	40	564
7:45-8:00	16	344	65	629
8:00-8:15	19	439	50	542
APP. TOTAL	87	1417	194	2450
AM PHF	0.75	0.81	0.75	0.86

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
5:00-5:15	69	768	72	507
5:15-5:30	80	720	50	417
5:30-5:45	77	831	58	442
5:45-6:00	78	737	76	414
APP. TOTAL	304	3056	256	1780
PM PHF	0.95	0.92	0.84	0.88

TURNING MOVEMENT COUNTS
Colonial Boulevard @ De Leon Street

Count Data 4/10/02
TCAF= 0.95





Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (5:00-6:00)

Adjustments reflect balancing between intersections

Colonial Boulevard @ Summerlin Road — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Summerlin Road				WB VEHICLES Colonial Boulevard				NB VEHICLES Summerlin Road				EB VEHICLES Colonial Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:45-8:00	17	14	7	0	92	337	8	0	114	3	94	0	9	683	179	0	0	1557
8:00-8:15	36	16	2	0	184	291	15	0	103	6	122	0	8	533	172	0	0	1488
8:15-8:30	31	6	2	0	177	441	7	0	97	6	126	0	2	618	164	0	0	1677
8:30-8:45	33	10	5	0	167	254	4	0	118	5	143	0	4	561	177	0	0	1481
PM PEAK																		
4:45-5:00	52	16	7	0	281	720	32	0	256	16	188	0	6	272	95	0	0	1941
5:00-5:15	57	13	24	0	123	695	24	0	332	53	200	0	1	350	89	0	0	1961
5:15-5:30	44	12	25	0	232	736	17	0	282	45	206	0	6	287	115	0	0	2007
5:30-5:45	11	12	32	0	162	644	25	0	264	49	203	0	5	359	82	0	0	1848
TOTAL VOLUMES																		
AM PEAK	117	46	16	0	620	1323	34	0	432	20	485	0	23	2395	692	0	0	6203
PM PEAK	164	53	88	0	798	2795	98	0	1134	163	797	0	18	1268	381	0	0	7757

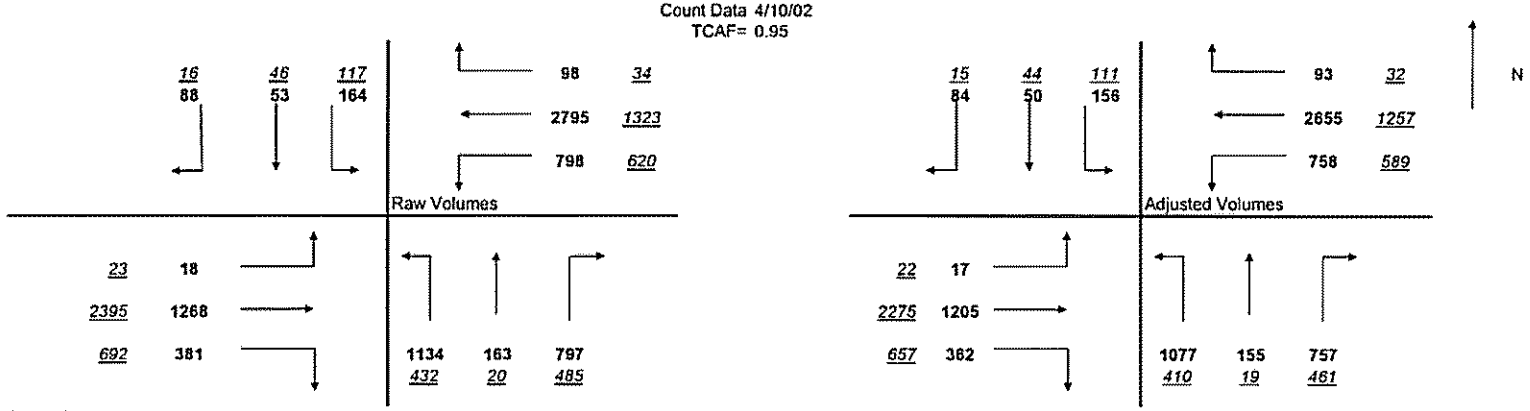
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:45-8:00	38	437	211	871
8:00-8:15	54	490	231	713
8:15-8:30	39	625	229	784
8:30-8:45	48	425	266	742
APP. TOTAL	179	1977	937	3110
AM PHF	0.83	0.79	0.88	0.89

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:45-5:00	75	1033	460	373
5:00-5:15	94	842	585	440
5:15-5:30	81	985	533	408
5:30-5:45	55	831	516	446
APP. TOTAL	305	3691	2094	1667
PM PHF	0.81	0.89	0.89	0.93

TURNING MOVEMENT COUNTS
Colonial Boulevard @ Summerlin Road

Count Data 4/10/02
TCAF= 0.95



Legend:
000 AM Peak (7:45-8:45)
000 PM Peak (4:45-5:45)

Colonial Boulevard @ McGregor Boulevard S — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES McGregor Boulevard S				WB VEHICLES Colonial Boulevard				NB VEHICLES McGregor Boulevard S				EB VEHICLES Colonial Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:30-7:45	0	277	0	0	0	0	0	0	0	190	64	0	0	1	0	0	0	532
7:45-8:00	0	277	1	0	0	0	0	0	0	217	57	0	0	0	1	0	0	553
8:00-8:15	0	275	0	0	0	0	0	0	0	198	44	0	1	1	0	0	0	519
8:15-8:30	0	264	2	0	0	0	0	0	0	200	43	0	0	1	2	0	0	512
PM PEAK																		
4:45-5:00	0	252	1	0	0	0	0	0	1	192	56	0	0	0	0	0	0	502
5:00-5:15	0	289	0	0	0	0	0	0	2	192	37	0	0	1	1	0	0	522
5:15-5:30	0	283	0	0	0	0	0	0	0	194	51	0	0	0	0	0	0	528
5:30-5:45	0	289	1	0	0	0	0	0	4	191	60	0	0	2	1	0	0	548
TOTAL VOLUMES																		
AM PEAK	0	1093	3	0	0	0	0	0	0	805	208	0	1	3	3	0	0	2116
PM PEAK	0	1113	2	0	0	0	0	0	7	769	204	0	0	3	2	0	0	2100

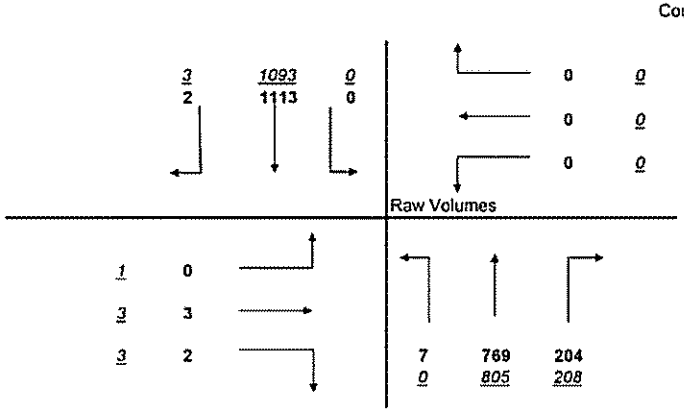
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

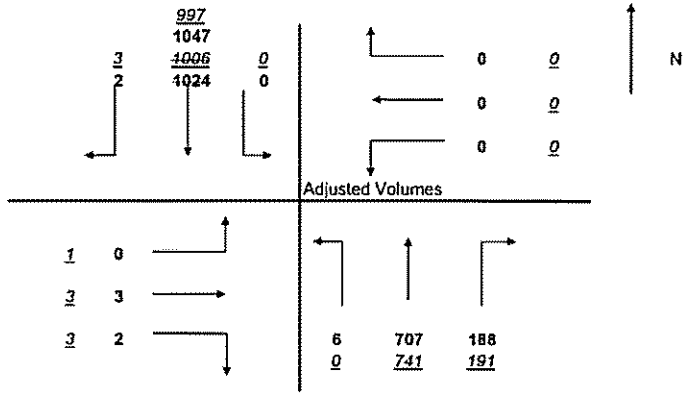
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:30-7:45	277	0	254	1
7:45-8:00	278	0	274	1
8:00-8:15	275	0	242	2
8:15-8:30	266	0	243	3
APP. TOTAL	1096	0	1013	7
AM PHF	0.99	0.00	0.92	0.58

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:45-5:00	253	0	249	0
5:00-5:15	289	0	231	2
5:15-5:30	283	0	245	0
5:30-5:45	290	0	255	3
APP. TOTAL	1115	0	980	5
PM PHF	0.96	0.00	0.96	0.42

TURNING MOVEMENT COUNTS
Colonial Boulevard @ McGregor Boulevard S

Count Data 4/01/03
TCAF= 0.92





Legend:
000 AM Peak (7:30-8:30)
000 PM Peak (4:45-5:45)

Adjustments reflect balancing between ramps

Colonial Boulevard @ McGregor Boulevard N **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES McGregor Boulevard N				WB VEHICLES Colonial Boulevard				NB VEHICLES McGregor Boulevard N				EB VEHICLES Colonial Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:30-7:45	68	216	0	0	57	0	64	0	0	197	0	0	0	0	0	0	0	602
7:45-8:00	74	237	0	0	51	0	57	0	0	230	0	0	0	0	0	0	0	649
8:00-8:15	73	199	0	0	56	0	60	0	0	176	0	0	0	0	0	0	0	564
8:15-8:30	60	232	0	0	36	0	76	0	0	193	0	0	0	0	0	0	0	597
PM PEAK																		
4:45-5:00	63	177	0	0	67	0	63	0	0	206	0	0	0	0	0	0	0	576
5:00-5:15	61	209	0	0	102	0	59	0	0	177	0	0	0	0	0	0	0	608
5:15-5:30	64	237	0	0	57	0	58	0	0	198	0	0	0	0	0	0	0	614
5:30-5:45	59	220	0	0	69	0	45	0	0	175	0	0	0	0	0	0	0	568
TOTAL VOLUMES																		
AM PEAK	275	884	0	0	200	0	257	0	0	796	0	0	0	0	0	0	0	2412
PM PEAK	247	843	0	0	295	0	225	0	0	756	0	0	0	0	0	0	0	2366

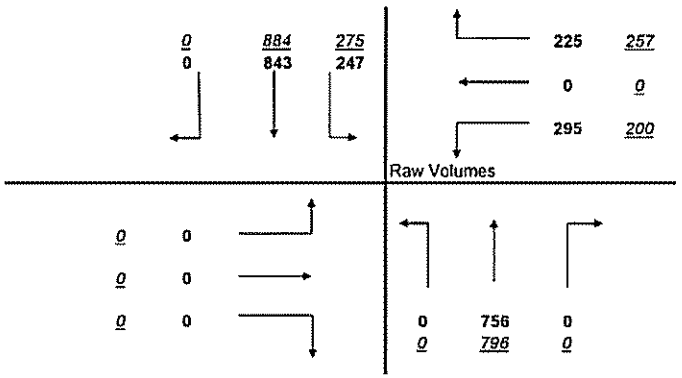
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

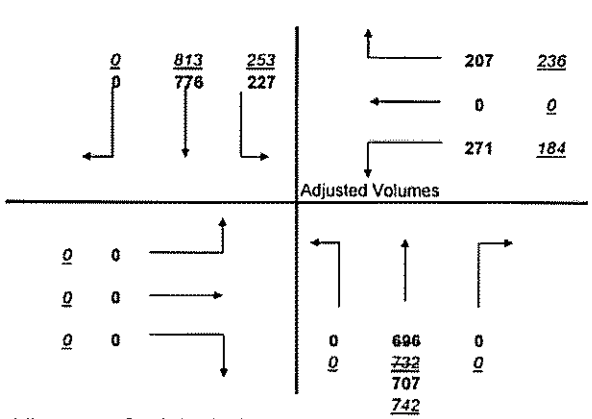
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:30-7:45	284	121	197	0
7:45-8:00	311	108	230	0
8:00-8:15	272	116	176	0
8:15-8:30	292	112	193	0
APP. TOTAL	1159	457	796	0
AM PHF	0.93	0.94	0.87	0.00

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:45-5:00	240	130	206	0
5:00-5:15	270	161	177	0
5:15-5:30	301	115	198	0
5:30-5:45	279	114	175	0
APP. TOTAL	1090	520	756	0
PM PHF	0.91	0.81	0.92	0.00

TURNING MOVEMENT COUNTS
Colonial Boulevard @ McGregor Boulevard N

Count Data 4/01/03
TCAF= 0.92





Legend:
000 AM Peak (7:30-8:30)
000 PM Peak (4:45-5:45)

Adjustments reflect balancing between ramps

Assumptions Used to Estimate Traffic Count Adjustment Factor
for Burnt Store Road/Veterans Parkway Traffic Counts between Pine Island Road and Del Prado Boulevard

Intersection	Count Date	Permanent Count Station	Monthly Info (1)		Day of Week Info (1)		Average Peak Monthly Factor (1)(a)	Growth Rate (1)(b)	Traffic Count Adjustment Factor (2)
			Month	Monthly ADT as a % of Annual ADT	Day	Day of Week as % of Annual ADT			
Burnt Store Road/Veterans Parkway at Pine Island Road	2/4/2003	50	February	1.03	Tuesday	1.07	1.04	1.20	1.13
Veterans Parkway at Surfside Boulevard	2/4/2003	50	February	1.03	Tuesday	1.07	1.04	1.20	1.13
Veterans Parkway at Chiquita Boulevard	4/2/2003	50	April	1.06	Wednesday	1.08	1.04	1.20	1.09
Veterans Parkway at Skyline Boulevard	4/2/2003	50	April	1.06	Wednesday	1.08	1.04	1.20	1.09
Veterans Parkway at Santa Barbara Boulevard	4/2/2003	50	April	1.06	Wednesday	1.08	1.04	1.20	1.09
Veterans Parkway at Country Club Boulevard	4/2/2003	50	April	1.06	Wednesday	1.08	1.04	1.20	1.09
Veterans Parkway at Del Prado Boulevard	4/1/2003	50	April	1.06	Tuesday	1.07	1.04	1.20	1.10

Notes:

(1) Source: 2002 Traffic Count Report; Lee County Department of Transportation; February 2003 [Permanent Count Station 50, Veterans Pkwy E of Santa Barbara Blvd]

(a) Assumptions used to estimate average peak monthly factor:
Average Peak Monthly Factor = (Monthly ADT as a % of AADT for three highest months)/3

(b) Growth rate based on 1998 to 2002 historical traffic count data for corridor east of Santa Barbara Boulevard, given this is the only section with 4 years of historic count data

(2) Traffic Count Adjustment Factor = (1 / Monthly Factor) X (1 / Day of Week Factor) X (Average of Peak Monthly Factor) X (Growth Rate)
This equation adjusts the raw traffic counts for all of the following conditions:

* Seasonally Adjusted Volume = (Raw Count) / (Monthly Factor) / (Day of Week Factor)
* Peak Season Volume = (Seasonally Adjusted Volume) X (Average of Peak Monthly Factors)
* 2004 Peak Season Volumes = (Peak Season Volume) X (Growth Rate)

Veterans Parkway @ Del Prado Boulevard

VEHICLES (CARS & TRUCKS)

RAW 15-MINUTE VOLUMES	SB VEHICLES Del Prado Boulevard				WB VEHICLES Veterans Parkway				NB VEHICLES Del Prado Boulevard				EB VEHICLES Veterans Parkway				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	165	314	58	0	89	0	79	0	102	255	109	0	81	0	134	0	0	1386
7:30-7:45	161	304	72	0	70	0	74	0	131	223	152	0	112	0	162	0	0	1461
7:45-8:00	123	347	61	0	81	0	82	0	102	302	106	0	145	0	218	0	0	1567
8:00-8:15	128	298	73	0	62	0	76	0	90	248	110	0	110	0	144	0	0	1339
PM PEAK																		
4:30-4:45	178	394	246	0	98	0	122	0	118	387	61	0	130	0	99	0	0	1833
4:45-5:00	156	382	236	0	119	0	99	0	123	347	58	0	128	0	74	0	0	1722
5:00-5:15	188	429	288	0	155	0	128	0	153	471	81	0	130	0	91	0	0	2114
5:15-5:30	149	432	244	0	160	0	116	0	146	421	83	0	156	0	88	0	0	1995
TOTAL VOLUMES																		
AM PEAK	577	1263	264	0	302	0	311	0	425	1028	477	0	448	0	658	0	0	5753
PM PEAK	671	1637	1014	0	532	0	465	0	540	1626	283	0	544	0	352	0	0	7664

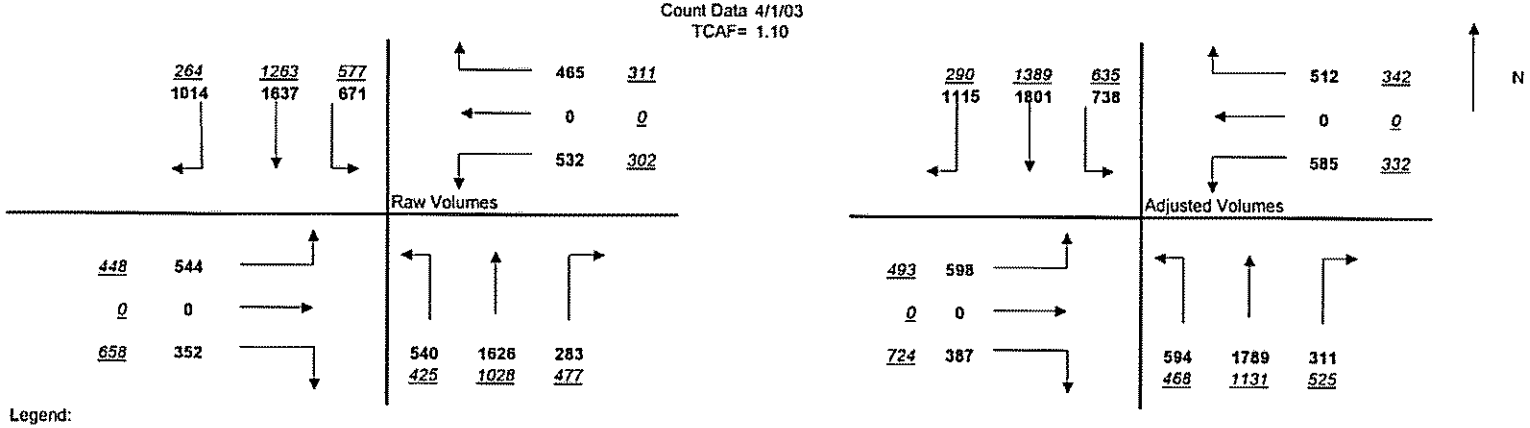
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	537	168	466	215
7:30-7:45	537	144	506	274
7:45-8:00	531	163	510	363
8:00-8:15	499	138	448	254
APP. TOTAL	2104	613	1930	1106
AM PHF	0.98	0.91	0.95	0.76

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:30-4:45	818	220	566	229
4:45-5:00	774	218	528	202
5:00-5:15	905	283	705	221
5:15-5:30	825	276	650	244
APP. TOTAL	3322	997	2449	896
PM PHF	0.92	0.88	0.87	0.92

TURNING MOVEMENT COUNTS
Veterans Parkway @ Del Prado Boulevard

Count Data 4/1/03
TCAF= 1.10



Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (4:30-5:30)

Veterans Parkway @ County Club Boulevard — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Country Club Boulevard				WB VEHICLES Veterans Parkway				NB VEHICLES Country Club Boulevard				EB VEHICLES Veterans Parkway				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:00-7:15	94	55	13	0	45	145	28	0	37	85	76	0	39	530	24	0	0	1171
7:15-7:30	122	79	26	0	17	218	38	0	52	109	77	0	63	648	33	0	0	1482
7:30-7:45	136	78	31	0	28	220	63	0	50	99	44	0	74	651	43	0	0	1517
7:45-8:00	95	80	29	0	24	222	56	0	42	102	42	0	79	459	32	0	0	1262
PM PEAK																		
5:00-5:15	73	120	59	0	88	578	141	0	57	66	13	0	40	263	44	0	0	1542
5:15-5:30	52	130	51	0	92	583	109	0	67	72	21	0	33	262	41	0	0	1513
5:30-5:45	86	103	26	0	99	565	116	0	49	50	33	0	27	240	33	0	0	1427
5:45-6:00	27	82	53	0	85	574	84	0	49	51	36	0	45	289	35	0	0	1410
TOTAL VOLUMES																		
AM PEAK	447	292	99	0	114	805	185	0	181	395	239	0	255	2288	132	0	0	5432
PM PEAK	238	435	189	0	364	2300	450	0	222	239	103	0	145	1054	153	0	0	5892

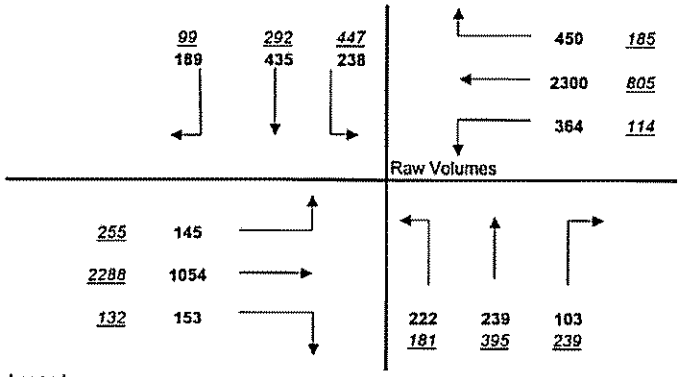
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

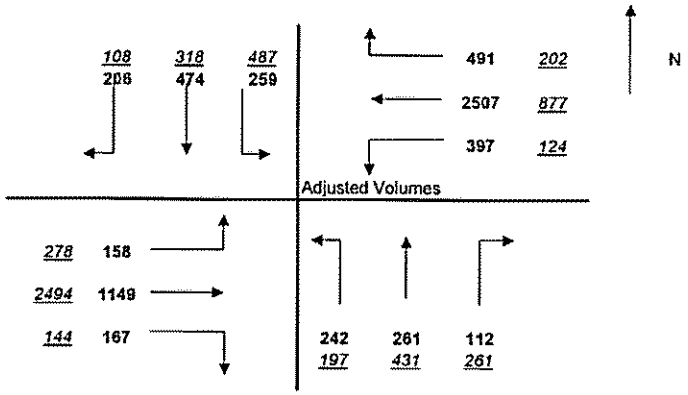
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:00-7:15	162	218	198	593
7:15-7:30	227	273	238	744
7:30-7:45	245	311	193	768
7:45-8:00	204	302	186	570
APP. TOTAL	838	1104	815	2675
AM PHF	0.86	0.89	0.86	0.87

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
5:00-5:15	252	807	136	347
5:15-5:30	233	784	160	336
5:30-5:45	215	780	132	300
5:45-6:00	162	743	136	369
APP. TOTAL	862	3114	564	1352
PM PHF	0.86	0.96	0.88	0.92

TURNING MOVEMENT COUNTS
Veterans Parkway @ County Club Boulevard

Count Data 4/2/03
TCAF= 1.09





Legend:
000 AM Peak (7:00-8:00)
000 PM Peak (5:00-6:00)

Veterans Parkway @ Santa Barbara Boulevard — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Santa Barbara Boulevard				WB VEHICLES Veterans Parkway				NB VEHICLES Santa Barbara Boulevard				EB VEHICLES Veterans Parkway				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	196	143	31	0	61	146	91	0	29	170	164	0	43	438	22	0	0	1534
7:30-7:45	199	120	30	0	66	146	65	0	14	167	152	0	63	419	30	0	0	1471
7:45-8:00	152	140	20	0	55	151	88	0	18	198	121	0	54	304	24	0	0	1325
8:00-8:15	136	156	30	0	38	149	95	0	13	175	120	0	49	283	26	0	0	1270
PM PEAK																		
5:30-5:45	105	199	36	0	137	306	159	0	35	176	28	0	56	164	18	0	0	1419
5:45-6:00	118	195	49	0	196	300	199	0	17	158	63	0	58	190	19	0	0	1562
6:00-6:15	129	139	44	0	149	255	174	0	25	161	51	0	62	172	18	0	0	1379
6:15-6:30	103	135	32	0	118	225	158	0	28	149	68	0	41	158	18	0	0	1233
TOTAL VOLUMES																		
AM PEAK	683	559	111	0	220	592	339	0	74	710	557	0	209	1444	102	0	0	5600
PM PEAK	455	668	161	0	600	1086	690	0	105	644	210	0	217	684	73	0	0	5593

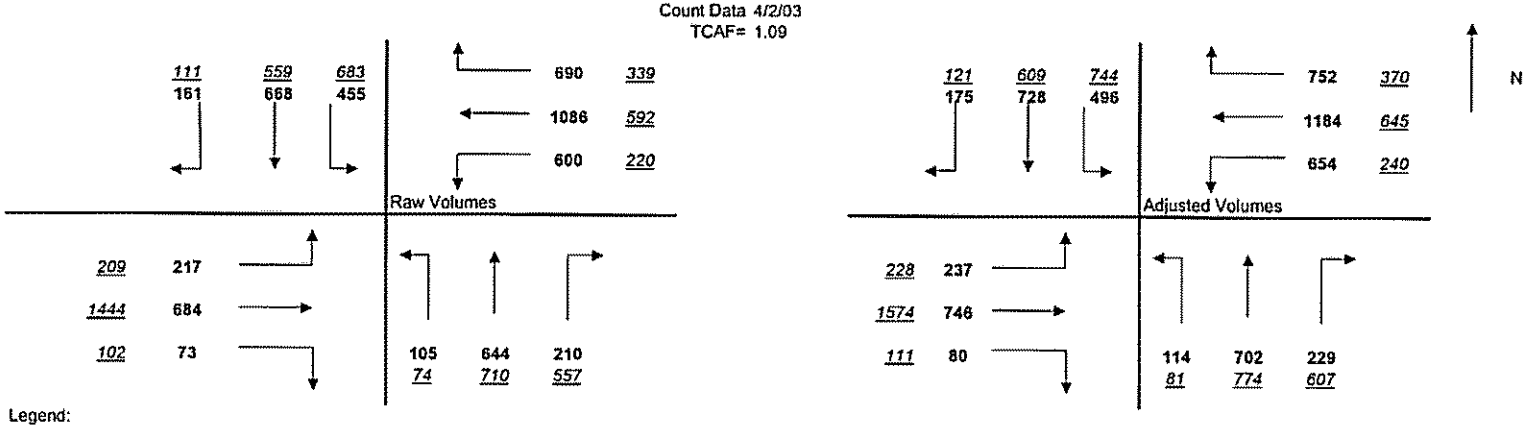
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	370	298	363	503
7:30-7:45	349	277	333	512
7:45-8:00	312	294	337	382
8:00-8:15	322	282	308	358
APP. TOTAL	1353	1151	1341	1755
AM PHF	0.91	0.97	0.92	0.86

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
5:30-5:45	340	602	239	238
5:45-6:00	362	695	238	267
6:00-6:15	312	578	237	252
6:15-6:30	270	501	245	217
APP. TOTAL	1284	2376	959	974
PM PHF	0.89	0.85	0.98	0.91

TURNING MOVEMENT COUNTS
Veterans Parkway @ Santa Barbara Boulevard

Count Data 4/2/03
TCAF= 1.09



Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (5:30-6:30)

Veterans Parkway @ Skyline Boulevard — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Skyline Boulevard				WB VEHICLES Veterans Parkway				NB VEHICLES Skyline Boulevard				EB VEHICLES Veterans Parkway				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:00-7:15	90	47	1	0	24	141	25	0	6	113	78	0	28	261	12	0	0	826
7:15-7:30	89	63	13	0	30	142	37	0	17	134	74	0	31	309	6	0	0	945
7:30-7:45	73	68	17	0	27	131	27	0	5	122	78	0	16	253	11	0	0	828
7:45-8:00	38	53	4	0	34	121	21	0	7	80	55	0	6	254	9	0	0	682
PM PEAK																		
5:00-5:15	16	74	2	0	123	219	53	0	7	73	36	0	6	158	16	0	0	783
5:15-5:30	25	82	2	0	98	254	47	0	7	54	31	0	3	147	13	0	0	763
5:30-5:45	27	72	6	0	93	237	51	0	11	54	33	0	6	175	3	0	0	768
5:45-6:00	23	59	5	0	96	219	42	0	14	56	28	0	8	153	8	0	0	711
TOTAL VOLUMES																		
AM PEAK	290	231	35	0	115	535	110	0	35	449	285	0	81	1077	38	0	0	3281
PM PEAK	91	287	15	0	410	929	193	0	39	237	128	0	23	633	40	0	0	3025

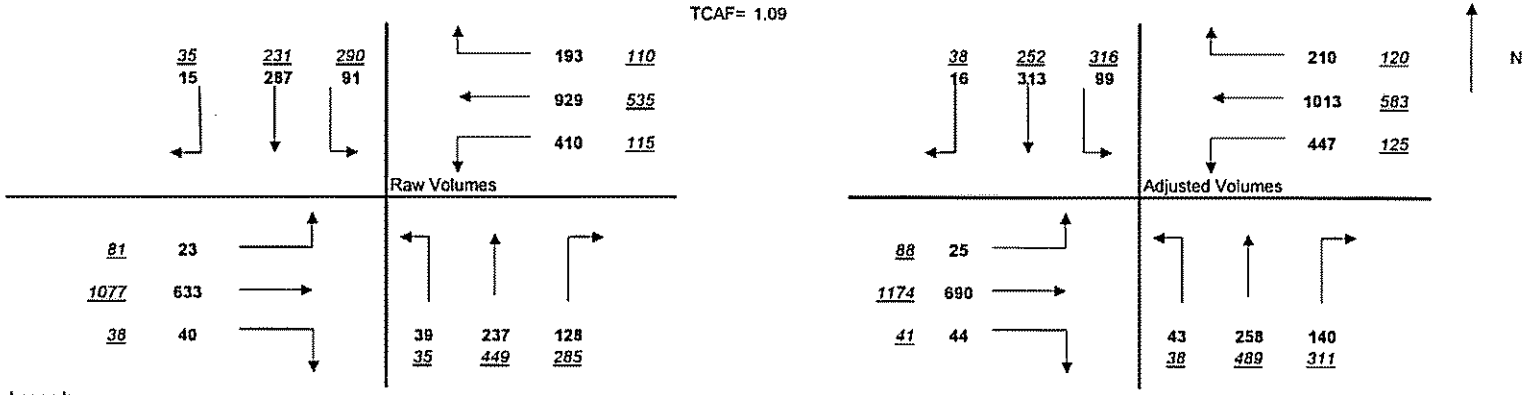
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:00-7:15	138	190	197	301
7:15-7:30	165	209	225	346
7:30-7:45	158	185	205	280
7:45-8:00	95	176	142	269
APP. TOTAL	556	760	769	1196
AM PHF	0.84	0.91	0.85	0.86

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
5:00-5:15	92	395	116	180
5:15-5:30	109	399	92	163
5:30-5:45	105	381	98	184
5:45-6:00	87	357	98	169
APP. TOTAL	393	1532	404	696
PM PHF	0.90	0.96	0.87	0.95

TURNING MOVEMENT COUNTS
Veterans Parkway @ Skyline Boulevard

Count Data 4/2/03
TCAF= 1.09



Legend:
000 AM Peak (7:00-8:00)
000 PM Peak (5:00-6:00)

Veterans Parkway @ Chiquita Boulevard — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Chiquita Boulevard				WB VEHICLES Veterans Parkway				NB VEHICLES Chiquita Boulevard				EB VEHICLES Veterans Parkway				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	38	88	1	0	59	71	13	0	59	117	155	0	29	143	37	0	0	810
7:30-7:45	34	78	4	0	62	63	21	0	54	140	101	0	25	150	51	0	0	783
7:45-8:00	30	75	7	0	66	62	26	0	23	122	105	0	11	94	39	0	0	660
8:00-8:15	37	53	6	0	58	64	22	0	29	132	82	0	20	125	34	0	0	662
PM PEAK																		
5:00-5:15	27	91	7	0	120	130	15	0	42	66	80	0	15	89	28	0	0	710
5:15-5:30	18	61	18	0	103	131	10	0	20	53	62	0	9	88	38	0	0	611
5:30-5:45	8	72	18	0	111	144	27	0	22	71	74	0	10	77	19	0	0	653
5:45-6:00	16	69	7	0	107	142	22	0	25	51	69	0	6	95	34	0	0	643
TOTAL VOLUMES																		
AM PEAK	139	294	18	0	245	260	82	0	165	511	443	0	85	512	161	0	0	2915
PM PEAK	69	293	50	0	441	547	74	0	109	241	285	0	40	349	119	0	0	2617

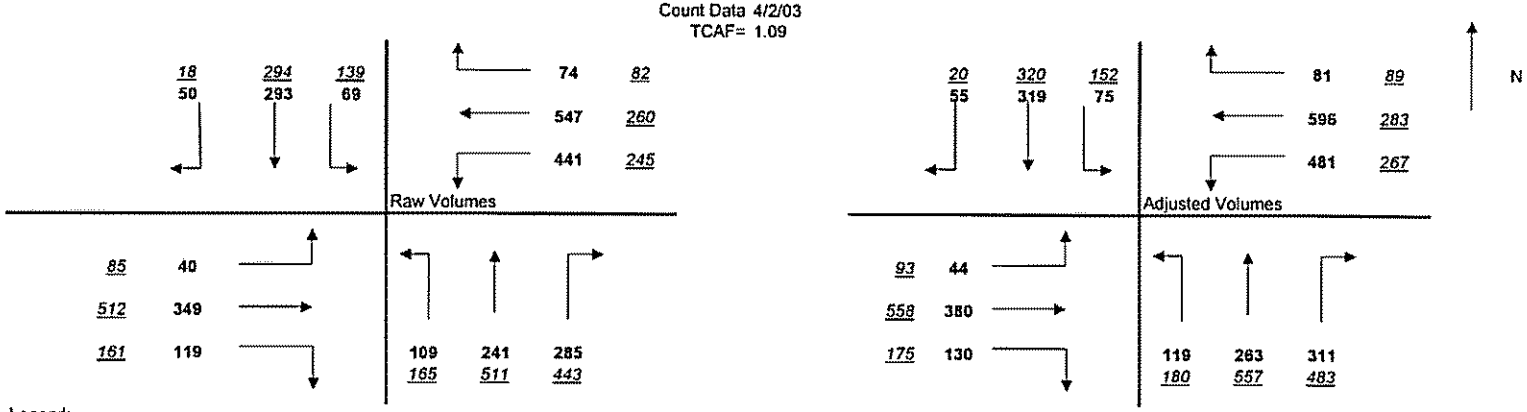
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	127	143	331	209
7:30-7:45	116	146	295	226
7:45-8:00	112	154	250	144
8:00-8:15	96	144	243	179
APP. TOTAL	451	587	1119	758
AM PHF	0.89	0.95	0.85	0.84

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
5:00-5:15	125	265	188	132
5:15-5:30	97	244	135	135
5:30-5:45	98	282	167	106
5:45-6:00	92	271	145	135
APP. TOTAL	412	1062	635	508
PM PHF	0.82	0.94	0.84	0.94

TURNING MOVEMENT COUNTS
Veterans Parkway @ Chiquita Boulevard

Count Data 4/2/03
TCAF= 1.09



Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (5:00-6:00)

Veterans Parkway @ Surfside Boulevard — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Surfside Boulevard				WB VEHICLES Veterans Parkway				NB VEHICLES Surfside Boulevard				EB VEHICLES Veterans Parkway				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:00-7:15	7	2	0	0	52	35	2	0	4	17	44	0	0	99	4	0	0	266
7:15-7:30	4	2	1	0	28	58	7	0	6	15	61	0	5	109	8	0	0	304
7:30-7:45	8	4	1	0	19	53	13	0	6	26	52	0	2	91	12	0	0	287
7:45-8:00	5	9	2	0	16	48	3	0	7	6	42	0	1	83	5	0	0	227
PM PEAK																		
4:45-5:00	1	5	1	0	35	92	0	0	4	4	27	0	2	64	6	0	0	241
5:00-5:15	2	11	3	0	35	81	2	0	11	9	15	0	0	65	6	0	0	240
5:15-5:30	2	9	2	0	37	104	4	0	7	14	17	0	1	80	8	0	0	285
5:30-5:45	0	8	2	0	42	95	2	0	5	9	14	0	1	58	10	0	0	246
TOTAL VOLUMES																		
AM PEAK	24	17	4	0	115	194	25	0	23	64	199	0	8	382	29	0	0	1084
PM PEAK	5	33	8	0	149	372	8	0	27	36	73	0	4	267	30	0	0	1012

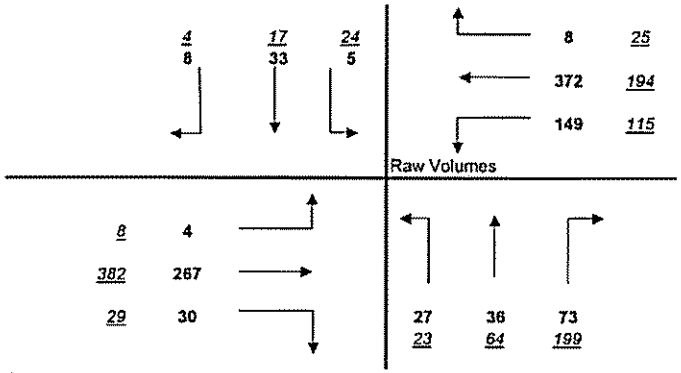
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

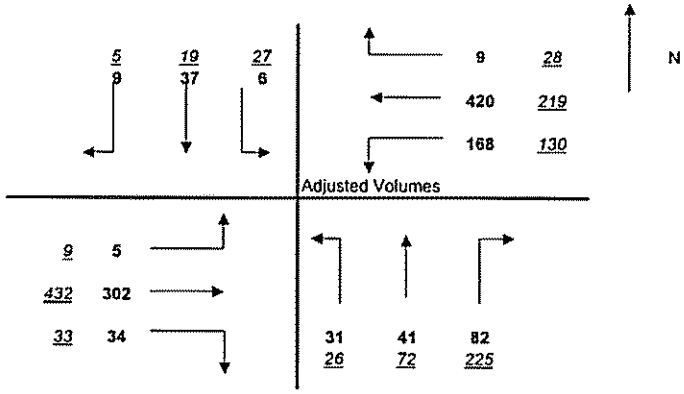
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:00-7:15	9	89	65	103
7:15-7:30	7	93	82	122
7:30-7:45	13	85	84	105
7:45-8:00	16	67	55	89
APP. TOTAL	45	334	286	419
AM PHF	0.70	0.90	0.85	0.86

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:45-5:00	7	127	35	72
5:00-5:15	16	118	35	71
5:15-5:30	13	145	38	89
5:30-5:45	10	139	28	69
APP. TOTAL	46	529	136	301
PM PHF	0.72	0.91	0.89	0.85

TURNING MOVEMENT COUNTS
Veterans Parkway @ Surfside Boulevard

Count Data 2/4/03
TCAF= 1.13





Legend:
000 AM Peak (7:00-8:00)
000 PM Peak (4:45-5:45)

Burnt Store Road/Veterans Parkway @ Pine Island Road **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Pine Island Road				NB VEHICLES Burnt Store Road				EB VEHICLES Pine Island Road				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:30-7:45	29	51	15	0	9	30	33	0	23	33	4	0	25	89	39	0	0	380
7:45-8:00	26	43	13	0	7	56	31	0	51	33	16	0	26	84	53	0	0	439
8:00-8:15	13	43	10	0	7	65	27	0	12	34	11	0	37	94	46	0	0	399
8:15-8:30	46	38	15	0	9	45	24	0	16	24	11	0	30	87	56	0	0	401
PM PEAK																		
3:45-4:00	76	44	28	0	4	106	23	0	28	26	5	0	19	84	36	0	0	479
4:00-4:15	25	33	23	0	15	129	23	0	47	26	6	0	27	77	34	0	0	465
4:15-4:30	19	47	24	0	11	110	26	0	50	43	2	0	26	76	36	0	0	470
4:30-4:45	29	29	22	0	5	107	27	0	50	26	5	0	25	73	40	0	0	438
TOTAL VOLUMES																		
AM PEAK	114	175	53	0	32	196	115	0	102	124	42	0	118	354	194	0	0	1619
PM PEAK	149	153	97	0	35	452	99	0	175	121	18	0	97	310	146	0	0	1852

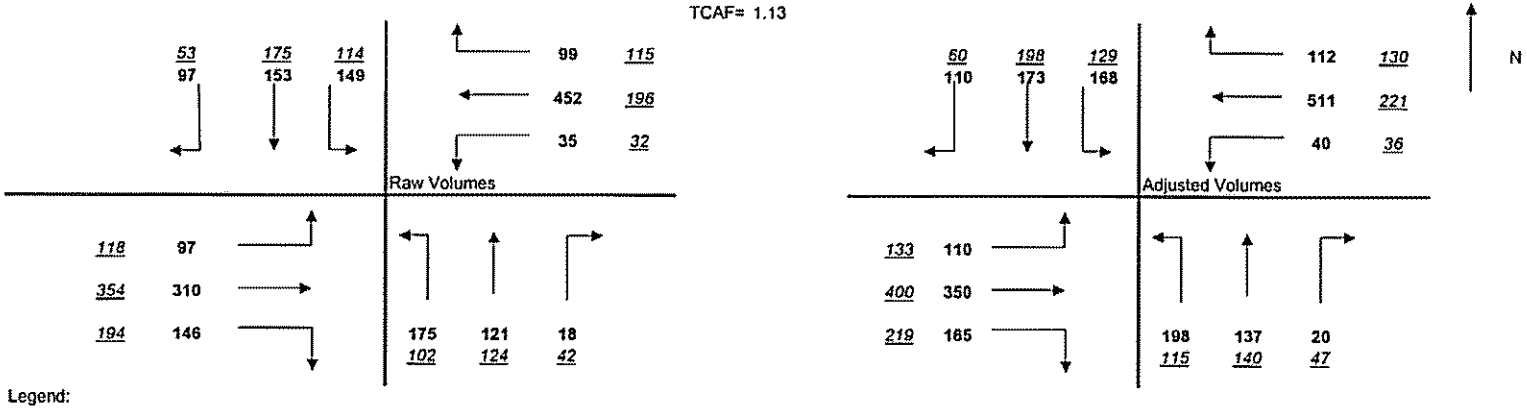
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:30-7:45	95	72	60	153
7:45-8:00	82	94	100	163
8:00-8:15	66	99	57	177
8:15-8:30	99	78	51	173
APP. TOTAL	342	343	268	666
AM PHF	0.86	0.87	0.67	0.94

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:45-4:00	148	133	59	139
4:00-4:15	81	167	79	138
4:15-4:30	90	147	95	138
4:30-4:45	80	139	81	138
APP. TOTAL	399	586	314	553
PM PHF	0.67	0.88	0.83	0.99

TURNING MOVEMENT COUNTS
Burnt Store Road/Veterans Parkway @ Pine Island Road

Count Data 2/4/03
TCAF= 1.13



Legend:
000 AM Peak (7:30-8:30)
000 PM Peak (3:45-4:45)

Assumptions Used to Estimate Traffic Count Adjustment Factor
for Burnt Store Road Traffic Counts between Van Buren Parkway and Ceitus Parkway West

Intersection	Count Date	Permanent Count Station	Monthly Info (1)		Day of Week Info (1)		Average Peak Monthly Factor (1)(a)	Growth Rate (1)(b)	Traffic Count Adjustment Factor (2)
			Month	Monthly ADT as a % of Annual ADT	Day	Day of Week as % of Annual ADT			
Burnt Store Road at Van Buren Parkway	4/3/2003	12	April	1.04	Thursday	1.04	1.16	1.12	1.20
Burnt Store Road at Diplomat Parkway	4/3/2003	12	April	1.04	Thursday	1.04	1.16	1.12	1.20
Burnt Store Road at Tropicana Parkway	4/3/2003	12	April	1.04	Thursday	1.04	1.16	1.12	1.20
Burnt Store Road at Embers Parkway	4/3/2003	12	April	1.04	Thursday	1.04	1.16	1.12	1.20
Burnt Store Road at Ceitus Parkway East	4/3/2003	12	April	1.04	Thursday	1.04	1.16	1.12	1.20
Burnt Store Road at Ceitus Parkway West	4/3/2003	12	April	1.04	Thursday	1.04	1.16	1.12	1.20

Notes:

(1) Source: 2002 Traffic Count Report; Lee County Department of Transportation; February 2003 [Permanent Count Station 12, Burnt Store Rd S of Charlotte County Line]

(a) Assumptions used to estimate average peak monthly factor:
Average Peak Monthly Factor = (Monthly ADT as a % of AADT for three highest months)/3

(b) Growth rate based on 1998 to 2002 historical traffic count data for the section of Burnt Store Road north of Pine Island Road

(2) Traffic Count Adjustment Factor = (1 / Monthly Factor) X (1 / Day of Week Factor) X (Average of Peak Monthly Factor) X (Growth Rate)
This equation adjusts the raw traffic counts for all of the following conditions:

* Seasonally Adjusted Volume = (Raw Count) / (Monthly Factor) / (Day of Week Factor)
* Peak Season Volume = (Seasonally Adjusted Volume) X (Average of Peak Monthly Factors)
* 2004 Peak Season Volumes = (Peak Season Volume) X (Growth Rate)

Burnt Store Road @ Ceitus Parkway West — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Ceitus Parkway West				NB VEHICLES Burnt Store Road				EB VEHICLES Ceitus Parkway West				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	0	69	0	0	0	0	0	0	2	64	0	0	1	0	12	0	0	148
7:30-7:45	0	49	1	0	0	0	0	0	4	72	0	0	5	0	10	0	0	141
7:45-8:00	0	43	2	0	0	0	0	0	3	54	0	0	0	0	5	0	0	107
8:00-8:15	0	65	1	0	0	0	0	0	1	66	0	0	0	0	8	0	0	141
PM PEAK																		
5:00-5:15	0	80	5	0	0	0	0	0	10	60	0	0	3	0	6	0	0	164
5:15-5:30	0	77	0	0	0	0	0	0	7	65	0	0	3	0	2	0	0	154
5:30-5:45	0	56	3	0	0	0	0	0	5	74	0	0	3	0	6	0	0	147
5:45-6:00	0	77	3	0	0	0	0	0	5	74	0	0	2	0	10	0	0	171
TOTAL VOLUMES																		
AM PEAK	0	226	4	0	0	0	0	0	10	256	0	0	6	0	35	0	0	537
PM PEAK	0	290	11	0	0	0	0	0	27	273	0	0	11	0	24	0	0	636

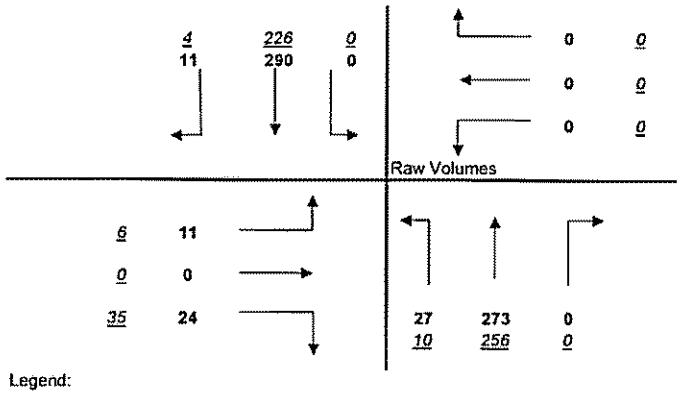
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

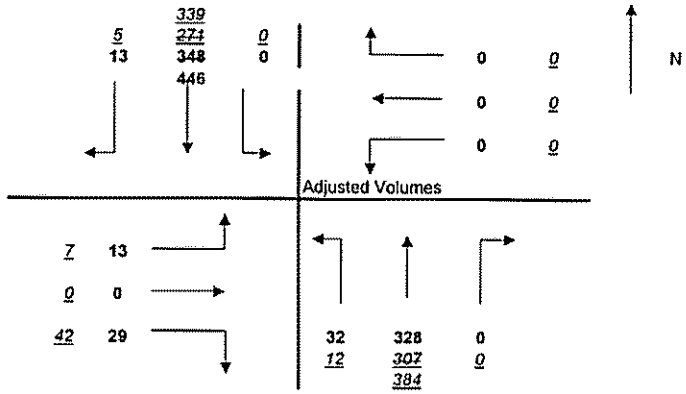
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	69	0	66	13
7:30-7:45	50	0	76	15
7:45-8:00	45	0	57	5
8:00-8:15	66	0	67	8
APP. TOTAL	230	0	266	41
AM PHF	0.83	0.00	0.88	0.68

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
5:00-5:15	85	0	70	9
5:15-5:30	77	0	72	5
5:30-5:45	59	0	79	9
5:45-6:00	80	0	79	12
APP. TOTAL	301	0	300	35
PM PHF	0.89	0.00	0.95	0.73

TURNING MOVEMENT COUNTS
Burnt Store Road @ Ceitus Parkway West

Count Data 4/3/03
TCAF= 1.20





Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (5:00-6:00)

Adjustments reflect balancing between adjacent intersections

Burnt Store Road @ Ceitus Parkway East — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Ceitus Parkway East				NB VEHICLES Burnt Store Road				EB VEHICLES Ceitus Parkway East				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	1	65	0	0	14	0	0	0	0	83	3	0	0	0	0	0	0	166
7:30-7:45	0	65	0	0	3	0	0	0	0	75	3	0	0	0	0	0	0	146
7:45-8:00	2	59	0	0	3	0	1	0	0	73	1	0	0	0	0	0	0	139
8:00-8:15	1	78	0	0	0	0	0	0	0	81	7	0	0	0	0	0	0	167
PM PEAK																		
3:30-3:45	0	91	0	0	4	0	3	0	0	76	3	0	0	0	0	0	0	177
3:45-4:00	1	113	0	0	1	0	2	0	0	53	7	0	0	0	0	0	0	177
4:00-4:15	3	78	0	0	6	0	1	0	0	49	7	0	0	0	0	0	0	144
4:15-4:30	0	87	0	0	2	0	0	0	0	66	3	0	0	0	0	0	0	158
TOTAL VOLUMES																		
AM PEAK	4	267	0	0	20	0	1	0	0	312	14	0	0	0	0	0	0	618
PM PEAK	4	369	0	0	13	0	6	0	0	244	20	0	0	0	0	0	0	656

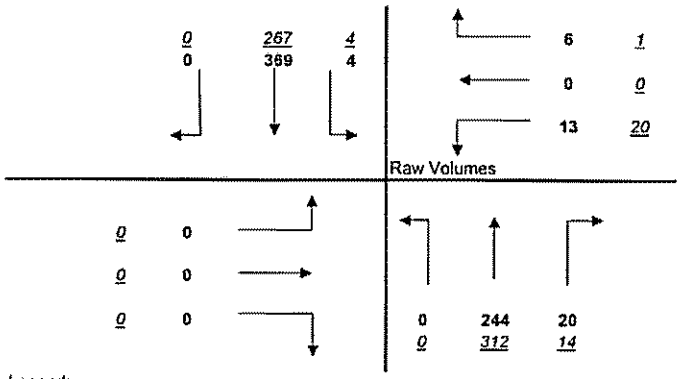
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

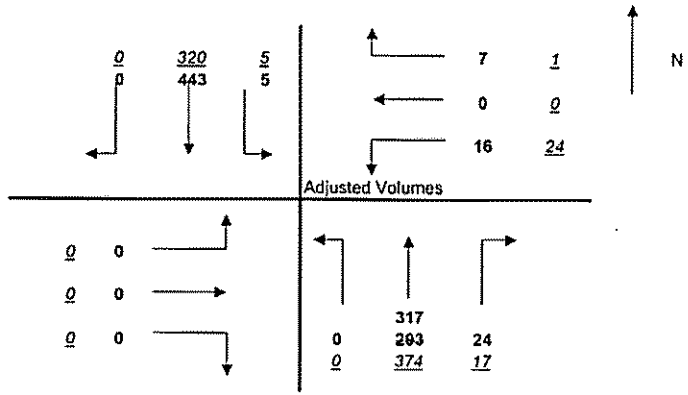
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	66	14	86	0
7:30-7:45	65	3	78	0
7:45-8:00	61	4	74	0
8:00-8:15	79	0	88	0
APP. TOTAL	271	21	326	0
AM PHF	0.86	0.38	0.93	0.00

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:30-3:45	91	7	79	0
3:45-4:00	114	3	60	0
4:00-4:15	81	7	56	0
4:15-4:30	87	2	69	0
APP. TOTAL	373	19	264	0
PM PHF	0.82	0.68	0.84	0.00

TURNING MOVEMENT COUNTS
Burnt Store Road @ Ceitus Parkway East

Count Data 4/3/03
TCAF= 1.20





Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (3:30-4:30)

Adjustments reflect balancing between adjacent intersections

Burnt Store Road @ Embers Parkway — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Embers Parkway				NB VEHICLES Burnt Store Road				EB VEHICLES Embers Parkway				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	8	53	0	0	5	2	14	0	3	66	4	0	0	13	5	0	0	173
7:30-7:45	6	43	1	0	3	2	9	0	3	70	5	0	0	13	5	0	0	160
7:45-8:00	14	49	1	0	5	4	10	0	3	56	7	0	4	10	6	0	0	169
8:00-8:15	8	60	4	0	3	4	8	0	5	54	9	0	1	9	9	0	0	174
PM PEAK																		
3:30-3:45	6	97	3	0	8	6	5	0	5	69	3	0	1	3	3	0	0	209
3:45-4:00	8	59	1	0	3	8	10	0	5	34	2	0	1	5	6	0	0	142
4:00-4:15	11	66	0	0	4	14	8	0	3	41	6	0	0	5	10	0	0	168
4:15-4:30	11	71	0	0	4	3	9	0	6	46	2	0	0	2	3	0	0	157
TOTAL VOLUMES																		
AM PEAK	36	205	6	0	16	12	41	0	14	246	25	0	5	45	25	0	0	676
PM PEAK	36	293	4	0	19	31	32	0	19	190	13	0	2	15	22	0	0	676

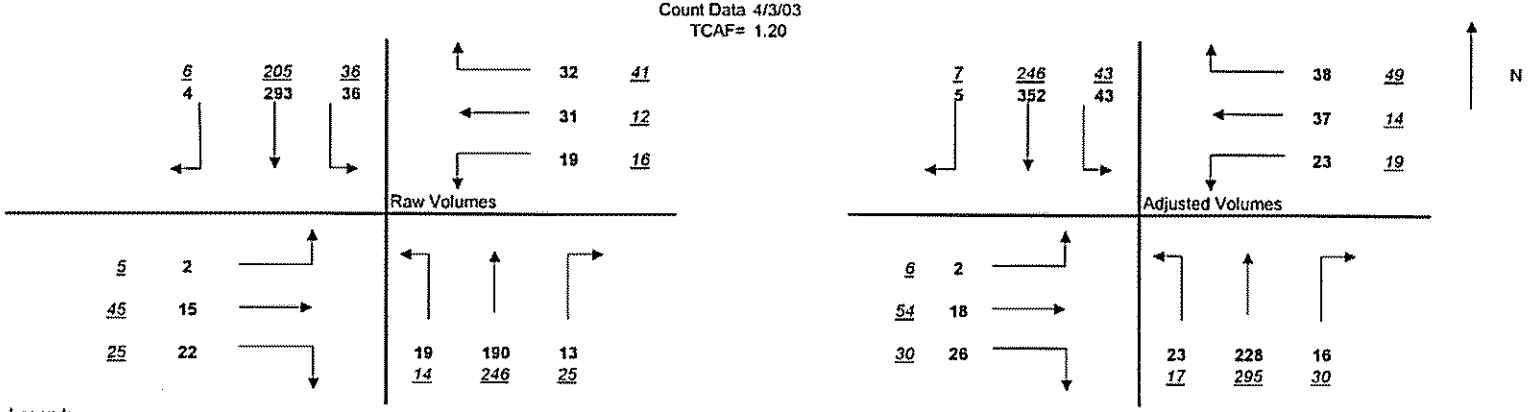
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	61	21	73	18
7:30-7:45	50	14	78	18
7:45-8:00	64	19	66	20
8:00-8:15	72	15	68	19
APP. TOTAL	247	69	285	75
AM PHF	0.86	0.82	0.91	0.94

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:30-3:45	106	19	77	7
3:45-4:00	68	21	41	12
4:00-4:15	77	26	50	15
4:15-4:30	82	16	54	5
APP. TOTAL	333	82	222	39
PM PHF	0.79	0.79	0.72	0.65

TURNING MOVEMENT COUNTS
Burnt Store Road @ Embers Parkway

Count Data 4/3/03
TCAF= 1.20



Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (3:30-4:30)

Burnt Store Road @ Tropicana Parkway — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Tropicana Parkway				NB VEHICLES Burnt Store Road				EB VEHICLES Tropicana Parkway				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:45-8:00	2	59	0	0	2	2	2	0	1	66	6	0	0	3	5	0	0	148
8:00-8:15	6	58	1	0	4	4	2	0	0	56	6	0	2	8	4	0	0	151
8:15-8:30	4	54	0	0	1	4	3	0	3	53	17	0	1	7	3	0	0	150
8:30-8:45	2	56	1	0	2	5	1	0	1	68	4	0	0	4	1	0	0	145
PM PEAK																		
5:00-5:15	6	71	3	0	2	2	2	0	4	54	2	0	2	1	3	0	0	152
5:15-5:30	1	69	1	0	5	2	3	0	2	54	6	0	0	6	1	0	0	150
5:30-5:45	6	57	1	0	3	3	0	0	8	68	0	0	0	0	2	0	0	148
5:45-6:00	0	75	2	0	2	3	2	0	6	53	4	0	0	3	5	0	0	155
TOTAL VOLUMES																		
AM PEAK	14	227	2	0	9	15	8	0	5	243	33	0	3	22	13	0	0	594
PM PEAK	13	272	7	0	12	10	7	0	20	229	12	0	2	10	11	0	0	605

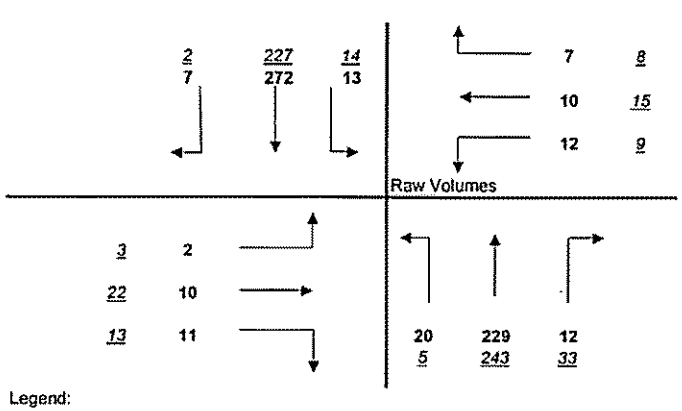
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

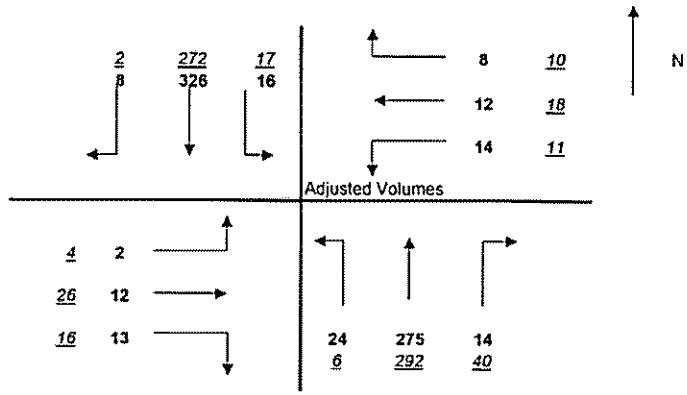
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:45-8:00	61	6	73	8
8:00-8:15	65	10	62	14
8:15-8:30	58	8	73	11
8:30-8:45	59	8	73	5
APP. TOTAL	243	32	281	38
AM PHF	0.93	0.80	0.96	0.68

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
5:00-5:15	80	6	60	6
5:15-5:30	71	10	62	7
5:30-5:45	64	6	76	2
5:45-6:00	77	7	63	8
APP. TOTAL	292	29	261	23
PM PHF	0.91	0.73	0.86	0.72

TURNING MOVEMENT COUNTS
Burnt Store Road @ Tropicana Parkway

Count Data 4/3/03
TCAF= 1.20





Legend:
000 AM Peak (7:45-8:45)
000 PM Peak (5:00-6:00)

Burnt Store Road @ Diplomat Parkway — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Diplomat Parkway				NB VEHICLES Burnt Store Road				EB VEHICLES Diplomat Parkway				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	7	40	0	0	4	0	6	0	0	67	4	0	0	0	0	0	0	128
7:30-7:45	9	40	0	0	3	0	3	0	0	67	11	0	0	0	0	0	0	133
7:45-8:00	5	48	0	0	5	0	5	0	0	65	4	0	0	0	0	0	0	132
8:00-8:15	13	65	0	0	1	0	6	0	0	62	6	0	0	0	0	0	0	153
PM PEAK																		
3:30-3:45	11	70	0	0	1	0	20	0	0	46	3	0	0	0	0	0	0	151
3:45-4:00	6	62	0	0	2	0	7	0	0	51	4	0	0	0	0	0	0	132
4:00-4:15	7	62	0	0	7	0	9	0	0	36	4	0	0	0	0	0	0	125
4:15-4:30	6	71	0	0	2	0	7	0	0	50	4	0	0	0	0	0	0	140
TOTAL VOLUMES																		
AM PEAK	34	193	0	0	13	0	20	0	0	261	25	0	0	0	0	0	0	546
PM PEAK	30	265	0	0	12	0	43	0	0	183	15	0	0	0	0	0	0	548

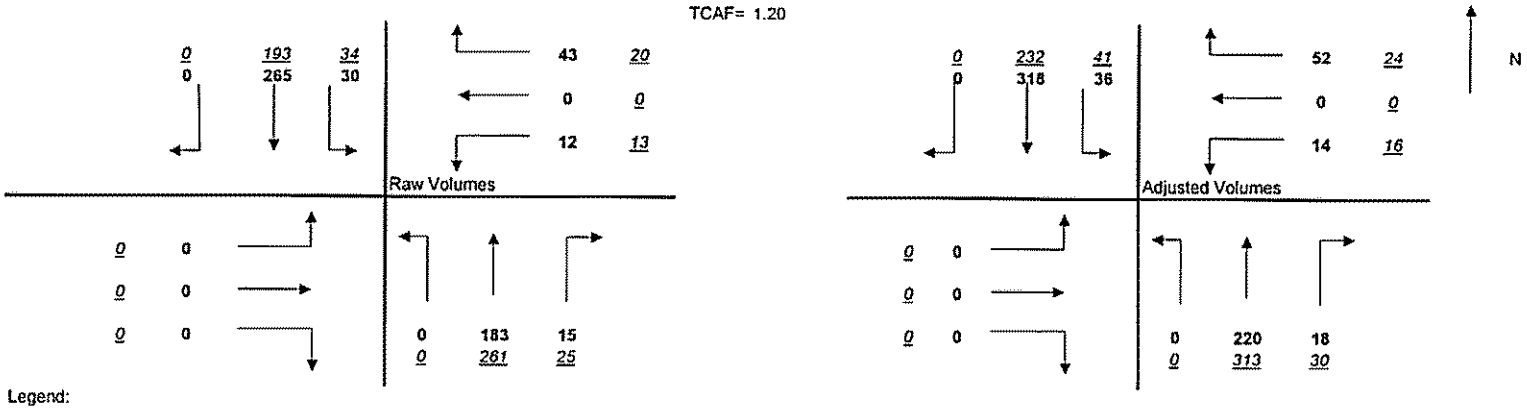
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	47	10	71	0
7:30-7:45	49	6	78	0
7:45-8:00	53	10	69	0
8:00-8:15	78	7	68	0
APP. TOTAL	227	33	286	0
AM PHF	0.73	0.83	0.92	0.00

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:30-3:45	81	21	49	0
3:45-4:00	68	9	55	0
4:00-4:15	69	16	40	0
4:15-4:30	77	9	54	0
APP. TOTAL	295	55	198	0
PM PHF	0.91	0.65	0.90	0.00

TURNING MOVEMENT COUNTS
Burnt Store Road @ Diplomat Parkway

Count Data 4/3/03
TCAF= 1.20



Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (3:30-4:30)

Burnt Store Road @ Van Buren Parkway **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Van Buren Parkway				NB VEHICLES Burnt Store Road				EB VEHICLES Van Buren Parkway				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:45-8:00	8	58	0	0	2	0	5	0	0	61	4	0	0	0	0	0	0	138
8:00-8:15	3	52	0	0	1	0	4	0	0	62	3	0	0	0	0	0	0	125
8:15-8:30	8	50	0	0	1	0	2	0	0	47	3	0	0	0	0	0	0	111
8:30-8:45	4	46	0	0	4	0	4	0	0	71	3	0	0	0	0	0	0	132
PM PEAK																		
3:30-3:45	11	79	0	0	5	0	6	0	0	65	4	0	0	0	0	0	0	170
3:45-4:00	10	48	0	0	8	0	6	0	0	47	1	0	0	0	0	0	0	120
4:00-4:15	3	65	0	0	4	0	7	0	0	38	1	0	0	0	0	0	0	118
4:15-4:30	6	55	0	0	1	0	2	0	0	35	4	0	0	0	0	0	0	103
TOTAL VOLUMES																		
AM PEAK	23	206	0	0	8	0	15	0	0	241	13	0	0	0	0	0	0	506
PM PEAK	30	247	0	0	18	0	21	0	0	185	10	0	0	0	0	0	0	511

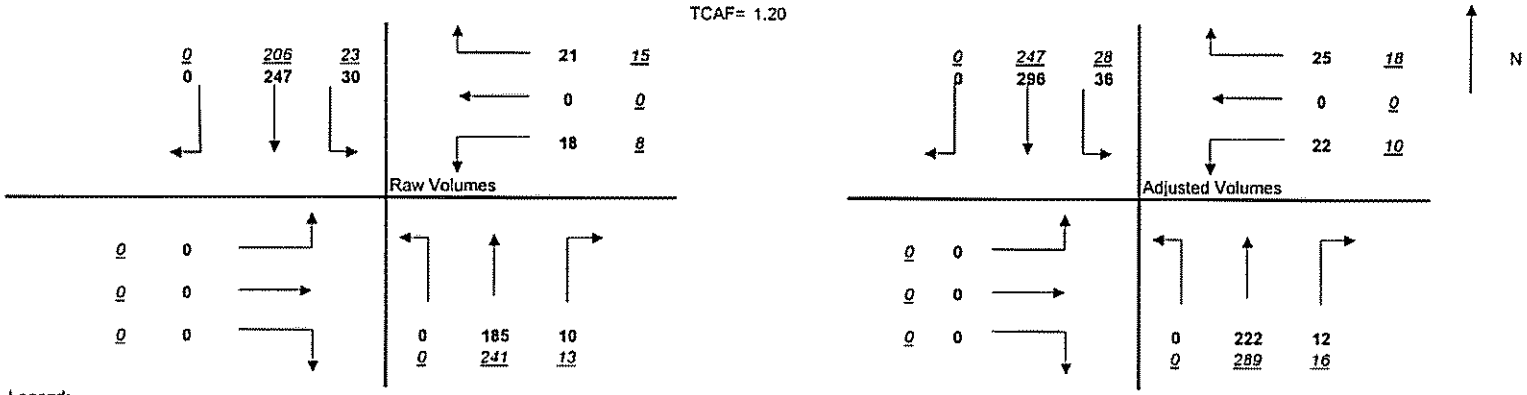
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:45-8:00	66	7	65	0
8:00-8:15	55	5	65	0
8:15-8:30	58	3	50	0
8:30-8:45	50	8	74	0
APP. TOTAL	229	23	254	0
AM PHF	0.87	0.72	0.86	0.00

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:30-3:45	90	11	69	0
3:45-4:00	58	14	48	0
4:00-4:15	68	11	39	0
4:15-4:30	61	3	39	0
APP. TOTAL	277	39	195	0
PM PHF	0.77	0.70	0.71	0.00

TURNING MOVEMENT COUNTS
Burnt Store Road @ Van Buren Parkway

Count Data 4/3/03
TCAF= 1.20



Legend:
000 AM Peak (7:45-8:45)
000 PM Peak (3:30-4:30)

Assumptions Used to Estimate Traffic Count Adjustment Factor
for Burnt Store Road Traffic Counts between Burnt Store Marina Entrance and Cape Horn Boulevard/Alcazar Drive

Intersection	Count Date	Peak Season Conversion Factor (PSCF) (1)	Growth Rate (2)	Traffic Count Adjustment Factor (3)
Burnt Store Road at Cape Horn Boulevard/Alcazar Drive	3/9/2004 *	0.95	1.00	0.95
Burnt Store Road at Doredo Drive	3/10/2004	0.95	1.00	0.95
Burnt Store Road at Saragossa Lane/Harborside Boulevard	3/10/2004	0.95	1.00	0.95
Burnt Store Road at Peppercorn Road	3/11/2004	0.95	1.00	0.95
Burnt Store Road at Vincent Avenue	3/10/2004	0.95	1.00	0.95
Burnt Store Road at Islamorada Boulevard (Burnt Store Marina Entrance)	3/9/2004 *	0.95	1.00	0.95

Notes:

(1) Source: 2002 Florida Traffic Information CD, Permanent Count Station 14, US 41 1.4 mile north of Oil Well Road, Charlotte County
* Used Peak Season Conversion Factor from week of 3/10/2002 - 3/16/2002 to maintain consistency with adjustments along this segment of the study corridor.

(2) Source: 2002 Traffic Count Report; Lee County Department of Transportation; February 2003 [Permanent Count Station 12, Burnt Store Rd S of Charlotte County Line]
Growth rate based on 1998 to 2002 historical traffic count data for the section of Burnt Store Road south of the Charlotte County Line

(3) Traffic Count Adjustment Factor = (Peak Season Conversion Factor) X (Growth Rate)

Burnt Store Rd @ Islamorada Blvd (Burnt Store Marina Ent) VEHICLES (CARS & TRUCKS)

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Islamorada Boulevard				NB VEHICLES Burnt Store Road				EB VEHICLES Mobile Home Park Entrance				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
8:30-8:45	0	23	9	0	0	0	0	0	15	35	0	0	17	0	10	0	0	109
8:45-9:00	0	21	8	0	0	0	0	0	7	35	0	0	22	0	16	0	0	109
9:00-9:15	0	22	7	0	0	0	0	0	5	36	0	0	26	0	14	0	0	110
9:15-9:30	0	23	8	0	0	0	0	0	4	38	0	0	19	0	18	0	0	110
PM PEAK																		
3:30-3:45	0	43	25	0	0	0	0	0	15	42	0	0	12	0	59	0	0	196
3:45-4:00	0	40	17	0	0	0	0	0	17	34	0	0	23	0	15	0	0	146
4:00-4:15	0	44	23	0	0	0	0	0	16	37	0	0	18	0	21	0	0	159
4:15-4:30	0	59	25	0	0	0	0	0	11	34	0	0	13	0	16	0	0	158
TOTAL VOLUMES																		
AM PEAK	0	89	32	0	0	0	0	0	31	144	0	0	84	0	58	0	0	438
PM PEAK	0	186	90	0	0	0	0	0	59	147	0	0	66	0	111	0	0	659

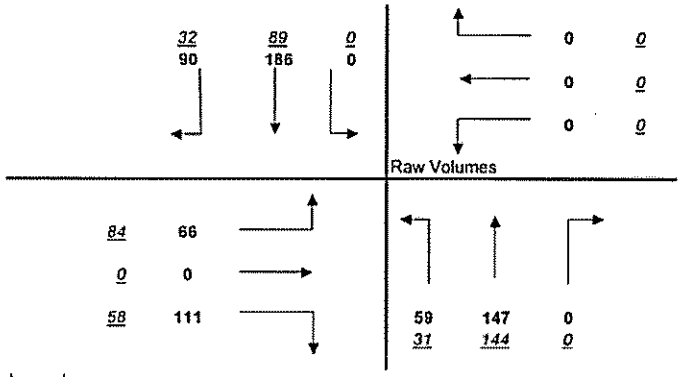
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

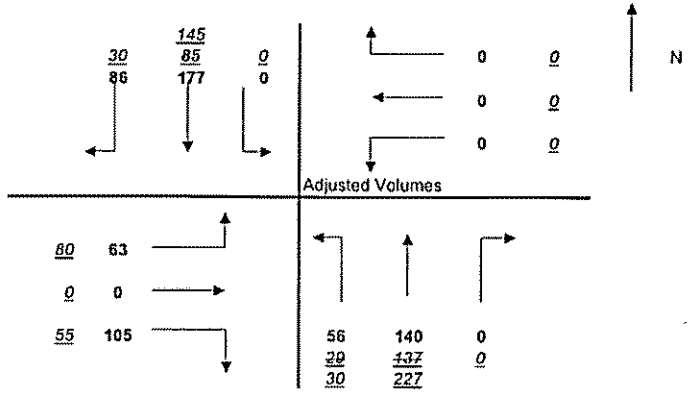
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
8:30-8:45	32	0	50	27
8:45-9:00	29	0	42	38
9:00-9:15	29	0	41	40
9:15-9:30	31	0	42	37
APP. TOTAL	121	0	175	142
AM PHF	0.95	0.00	0.88	0.89

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:30-3:45	68	0	57	71
3:45-4:00	57	0	51	38
4:00-4:15	67	0	53	39
4:15-4:30	84	0	45	29
APP. TOTAL	276	0	206	177
PM PHF	0.82	0.00	0.90	0.62

TURNING MOVEMENT COUNTS
Burnt Store Rd @ Islamorada Blvd (Burnt Store Marina Ent)

Count Data 3/9/04
TCAF= 0.95





Legend:
000 AM Peak (8:30-9:30)
000 PM Peak (3:30-4:30)

Adjustments reflect smoothing between intersections

Burnt Store Road @ Vincent Avenue VEHICLES (CARS & TRUCKS)

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Vincent Avenue				NB VEHICLES Burnt Store Road				EB VEHICLES Vincent Avenue				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
8:30-8:45	0	39	9	0	0	0	0	0	8	68	0	0	15	0	7	0	0	146
8:45-9:00	0	40	9	0	0	0	0	0	3	51	0	0	15	0	5	0	0	123
9:00-9:15	0	34	13	0	0	0	0	0	4	48	0	0	14	0	2	0	0	115
9:15-9:30	0	39	11	0	0	0	0	0	8	60	0	0	18	0	1	0	0	137
PM PEAK																		
3:30-3:45	0	60	13	0	0	0	0	0	4	55	0	0	31	0	9	0	0	172
3:45-4:00	0	54	17	0	0	0	0	0	7	68	0	0	22	0	4	0	0	172
4:00-4:15	0	64	19	0	0	0	0	0	6	42	0	0	14	0	6	0	0	151
4:15-4:30	0	77	19	0	0	0	0	0	3	41	0	0	13	0	1	0	0	154
TOTAL VOLUMES																		
AM PEAK	0	152	42	0	0	0	0	0	23	227	0	0	62	0	15	0	0	521
PM PEAK	0	255	68	0	0	0	0	0	20	206	0	0	80	0	20	0	0	649

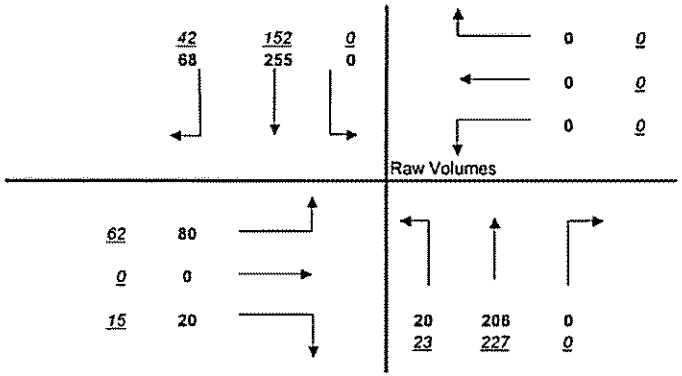
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

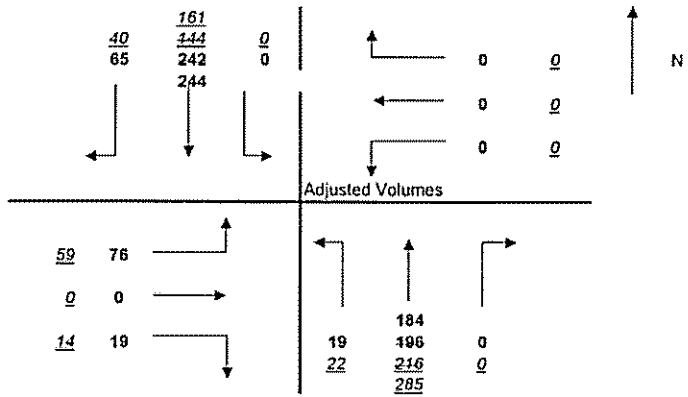
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
8:30-8:45	48	0	76	22
8:45-9:00	49	0	54	20
9:00-9:15	47	0	52	16
9:15-9:30	50	0	68	19
APP. TOTAL	194	0	250	77
AM PHF	0.97	0.00	0.82	0.88

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:30-3:45	73	0	59	40
3:45-4:00	71	0	75	26
4:00-4:15	83	0	48	20
4:15-4:30	96	0	44	14
APP. TOTAL	323	0	226	100
PM PHF	0.84	0.00	0.75	0.63

TURNING MOVEMENT COUNTS
Burnt Store Road @ Vincent Avenue

Count Data 3/10/04
TCAF= 0.95





Legend:
000 AM Peak (8:30-9:30)
000 PM Peak (3:30-4:30)

Adjustments reflect smoothing between intersections

Burnt Store Road @ Peppercorn Road — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Peppercorn Road				NB VEHICLES Burnt Store Road				EB VEHICLES Peppercorn Road				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
8:15-8:30	0	41	6	0	0	0	0	0	1	67	0	0	3	0	1	0	0	119
8:30-8:45	0	40	1	0	0	0	0	0	0	75	0	0	6	0	0	0	0	122
8:45-9:00	0	36	3	0	0	0	0	0	1	81	0	0	5	0	3	0	0	129
9:00-9:15	0	42	4	0	0	0	0	0	1	73	0	0	6	0	1	0	0	127
PM PEAK																		
3:30-3:45	0	82	2	0	0	0	0	0	0	88	0	0	5	0	1	0	0	178
3:45-4:00	0	75	4	0	0	0	0	0	2	71	0	0	4	0	1	0	0	157
4:00-4:15	0	76	2	0	0	0	0	0	1	66	0	0	3	0	0	0	0	148
4:15-4:30	0	80	7	0	0	0	0	0	0	44	0	0	1	0	1	0	0	133
TOTAL VOLUMES																		
AM PEAK	0	159	14	0	0	0	0	0	3	296	0	0	20	0	5	0	0	497
PM PEAK	0	313	15	0	0	0	0	0	3	269	0	0	13	0	3	0	0	616

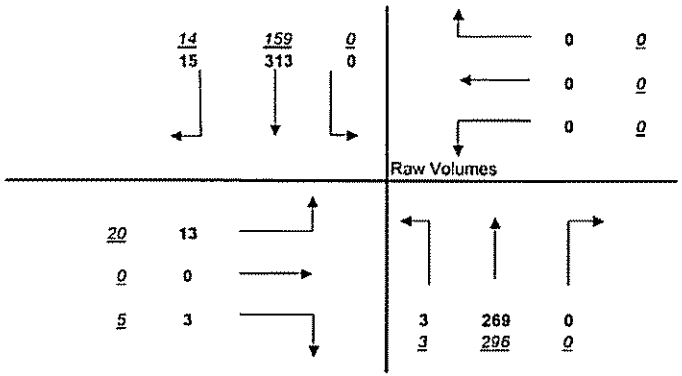
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

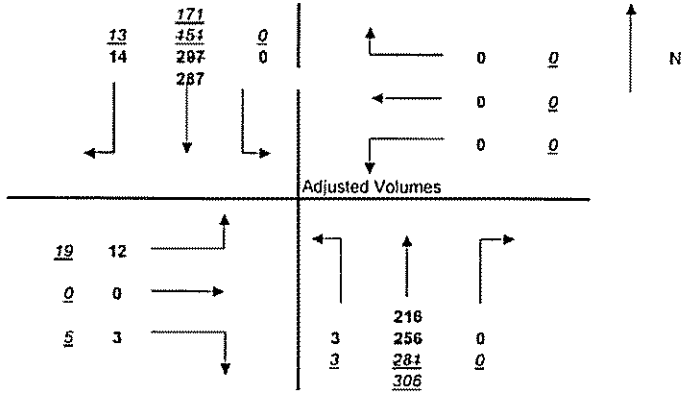
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
8:15-8:30	47	0	68	4
8:30-8:45	41	0	75	6
8:45-9:00	39	0	82	8
9:00-9:15	46	0	74	7
APP. TOTAL	173	0	299	25
AM PHF	0.92	0.00	0.91	0.78

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:30-3:45	84	0	88	6
3:45-4:00	79	0	73	5
4:00-4:15	78	0	67	3
4:15-4:30	87	0	44	2
APP. TOTAL	328	0	272	16
PM PHF	0.94	0.00	0.77	0.67

TURNING MOVEMENT COUNTS
Burnt Store Road @ Peppercorn Road

Count Data 3/11/04
TCAF= 0.95





Legend:
000 AM Peak (8:15-9:15)
000 PM Peak (3:30-4:30)

Adjustments reflect smoothing between intersections

Burnt Store Road @ Saragossa Lane/Harborside Boulevard VEHICLES (CARS & TRUCKS)

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Saregossa Lane/Harborside Blvd				NB VEHICLES Burnt Store Road				EB VEHICLES Saregossa Lane/Harborside Blvd				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
8:30-8:45	3	41	1	0	2	0	2	0	1	98	2	0	0	0	1	0	0	151
8:45-9:00	3	53	0	0	0	0	1	0	0	96	2	0	0	1	0	0	0	156
9:00-9:15	4	66	1	0	5	0	2	0	0	89	3	0	0	0	1	0	0	171
9:15-9:30	2	66	1	0	1	0	3	0	2	72	1	0	0	0	1	0	0	149
PM PEAK																		
3:30-3:45	2	96	0	0	2	0	3	0	0	101	1	0	0	0	0	0	0	205
3:45-4:00	2	81	0	0	3	1	2	0	0	78	2	0	0	0	0	0	0	169
4:00-4:15	2	82	0	0	1	0	1	0	0	70	1	0	1	0	0	0	0	158
4:15-4:30	3	84	1	0	2	0	3	0	2	43	1	0	1	0	1	0	0	141
TOTAL VOLUMES																		
AM PEAK	12	226	3	0	8	0	8	0	3	355	8	0	0	1	3	0	0	627
PM PEAK	9	343	1	0	8	1	9	0	2	292	5	0	2	0	1	0	0	673

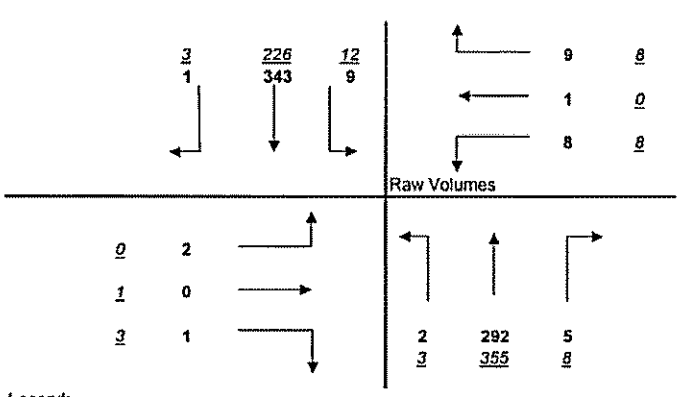
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

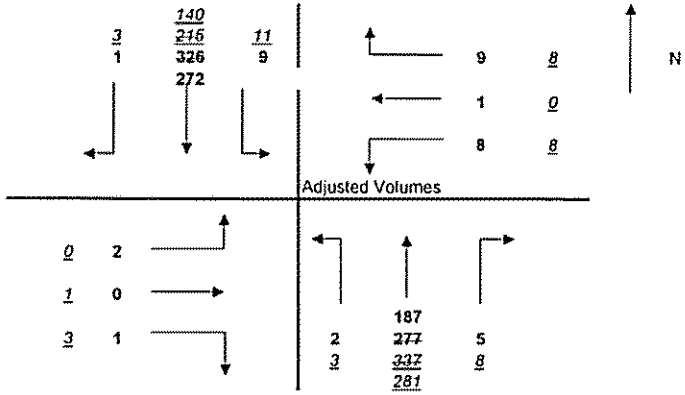
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
8:30-8:45	45	4	101	1
8:45-9:00	56	1	98	1
9:00-9:15	71	7	92	1
9:15-9:30	69	4	75	1
APP. TOTAL	241	16	366	4
AM PHF	0.85	0.57	0.91	1.00

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:30-3:45	98	5	102	0
3:45-4:00	83	6	80	0
4:00-4:15	84	2	71	1
4:15-4:30	88	5	46	2
APP. TOTAL	353	18	299	3
PM PHF	0.90	0.75	0.73	0.38

TURNING MOVEMENT COUNTS
Burnt Store Road @ Saragossa Lane/Harborside Boulevard

Count Data 3/10/04
TCAF= 0.95





Legend:
000 AM Peak (8:30-9:30)
000 PM Peak (3:30-4:30)

Adjustments reflect smoothing between intersections

Burnt Store Road @ Doredo Drive

VEHICLES (CARS & TRUCKS)

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Doredo Drive				NB VEHICLES Burnt Store Road				EB VEHICLES Doredo Drive				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
8:30-8:45	1	60	0	0	0	0	2	0	0	95	0	0	0	0	0	0	0	158
8:45-9:00	0	67	0	0	1	0	2	0	0	82	0	0	0	0	0	0	0	152
9:00-9:15	2	49	0	0	1	0	4	0	0	75	2	0	0	0	0	0	0	133
9:15-9:30	1	62	0	0	1	0	2	0	0	101	0	0	0	0	0	0	0	167
PM PEAK																		
3:30-3:45	3	71	0	0	1	0	1	0	0	102	2	0	0	0	0	0	0	180
3:45-4:00	1	99	0	0	0	0	1	0	0	101	0	0	0	0	0	0	0	202
4:00-4:15	1	82	0	0	0	0	0	0	0	67	1	0	0	0	0	0	0	151
4:15-4:30	0	120	0	0	0	0	1	0	0	72	1	0	0	0	0	0	0	194
TOTAL VOLUMES																		
AM PEAK	4	238	0	0	3	0	10	0	0	353	2	0	0	0	0	0	0	610
PM PEAK	5	372	0	0	1	0	3	0	0	342	4	0	0	0	0	0	0	727

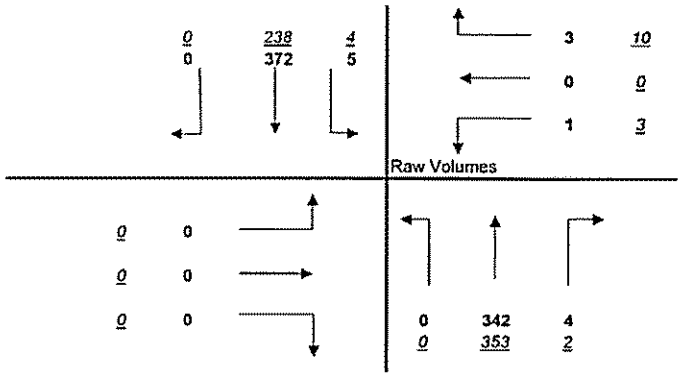
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

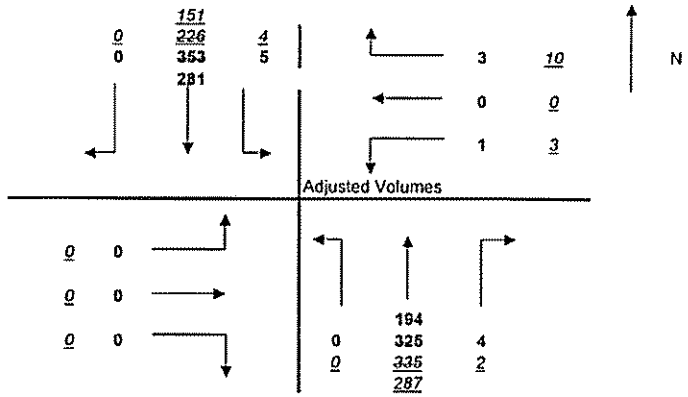
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
8:30-8:45	61	2	95	0
8:45-9:00	67	3	82	0
9:00-9:15	51	5	77	0
9:15-9:30	63	3	101	0
APP. TOTAL	242	13	355	0
AM PHF	0.90	0.65	0.88	0.00

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:30-3:45	74	2	104	0
3:45-4:00	100	1	101	0
4:00-4:15	83	0	68	0
4:15-4:30	120	1	73	0
APP. TOTAL	377	4	346	0
PM PHF	0.79	0.50	0.83	0.00

TURNING MOVEMENT COUNTS
Burnt Store Road @ Doredo Drive

Count Data 3/10/04
TCAF= 0.95





Legend:
000 AM Peak (8:30-9:30)
000 PM Peak (3:30-4:30)

Adjustments reflect smoothing between intersections

Burnt Store Road @ Cape Horn Boulevard/Alcazar Drive VEHICLES (CARS & TRUCKS)

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Cape Horn Boulevard/Alcazar Drive				NB VEHICLES Burnt Store Road				EB VEHICLES Cape Horn Boulevard/Alcazar Drive				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
8:00-8:15	0	59	8	0	0	0	2	0	0	76	0	0	8	0	0	0	0	153
8:15-8:30	1	50	3	0	0	1	2	0	0	80	0	0	7	0	1	0	0	145
8:30-8:45	0	74	4	0	0	0	3	0	1	69	0	0	6	0	0	0	0	157
8:45-9:00	1	45	2	0	1	0	3	0	0	88	0	0	4	2	0	0	0	146
PM PEAK																		
3:30-3:45	4	86	8	0	0	0	2	0	3	78	2	0	5	0	2	0	0	190
3:45-4:00	4	75	13	0	0	0	4	0	0	89	1	0	5	0	2	0	0	193
4:00-4:15	2	78	2	0	0	0	3	0	1	65	1	0	2	0	5	0	0	159
4:15-4:30	5	120	11	0	0	1	2	0	1	64	0	0	5	0	2	0	0	211
TOTAL VOLUMES																		
AM PEAK	2	228	17	0	1	1	10	0	1	313	0	0	25	2	1	0	0	601
PM PEAK	15	359	34	0	0	1	11	0	5	296	4	0	17	0	11	0	0	753

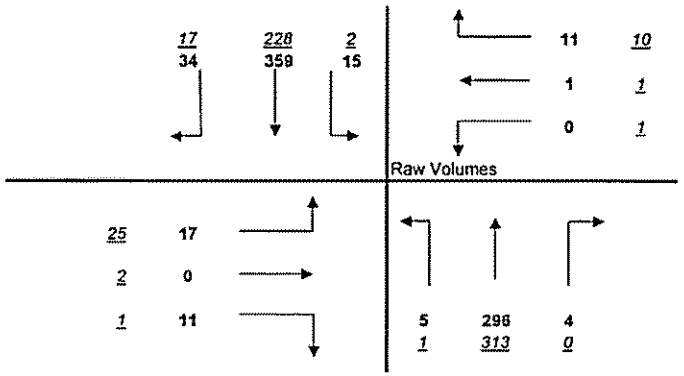
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

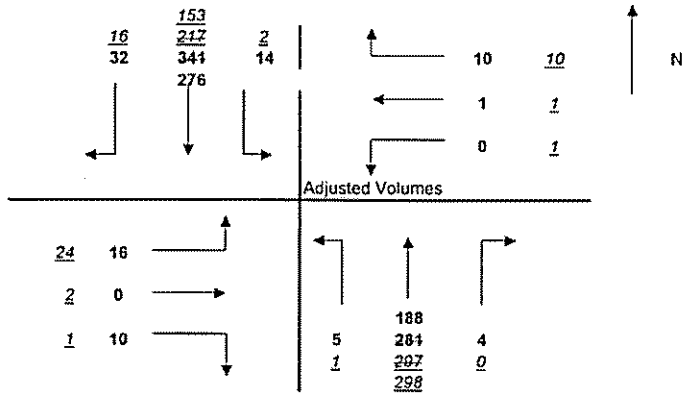
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
8:00-8:15	67	2	76	8
8:15-8:30	54	3	80	8
8:30-8:45	78	3	70	6
8:45-9:00	48	4	88	6
APP. TOTAL	247	12	314	28
AM PHF	0.79	0.75	0.89	0.88

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:30-3:45	98	2	83	7
3:45-4:00	92	4	90	7
4:00-4:15	82	3	67	7
4:15-4:30	136	3	65	7
APP. TOTAL	408	12	305	28
PM PHF	0.75	0.75	0.85	1.00

TURNING MOVEMENT COUNTS
Burnt Store Road @ Cape Horn Boulevard/Alcazar Drive

Count Data 3/9/04
TCAF= 0.95





Legend:
000 AM Peak (8:00-9:00)
000 PM Peak (3:30-4:30)

Adjustments reflect smoothing between intersections

Assumptions Used to Estimate Traffic Count Adjustment Factor
for Jones Loop Road/Burnt Store Road Traffic Counts between I-75 and Lee County Line

Intersection	Count Date	Peak Season Conversion Factor (PSCF) (1)	Growth Rate (2)	Traffic Count Adjustment Factor (3)
Jones Loop Road at Piper Road	12/10/2003	1.15	1.08	1.24
Jones Loop Road at I-75 NB Ramps	5/22/2003	1.17	1.08	1.26
Jones Loop Road at I-75 SB Ramps	5/22/2003	1.17	1.08	1.26
Jones Loop Road at Taylor Road	5/21/2003	1.17	1.08	1.26
Jones Loop Road/Burnt Store Road at US 41	5/20/2003	1.17	1.08	1.26
Burnt Store Road at Acline Road	5/22/2003	1.17	1.08	1.26
Burnt Store Road at Notre Dame Boulevard	5/22/2003	1.17	1.08	1.26
Burnt Store Road at Yacht Club Boulevard	5/21/2003	1.17	1.08	1.26
Burnt Store Road at Zemel Road	5/20/2003	1.17	1.08	1.26

Notes:

(1) Source: 2002 Florida Traffic Information CD, Permanent Count Station 14, US 41 1.4 mile north of Oil Well Road, Charlotte County

(2) Source: 2002 Traffic Count Report; Lee County Department of Transportation; February 2003 [Permanent Count Station 12, Burnt Store Rd S of Charlotte County Line]
Growth rate based on 1998 to 2002 historical traffic count data for the section of Burnt Store Road south of the Charlotte County Line

(3) Traffic Count Adjustment Factor = (Peak Season Conversion Factor) X (Growth Rate)

Burnt Store Road @ Zemel Road — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Zemel Road				NB VEHICLES Burnt Store Road				EB VEHICLES Zemel Road				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	1	22	0	0	2	0	10	0	0	72	2	0	0	0	0	0	0	109
7:30-7:45	4	44	0	0	2	0	8	0	0	71	1	0	0	0	0	0	0	130
7:45-8:00	6	38	0	0	2	0	4	0	0	52	0	0	0	0	0	0	0	102
8:00-8:15	3	25	0	0	0	0	5	0	0	65	0	0	0	0	0	0	0	98
PM PEAK																		
4:30-4:45	1	51	0	0	0	0	1	0	0	36	2	0	0	0	0	0	0	91
4:45-5:00	8	75	0	0	2	0	1	0	0	35	1	0	0	0	0	0	0	122
5:00-5:15	5	53	0	0	0	0	3	0	0	46	0	0	0	0	0	0	0	107
5:15-5:30	6	74	0	0	0	0	3	0	0	49	1	0	0	0	0	0	0	133
TOTAL VOLUMES																		
AM PEAK	14	129	0	0	6	0	27	0	0	260	3	0	0	0	0	0	0	439
PM PEAK	20	253	0	0	2	0	8	0	0	166	4	0	0	0	0	0	0	453

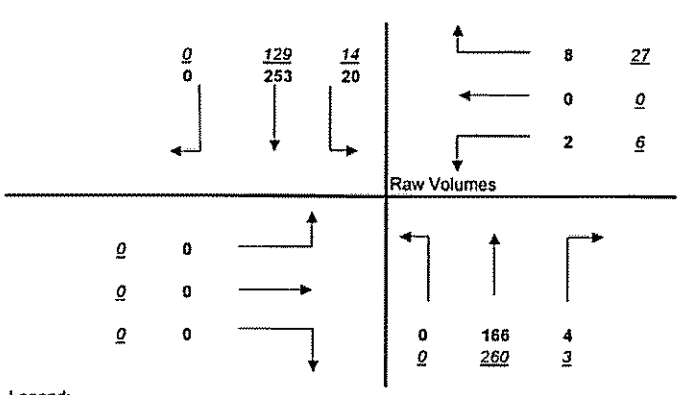
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

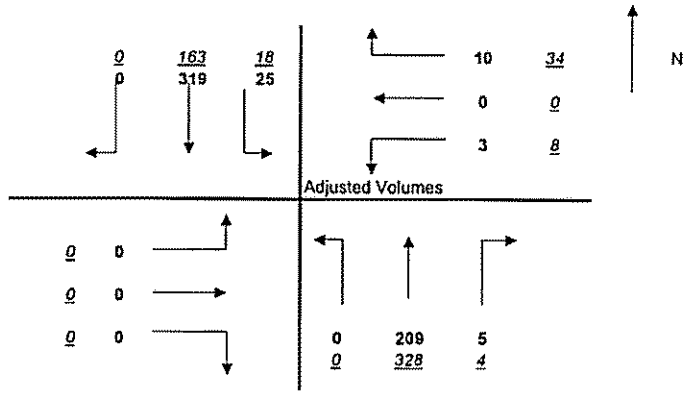
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	23	12	74	0
7:30-7:45	48	10	72	0
7:45-8:00	44	6	52	0
8:00-8:15	28	5	65	0
APP. TOTAL	143	33	263	0
AM PHF	0.74	0.69	0.89	0.00

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:30-4:45	52	1	38	0
4:45-5:00	83	3	36	0
5:00-5:15	58	3	46	0
5:15-5:30	80	3	50	0
APP. TOTAL	273	10	170	0
PM PHF	0.82	0.83	0.85	0.00

TURNING MOVEMENT COUNTS
Burnt Store Road @ Zemel Road

Count Data 5/20/03
TCAF= 1.26





Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (4:30-5:30)

Burnt Store Road @ Yacht Club Boulevard — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Pirate Harbor Entrance				NB VEHICLES Burnt Store Road				EB VEHICLES Pirate Harbor Entrance				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	0	32	2	0	0	0	2	0	2	64	0	0	14	0	3	0	0	119
7:30-7:45	1	30	0	0	1	0	2	0	1	78	0	0	8	0	2	0	0	123
7:45-8:00	1	32	3	0	1	0	1	0	1	70	0	0	7	0	2	0	0	118
8:00-8:15	0	36	5	0	0	0	0	0	1	80	1	0	10	0	3	0	0	136
PM PEAK																		
3:30-3:45	1	40	6	0	0	0	1	0	2	66	0	0	6	0	2	0	0	124
3:45-4:00	3	65	8	0	0	0	0	0	0	43	0	0	3	0	3	0	0	125
4:00-4:15	4	83	2	0	0	0	3	0	1	53	2	0	15	0	3	0	0	166
4:15-4:30	3	57	10	0	0	0	1	0	4	52	1	0	0	0	1	0	0	129
TOTAL VOLUMES																		
AM PEAK	2	130	10	0	2	0	5	0	5	292	1	0	39	0	10	0	0	496
PM PEAK	11	245	26	0	0	0	5	0	7	214	3	0	24	0	9	0	0	544

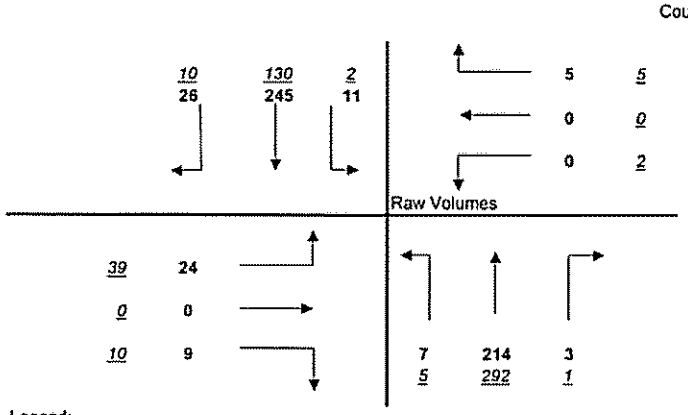
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

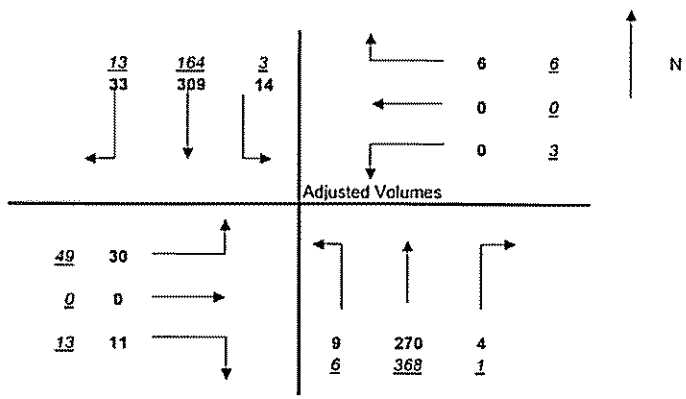
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	34	2	66	17
7:30-7:45	31	3	79	10
7:45-8:00	36	2	71	9
8:00-8:15	41	0	82	13
APP. TOTAL	142	7	298	49
AM PHF	0.87	0.58	0.91	0.72

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:30-3:45	47	1	68	8
3:45-4:00	76	0	43	6
4:00-4:15	89	3	56	18
4:15-4:30	70	1	57	1
APP. TOTAL	282	5	224	33
PM PHF	0.79	0.42	0.82	0.46

TURNING MOVEMENT COUNTS
Burnt Store Road @ Yacht Club Boulevard

Count Data 5/21/03
TCAF= 1.26





Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (3:30-4:30)

Burnt Store Road @ Notre Dame Boulevard **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Notre Dame Boulevard				NB VEHICLES Burnt Store Road				EB VEHICLES Notre Dame Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	2	40	0	0	2	0	1	0	0	66	7	0	0	0	0	0	0	118
7:30-7:45	2	29	0	0	6	0	3	0	0	73	5	0	0	0	0	0	0	118
7:45-8:00	5	38	0	0	5	0	3	0	0	73	2	0	0	0	0	0	0	126
8:00-8:15	1	36	0	0	1	0	1	0	0	72	2	0	0	0	0	0	0	113
PM PEAK																		
3:30-3:45	1	64	0	0	2	0	1	0	0	58	12	0	0	0	0	0	0	138
3:45-4:00	1	60	0	0	4	0	0	0	0	54	10	0	0	0	0	0	0	129
4:00-4:15	2	69	0	0	2	0	4	0	0	51	3	0	0	0	0	0	0	131
4:15-4:30	0	61	0	0	1	0	0	0	0	61	5	0	0	0	0	0	0	128
TOTAL VOLUMES																		
AM PEAK	10	143	0	0	14	0	8	0	0	284	16	0	0	0	0	0	0	475
PM PEAK	4	254	0	0	9	0	5	0	0	224	30	0	0	0	0	0	0	526

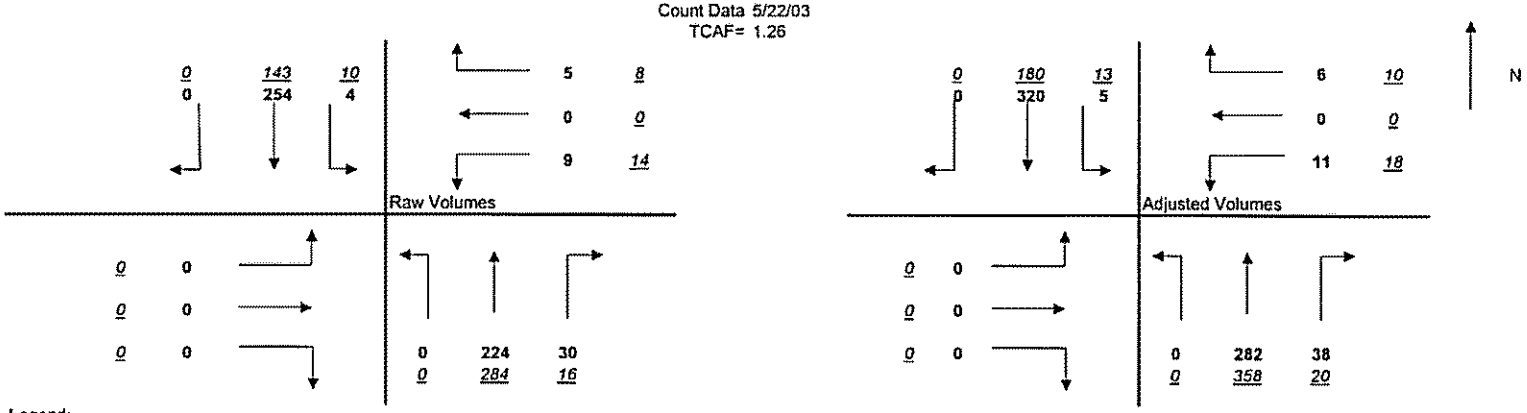
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	42	3	73	0
7:30-7:45	31	9	78	0
7:45-8:00	43	8	75	0
8:00-8:15	37	2	74	0
APP. TOTAL	153	22	300	0
AM PHF	0.89	0.61	0.96	0.00

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:30-3:45	65	3	70	0
3:45-4:00	61	4	64	0
4:00-4:15	71	6	54	0
4:15-4:30	61	1	66	0
APP. TOTAL	258	14	254	0
PM PHF	0.91	0.58	0.91	0.00

TURNING MOVEMENT COUNTS
Burnt Store Road @ Notre Dame Boulevard

Count Data 5/22/03
TCAF= 1.26



Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (3:30-4:30)

Burnt Store Road @ Acline Road — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Burnt Store Road				WB VEHICLES Acline Road				NB VEHICLES Burnt Store Road				EB VEHICLES Mobile Home Park Entrance				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	0	39	0	0	1	0	5	0	0	87	1	0	0	0	0	0	0	133
7:30-7:45	2	46	0	0	4	0	7	0	0	93	0	0	0	0	0	0	0	152
7:45-8:00	0	49	1	0	1	0	12	0	0	97	0	0	0	0	0	0	0	160
8:00-8:15	2	45	0	0	1	0	5	0	0	96	3	0	0	1	0	0	0	153
PM PEAK																		
3:30-3:45	6	80	0	0	7	1	8	0	0	68	3	0	0	0	0	0	0	173
3:45-4:00	6	72	2	0	3	0	3	0	0	60	3	0	0	0	1	0	0	150
4:00-4:15	5	76	0	0	4	0	4	0	0	60	4	0	0	0	0	0	0	153
4:15-4:30	13	82	1	0	6	0	7	0	0	67	9	0	0	0	0	0	0	185
TOTAL VOLUMES																		
AM PEAK	4	179	1	0	7	0	29	0	0	373	4	0	0	1	0	0	0	598
PM PEAK	30	310	3	0	20	1	22	0	0	255	19	0	0	0	1	0	0	661

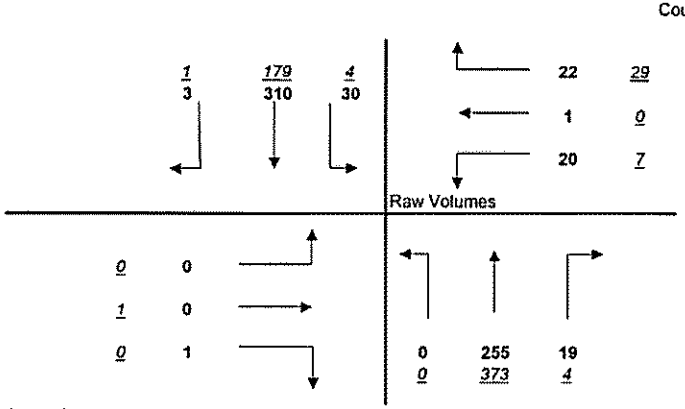
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

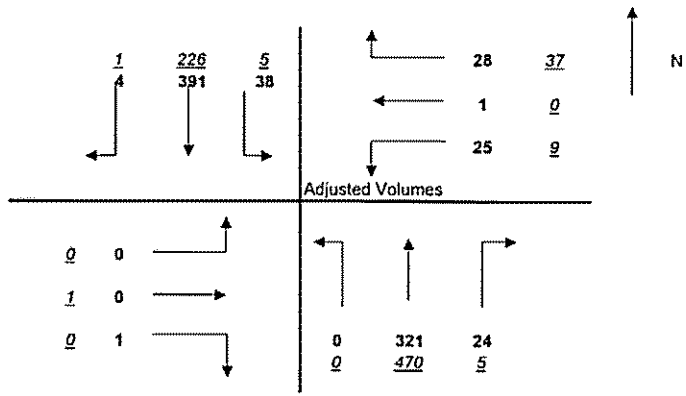
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	39	6	88	0
7:30-7:45	48	11	93	0
7:45-8:00	50	13	97	0
8:00-8:15	47	6	99	1
APP. TOTAL	184	36	377	1
AM PHF	0.92	0.69	0.95	0.25

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:30-3:45	86	16	71	0
3:45-4:00	80	6	63	1
4:00-4:15	81	8	64	0
4:15-4:30	96	13	76	0
APP. TOTAL	343	43	274	1
PM PHF	0.89	0.67	0.90	0.25

TURNING MOVEMENT COUNTS
Burnt Store Road @ Acline Road

Count Data 5/22/03
TCAF= 1.26





Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (3:30-4:30)

Jones Loop Road/Burnt Store Road @ US 41 VEHICLES (CARS & TRUCKS)

RAW 15-MINUTE VOLUMES	SB VEHICLES US 41				WB VEHICLES Burnt Store Road				NB VEHICLES US 41				EB VEHICLES Burnt Store Road				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	24	152	24	0	15	11	11	0	7	100	8	0	58	38	1	0	0	449
7:30-7:45	16	137	23	0	20	24	21	0	9	110	13	0	61	43	0	0	0	477
7:45-8:00	28	125	29	0	14	18	18	0	7	134	15	0	74	39	1	0	0	502
8:00-8:15	27	104	21	0	12	18	24	0	6	109	16	0	68	36	1	0	0	442
PM PEAK																		
5:00-5:15	50	133	51	0	12	26	18	0	8	161	13	0	48	16	4	0	0	540
5:15-5:30	35	166	53	0	9	32	16	0	7	140	4	0	42	32	5	0	0	541
5:30-5:45	29	152	43	0	8	28	18	0	5	146	12	0	37	24	5	0	0	507
5:45-6:00	36	114	32	0	7	32	25	0	10	146	6	0	47	27	2	0	0	484
TOTAL VOLUMES																		
AM PEAK	95	518	97	0	61	71	74	0	29	453	52	0	261	156	3	0	0	1870
PM PEAK	150	565	179	0	36	118	77	0	30	593	35	0	174	99	16	0	0	2072

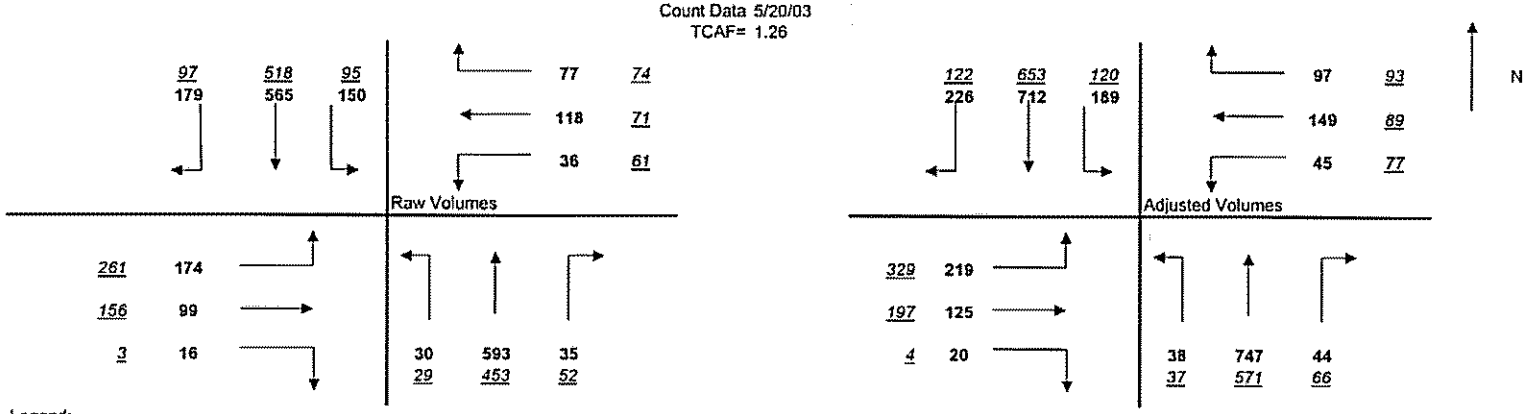
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	200	37	115	97
7:30-7:45	176	65	132	104
7:45-8:00	182	50	156	114
8:00-8:15	152	54	131	105
APP. TOTAL	710	206	534	420
AM PHF	0.89	0.79	0.86	0.92

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
5:00-5:15	234	56	182	68
5:15-5:30	254	57	151	79
5:30-5:45	224	54	163	66
5:45-6:00	182	64	162	76
APP. TOTAL	894	231	658	289
PM PHF	0.88	0.90	0.90	0.91

TURNING MOVEMENT COUNTS
Jones Loop Road/Burnt Store Road @ US 41

Count Data 5/20/03
TCAF= 1.26



Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (5:00-6:00)

Jones Loop Road @ Taylor Road — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Taylor Road				WB VEHICLES Jones Loop Road				NB VEHICLES Taylor Road				EB VEHICLES Jones Loop Road				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:30-7:45	20	23	2	0	4	47	32	0	0	47	4	0	0	56	1	0	0	236
7:45-8:00	8	11	2	0	8	47	38	0	2	32	13	0	0	34	1	0	0	196
8:00-8:15	17	16	1	0	3	44	31	0	0	39	8	0	5	54	0	0	0	218
8:15-8:30	20	13	4	0	9	41	42	0	2	18	7	0	5	37	1	0	0	199
PM PEAK																		
4:30-4:45	20	18	0	0	4	41	28	0	2	31	0	0	2	48	2	0	0	196
4:45-5:00	28	20	3	0	7	50	23	0	0	32	9	0	0	38	0	0	0	210
5:00-5:15	37	21	1	0	3	50	28	0	2	47	1	0	1	53	1	0	0	245
5:15-5:30	18	25	1	0	7	68	30	0	0	24	8	0	0	60	1	0	0	242
TOTAL VOLUMES																		
AM PEAK	65	63	9	0	24	179	143	0	4	136	32	0	10	181	3	0	0	849
PM PEAK	103	84	5	0	21	209	109	0	4	134	18	0	3	199	4	0	0	893

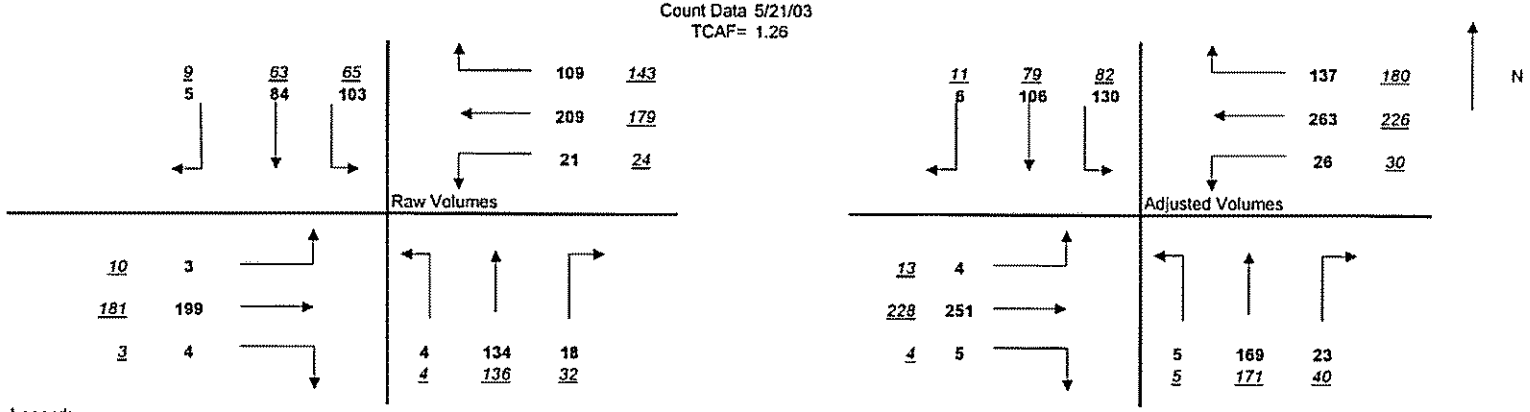
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:30-7:45	45	83	51	57
7:45-8:00	21	93	47	35
8:00-8:15	34	78	47	59
8:15-8:30	37	92	27	43
APP. TOTAL	137	346	172	194
AM PHF	0.76	0.93	0.84	0.82

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:30-4:45	38	73	33	52
4:45-5:00	51	80	41	38
5:00-5:15	59	81	50	55
5:15-5:30	44	105	32	61
APP. TOTAL	192	339	156	206
PM PHF	0.81	0.81	0.78	0.84

TURNING MOVEMENT COUNTS
Jones Loop Road @ Taylor Road

Count Data 5/21/03
TCAF= 1.26



Legend:
000 AM Peak (7:30-8:30)
000 PM Peak (4:30-5:30)

Jones Loop Road @ I-75 SB Ramps **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES I-75 SB Ramps				WB VEHICLES Jones Loop Road				NB VEHICLES I-75 SB Ramps				EB VEHICLES Jones Loop Road				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	3	1	76	0	1	40	0	0	0	0	0	0	0	77	45	0	0	243
7:30-7:45	7	0	65	0	3	64	0	0	0	0	0	0	0	88	45	0	0	272
7:45-8:00	12	1	69	0	3	62	0	0	0	0	0	0	0	79	37	0	0	263
8:00-8:15	11	1	66	0	8	62	0	0	0	0	0	0	0	77	36	0	0	261
PM PEAK																		
3:30-3:45	4	1	65	0	13	55	0	0	0	0	0	0	0	83	43	0	0	264
3:45-4:00	10	4	62	0	12	59	0	0	0	0	0	0	0	98	30	0	0	275
4:00-4:15	20	2	73	0	23	47	0	0	0	0	0	0	0	108	35	0	0	308
4:15-4:30	8	0	71	0	6	58	0	0	0	0	0	0	0	103	39	0	0	285
TOTAL VOLUMES																		
AM PEAK	33	3	276	0	15	228	0	0	0	0	0	0	0	321	163	0	0	1039
PM PEAK	42	7	271	0	54	219	0	0	0	0	0	0	0	392	147	0	0	1132

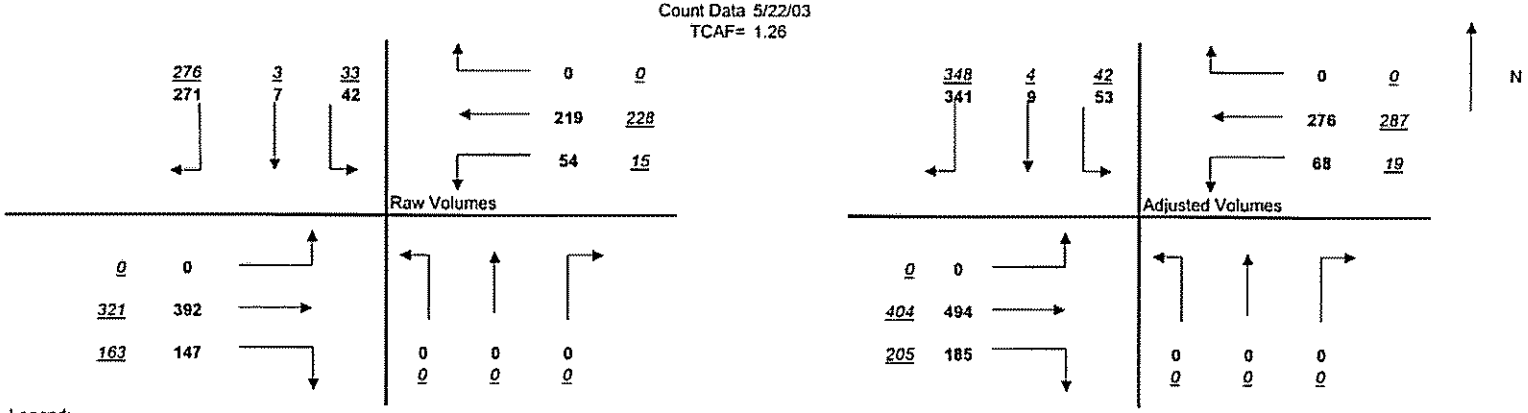
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	80	41	0	122
7:30-7:45	72	67	0	133
7:45-8:00	82	65	0	116
8:00-8:15	78	70	0	113
APP. TOTAL	312	243	0	484
AM PHF	0.95	0.87	0.00	0.91

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:30-3:45	70	68	0	126
3:45-4:00	76	71	0	128
4:00-4:15	95	70	0	143
4:15-4:30	79	64	0	142
APP. TOTAL	320	273	0	539
PM PHF	0.84	0.96	0.00	0.94

TURNING MOVEMENT COUNTS
Jones Loop Road @ I-75 SB Ramps

Count Data 5/22/03
TCAF= 1.26



Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (3:30-4:30)

Jones Loop Road @ I-75 NB Ramps **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES I-75 NB Ramps				WB VEHICLES Jones Loop Road				NB VEHICLES I-75 NB Ramps				EB VEHICLES Jones Loop Road				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:45-8:00	0	0	0	0	0	48	11	0	26	0	13	0	72	30	0	0	0	200
8:00-8:15	0	0	0	0	0	49	12	0	29	0	11	0	54	34	0	0	0	189
8:15-8:30	0	0	0	0	0	24	14	0	29	0	8	0	55	25	0	0	0	155
8:30-8:45	0	0	0	0	0	33	11	0	33	1	9	0	66	29	0	0	0	182
PM PEAK																		
3:45-4:00	0	0	0	0	0	40	14	0	30	0	8	0	76	42	0	0	0	210
4:00-4:15	0	0	0	0	0	50	14	0	22	0	17	0	73	65	0	0	0	241
4:15-4:30	0	0	0	0	0	32	9	0	32	2	13	0	70	47	0	0	0	205
4:30-4:45	0	0	0	0	0	32	16	0	28	0	13	0	56	43	0	0	0	188
TOTAL VOLUMES																		
AM PEAK	0	0	0	0	0	154	48	0	117	1	41	0	247	118	0	0	0	726
PM PEAK	0	0	0	0	0	154	53	0	112	2	51	0	275	197	0	0	0	844

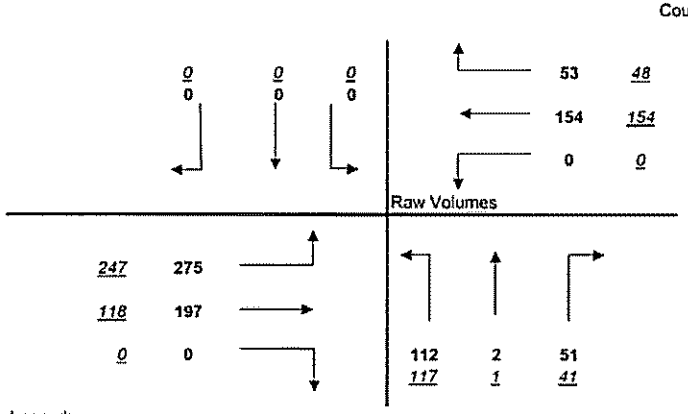
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

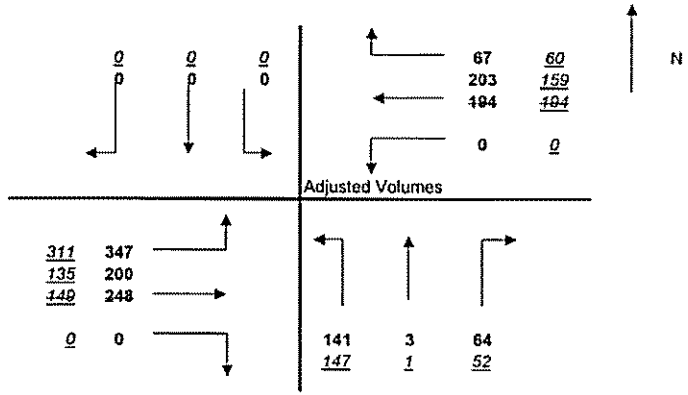
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:45-8:00	0	59	39	102
8:00-8:15	0	61	40	88
8:15-8:30	0	38	37	80
8:30-8:45	0	44	43	95
APP. TOTAL	0	202	159	365
AM PHF	0.00	0.83	0.92	0.89

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:45-4:00	0	54	38	118
4:00-4:15	0	64	39	138
4:15-4:30	0	41	47	117
4:30-4:45	0	48	41	99
APP. TOTAL	0	207	165	472
PM PHF	0.00	0.81	0.88	0.86

TURNING MOVEMENT COUNTS
Jones Loop Road @ I-75 NB Ramps

Count Data 5/22/03
TCAF= 1.26





Legend:
000 AM Peak (7:45-8:45)
000 PM Peak (3:45-4:45)

Adjustments reflect balancing between ramps

Jones Loop Road @ Piper Road — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES Piper Road				WB VEHICLES Jones Loop Road				NB VEHICLES Piper Road				EB VEHICLES Jones Loop Road				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:30-7:45	5	0	9	0	0	31	2	0	0	0	0	0	26	12	0	0	0	85
7:45-8:00	3	0	16	0	0	33	5	0	0	0	0	0	38	4	0	0	0	99
8:00-8:15	3	0	12	0	0	35	4	0	0	0	0	0	15	13	0	0	0	82
8:15-8:30	3	0	5	0	0	23	4	0	0	0	0	0	11	21	0	0	0	67
PM PEAK																		
4:30-4:45	4	0	27	0	0	23	4	0	0	0	0	0	20	28	0	0	0	106
4:45-5:00	3	0	17	0	0	21	2	0	0	0	0	0	15	27	0	0	0	85
5:00-5:15	1	0	37	0	0	26	3	0	0	0	0	0	13	23	0	0	0	103
5:15-5:30	6	0	27	0	0	19	2	0	0	0	0	0	15	39	0	0	0	108
TOTAL VOLUMES																		
AM PEAK	14	0	42	0	0	122	15	0	0	0	0	0	90	50	0	0	0	333
PM PEAK	14	0	108	0	0	89	11	0	0	0	0	0	63	117	0	0	0	402

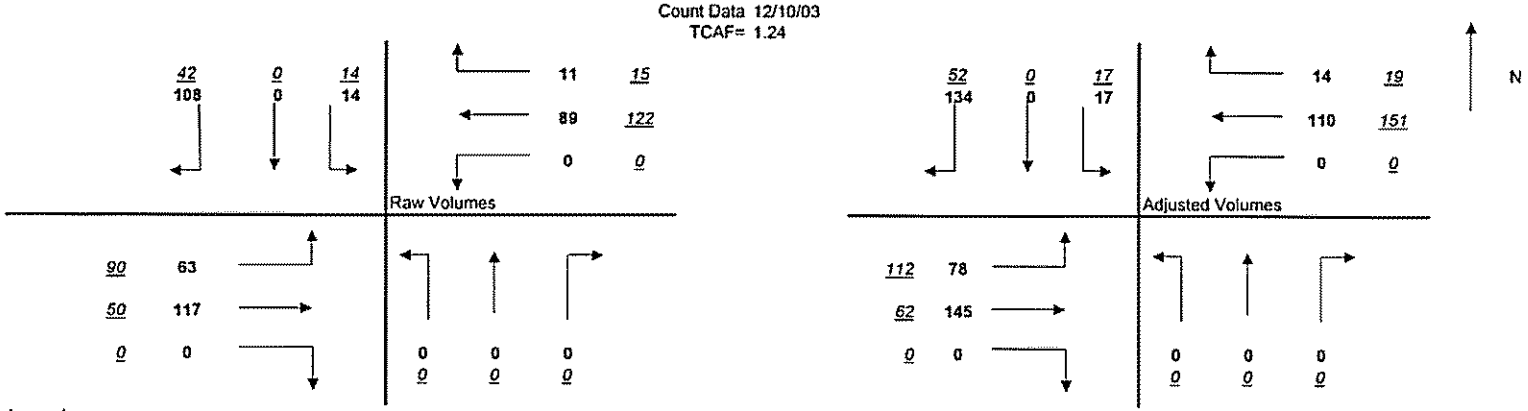
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:30-7:45	14	33	0	38
7:45-8:00	19	38	0	42
8:00-8:15	15	39	0	28
8:15-8:30	8	27	0	32
APP. TOTAL	56	137	0	140
AM PHF	0.74	0.88	0.00	0.83

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:30-4:45	31	27	0	48
4:45-5:00	20	23	0	42
5:00-5:15	38	29	0	36
5:15-5:30	33	21	0	54
APP. TOTAL	122	100	0	180
PM PHF	0.80	0.86	0.00	0.83

TURNING MOVEMENT COUNTS
Jones Loop Road @ Piper Road

Count Data 12/10/03
TCAF= 1.24



Legend:
000 AM Peak (7:30-8:30)
000 PM Peak (4:30-5:30)

Assumptions Used to Estimate Traffic Count Adjustment Factor
for US 41 between Notre Dame Boulevard and Zemel Road

Intersection	Count Date	Peak Season Conversion Factor (PSCF) (1)	Growth Rate (2)	Traffic Count Adjustment Factor (3)
US 41 at Notre Dame Boulevard	12/10/2003	1.15	1.08	1.24
US 41 at Tuckers Grade	5/20/2003	1.17	1.08	1.26
US 41 at Zemel Road	12/10/2003	1.15	1.08	1.24

Notes:

(1) Source: 2002 Florida Traffic Information CD, Permanent Count Station 14, US 41 1.4 mile north of Oil Well Road, Charlotte County

(2) Source: 2002 Traffic Count Report; Lee County Department of Transportation; February 2003 [Permanent Count Station 12, Burnt Store Rd S of Charlotte County Line]
Growth rate based on 1998 to 2002 historical traffic count data for the section of Burnt Store Road south of the Charlotte County Line

(3) Traffic Count Adjustment Factor = (Peak Season Conversion Factor) X (Growth Rate)

US 41 @ Zemel Road

VEHICLES (CARS & TRUCKS)

RAW 15-MINUTE VOLUMES	SB VEHICLES US 41				WB VEHICLES Zemel Road				NB VEHICLES US 41				EB VEHICLES Zemel Road				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:00-7:15	0	155	6	0	0	0	0	0	7	101	0	0	3	0	4	0	0	276
7:15-7:30	0	148	9	0	0	0	0	0	3	105	0	0	4	0	1	0	0	270
7:30-7:45	0	143	5	0	0	0	0	0	6	107	0	0	8	0	2	0	0	271
7:45-8:00	0	149	3	0	0	0	0	0	0	137	0	0	3	0	3	0	0	295
PM PEAK																		
4:45-5:00	0	153	0	0	0	0	0	0	2	182	0	0	2	0	0	0	0	339
5:00-5:15	0	218	0	0	0	0	0	0	3	204	0	0	11	0	3	0	0	439
5:15-5:30	0	178	2	0	0	0	0	0	2	218	0	0	1	0	3	0	0	404
5:30-5:45	0	198	0	0	0	0	0	0	0	234	0	0	0	0	0	0	0	432
TOTAL VOLUMES																		
AM PEAK	0	595	23	0	0	0	0	0	16	450	0	0	18	0	10	0	0	1112
PM PEAK	0	747	2	0	0	0	0	0	7	838	0	0	14	0	6	0	0	1614

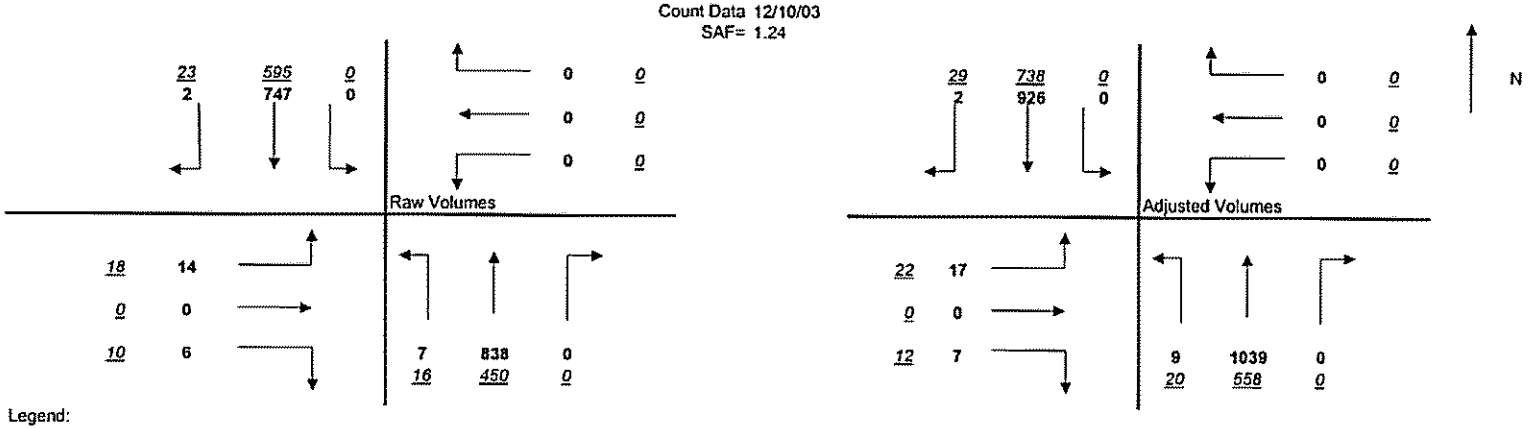
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:00-7:15	161	0	108	7
7:15-7:30	157	0	108	5
7:30-7:45	148	0	113	10
7:45-8:00	152	0	137	6
APP. TOTAL	618	0	466	28
AM PHF	0.96	0.00	0.85	0.70

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:45-5:00	153	0	184	2
5:00-5:15	218	0	207	14
5:15-5:30	180	0	220	4
5:30-5:45	198	0	234	0
APP. TOTAL	749	0	845	20
PM PHF	0.86	0.00	0.90	0.36

TURNING MOVEMENT COUNTS
US 41 @ Zemel Road

Count Data 12/10/03
SAF= 1.24



Legend:
000 AM Peak (7:00-8:00)
000 PM Peak (4:45-5:45)

US 41 @ Tuckers Grade — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES US 41				WB VEHICLES Tuckers Grade				NB VEHICLES US 41				EB VEHICLES Tuckers Grade				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:00-7:15	29	136	0	0	33	0	6	0	2	75	39	0	3	1	0	0	0	324
7:15-7:30	27	149	2	0	36	0	8	0	3	83	32	0	4	0	0	0	0	344
7:30-7:45	28	167	3	0	33	0	9	0	1	98	42	0	5	0	0	0	0	386
7:45-8:00	23	114	1	0	41	0	11	0	1	113	35	0	4	0	0	0	0	343
PM PEAK																		
4:45-5:00	8	80	2	0	35	1	15	0	0	133	30	0	3	1	0	0	0	308
5:00-5:15	10	125	3	0	37	0	18	0	2	132	51	0	2	0	1	0	0	381
5:15-5:30	11	122	6	0	29	0	17	0	1	138	47	0	3	0	1	0	0	375
5:30-5:45	11	120	7	0	33	1	24	0	1	149	42	0	3	0	1	0	0	392
TOTAL VOLUMES																		
AM PEAK	107	566	6	0	143	0	34	0	7	369	148	0	16	1	0	0	0	1397
PM PEAK	40	447	18	0	134	2	74	0	4	552	170	0	11	1	3	0	0	1456

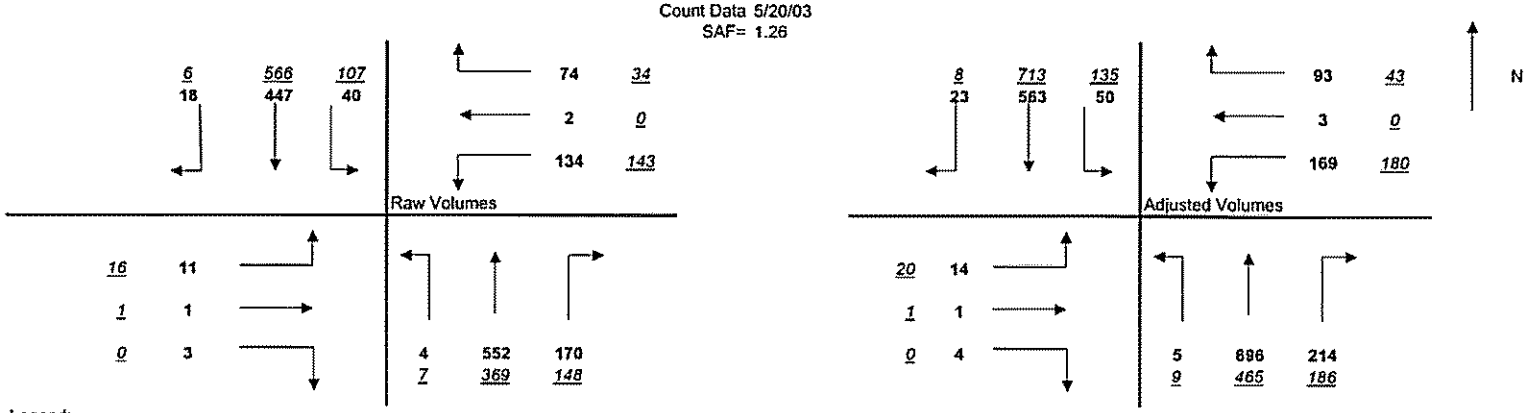
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:00-7:15	165	39	116	4
7:15-7:30	178	44	118	4
7:30-7:45	198	42	141	5
7:45-8:00	138	52	149	4
APP. TOTAL	679	177	524	17
AM PHF	0.86	0.85	0.88	0.85

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:45-5:00	90	51	163	4
5:00-5:15	138	55	185	3
5:15-5:30	139	46	186	4
5:30-5:45	138	58	192	4
APP. TOTAL	505	210	726	15
PM PHF	0.91	0.91	0.95	0.94

TURNING MOVEMENT COUNTS
US 41 @ Tuckers Grade

Count Data 5/20/03
SAF= 1.26



Legend:
000 AM Peak (7:00-8:00)
000 PM Peak (4:45-5:45)

US 41 @ Notre Dame Boulevard — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES US 41				WB VEHICLES Notre Dame Boulevard				NB VEHICLES US 41				EB VEHICLES Notre Dame Boulevard				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:15-7:30	0	155	3	0	0	0	0	0	0	118	0	0	0	0	10	0	0	286
7:30-7:45	0	175	0	0	0	0	0	0	2	130	0	0	2	0	8	0	0	317
7:45-8:00	0	183	3	0	0	0	0	0	0	125	0	0	2	0	4	0	0	317
8:00-8:15	0	169	0	0	0	0	0	0	4	105	0	0	4	0	4	0	0	286
PM PEAK																		
3:45-4:00	1	130	6	0	0	0	0	0	5	132	0	0	1	0	9	0	0	284
4:00-4:15	0	147	1	0	0	0	0	0	6	156	0	0	2	0	8	0	0	320
4:15-4:30	0	129	2	0	0	0	0	0	7	160	0	0	3	0	8	0	0	309
4:30-4:45	0	153	0	0	0	0	0	0	8	183	0	0	0	0	2	0	0	346
TOTAL VOLUMES																		
AM PEAK	0	682	6	0	0	0	0	0	6	478	0	0	8	0	26	0	0	1206
PM PEAK	1	559	9	0	0	0	0	0	26	631	0	0	6	0	27	0	0	1259

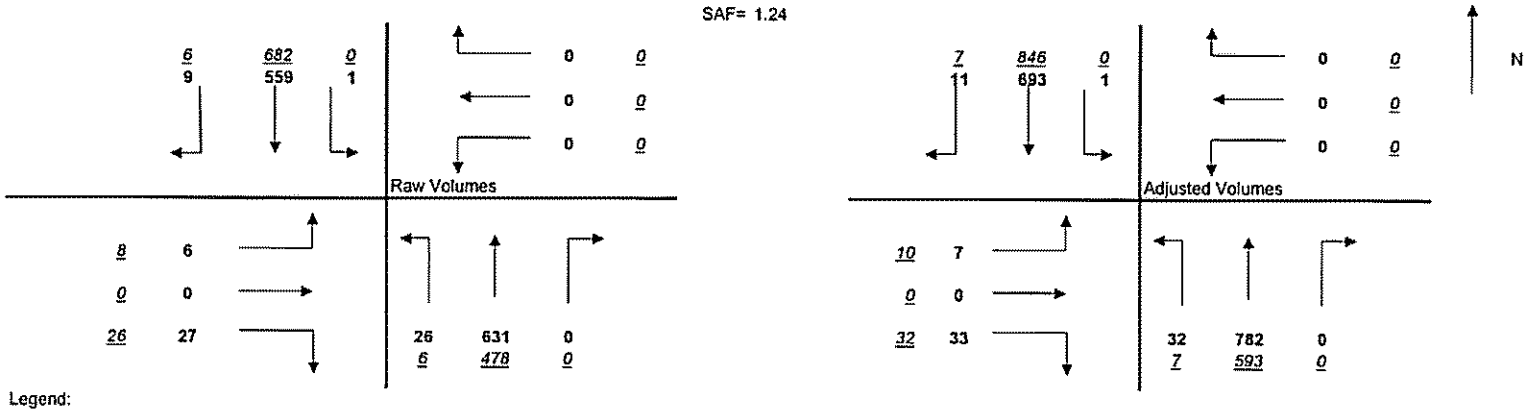
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:15-7:30	158	0	118	10
7:30-7:45	175	0	132	10
7:45-8:00	186	0	125	6
8:00-8:15	169	0	109	8
APP. TOTAL	688	0	484	34
AM PHF	0.92	0.00	0.92	0.85

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
3:45-4:00	137	0	137	10
4:00-4:15	148	0	162	10
4:15-4:30	131	0	167	11
4:30-4:45	153	0	191	2
APP. TOTAL	569	0	657	33
PM PHF	0.93	0.00	0.86	0.75

TURNING MOVEMENT COUNTS
US 41 @ Notre Dame Boulevard

Count Data 12/10/03
SAF= 1.24



Legend:
000 AM Peak (7:15-8:15)
000 PM Peak (3:45-4:45)

Assumptions Used to Estimate Traffic Count Adjustment Factor
for Tuckers Grade between I-75 NB and SB Ramps

Intersection	Count Date	Peak Season Conversion Factor (PSCF) (1)	Growth Rate (2)	Traffic Count Adjustment Factor (3)
Tuckers Grade at I-75 NB Ramps	5/21/2003	1.17	1.08	1.26
Tuckers Grade at I-75 SB Ramps	5/21/2003	1.17	1.08	1.26

Notes:

(1) Source: 2002 Florida Traffic Information CD, Permanent Count Station 14, US 41 1.4 mile north of Oil Well Road, Charlotte County

(2) Source: 2002 Traffic Count Report; Lee County Department of Transportation; February 2003 [Permanent Count Station 12, Burnt Store Rd S of Charlotte County Line]
Growth rate based on 1998 to 2002 historical traffic count data for the section of Burnt Store Road south of the Charlotte County Line

(3) Traffic Count Adjustment Factor = (Peak Season Conversion Factor) X (Growth Rate)

Tuckers Grade @ I-75 SB Ramps — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES I-75 SB Ramps				WB VEHICLES Tuckers Grade				NB VEHICLES I-75 SB Ramps				EB VEHICLES Tuckers Grade				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
7:00-7:15	2	1	47	0	0	8	0	0	0	0	0	0	0	40	24	0	0	122
7:15-7:30	0	1	48	0	0	14	0	0	0	0	0	0	0	41	25	0	0	129
7:30-7:45	0	1	48	0	2	18	0	0	0	0	0	0	0	35	25	0	0	129
7:45-8:00	0	1	39	0	0	11	0	0	0	0	0	0	0	38	26	0	0	115
PM PEAK																		
4:45-5:00	2	0	43	0	1	20	0	0	0	0	0	0	0	45	5	0	0	116
5:00-5:15	0	0	35	0	2	19	0	0	0	0	0	0	0	48	14	0	0	118
5:15-5:30	0	1	29	0	2	25	0	0	0	0	0	0	0	34	20	0	0	111
5:30-5:45	1	0	38	0	2	21	0	0	0	0	0	0	0	36	19	0	0	117
TOTAL VOLUMES																		
AM PEAK	2	4	182	0	2	51	0	0	0	0	0	0	0	154	100	0	0	495
PM PEAK	3	1	145	0	7	85	0	0	0	0	0	0	0	163	58	0	0	462

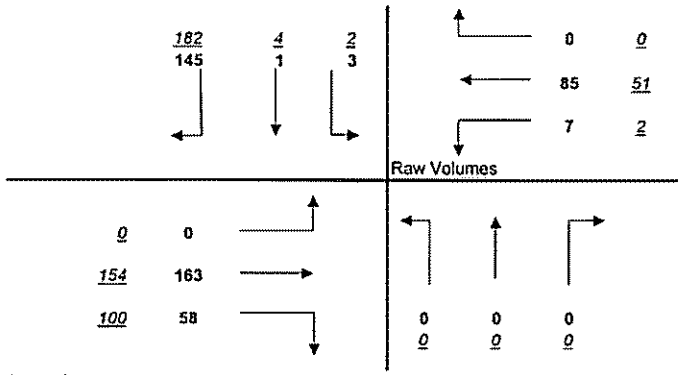
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

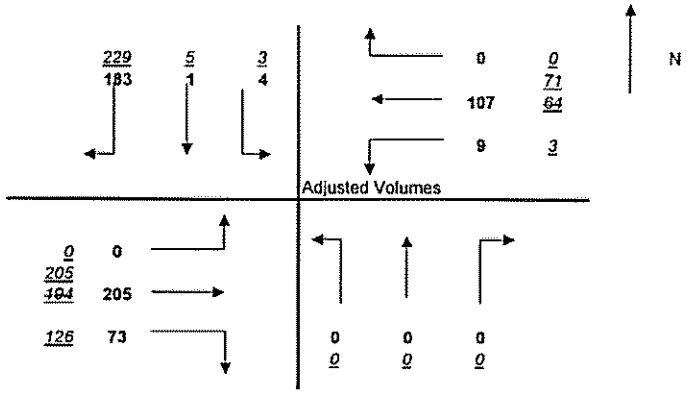
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:00-7:15	50	8	0	64
7:15-7:30	49	14	0	66
7:30-7:45	49	20	0	60
7:45-8:00	40	11	0	64
APP. TOTAL	188	53	0	254
AM PHF	0.94	0.66	0.00	0.96

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:45-5:00	45	21	0	50
5:00-5:15	35	21	0	62
5:15-5:30	30	27	0	54
5:30-5:45	39	23	0	55
APP. TOTAL	149	92	0	221
PM PHF	0.83	0.85	0.00	0.89

TURNING MOVEMENT COUNTS
Tuckers Grade @ I-75 SB Ramps

Count Data 5/21/03
TCAF= 1.26





Legend:
000 AM Peak (7:00-8:00)
000 PM Peak (4:45-5:45)

Adjustments reflect balancing between ramps

Tuckers Grade @ I-75 NB Ramps — **VEHICLES (CARS & TRUCKS)**

RAW 15-MINUTE VOLUMES	SB VEHICLES I-75 NB Ramps				WB VEHICLES Tuckers Grade				NB VEHICLES I-75 NB Ramps				EB VEHICLES Tuckers Grade				INTERSECTION TOTAL	
	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	LT	THRU	RT	PEDS	PEDS	VEHICLES
AM PEAK																		
8:00-8:15	0	0	0	0	0	1	1	0	18	0	0	0	36	0	0	0	0	56
8:15-8:30	0	0	0	0	0	0	1	0	15	0	0	0	41	0	0	0	0	57
8:30-8:45	0	0	0	0	0	0	0	0	13	0	0	0	42	0	0	0	0	55
8:45-9:00	0	0	0	0	0	0	0	0	11	0	0	0	46	0	0	0	0	57
PM PEAK																		
4:45-5:00	0	0	0	0	0	0	1	0	12	2	0	0	38	0	0	0	0	53
5:00-5:15	0	0	0	0	0	1	2	0	20	0	0	0	44	0	0	0	0	67
5:15-5:30	0	0	0	0	0	2	1	0	26	1	0	0	34	0	0	0	0	64
5:30-5:45	0	0	0	0	0	2	0	0	20	0	0	0	40	0	0	0	0	62
TOTAL VOLUMES																		
AM PEAK	0	0	0	0	0	1	2	0	57	0	0	0	165	0	0	0	0	225
PM PEAK	0	0	0	0	0	5	4	0	78	3	0	0	156	0	0	0	0	246

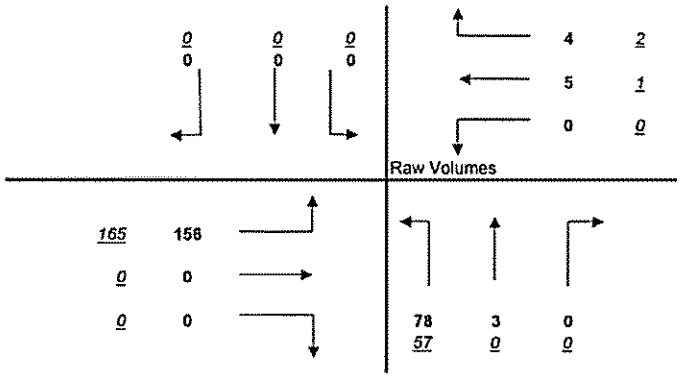
15 MIN INT APPROACH AND TOTAL TO CALCULATE PHF'S

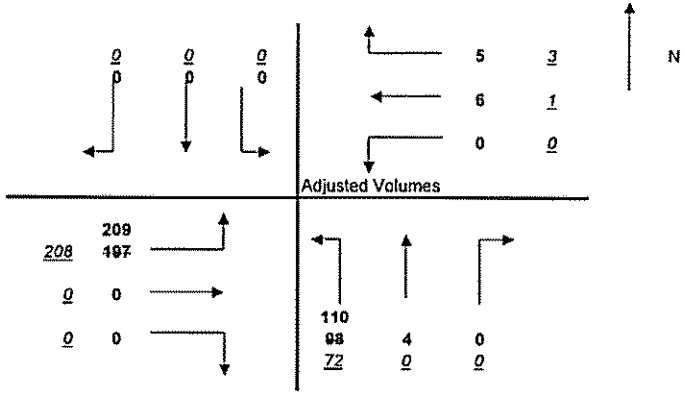
	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
8:00-8:15	0	2	18	36
8:15-8:30	0	1	15	41
8:30-8:45	0	0	13	42
8:45-9:00	0	0	11	46
APP. TOTAL	0	3	57	165
AM PHF	0.00	0.38	0.79	0.90

	15 MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:45-5:00	0	1	14	38
5:00-5:15	0	3	20	44
5:15-5:30	0	3	27	34
5:30-5:45	0	2	20	40
APP. TOTAL	0	9	81	156
PM PHF	0.00	0.75	0.75	0.89

TURNING MOVEMENT COUNTS
Tuckers Grade @ I-75 NB Ramps

Count Data 5/21/03
TCAF= 1.26





Legend:
000 AM Peak (8:00-9:00)
000 PM Peak (4:45-5:45)

Adjustments reflect balancing between ramps

Appendix C

Existing AM Peak Hour Intersection Analysis
Existing PM Peak Hour Intersection Analysis

Existing AM Peak Hour Intersection Analysis

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at I-75 NB Ramps
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: I-75 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	2	0	0	0	0	0
LGConfig		T			T		L					
Volume		558			1555		707					
Lane Width		12.0			12.0		12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		94.0				63.2		
Yellow		5.1				4.0		
All Red		1.2				2.5		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	1957	3539	0.31	0.55	20.6	C	20.6	C
Westbound								
T	1957	3539	0.87	0.55	37.5	D	37.5	D
Northbound								
L	1276	3433	0.62	0.37	44.6	D		
							44.6	D
Southbound								

Intersection Delay = 36.0 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at I-75 SB Ramps
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: I-75 SB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	2	0	0	0	0	1	0	0
LGConfig		T		L	T					L		
Volume		1107		105	2157					45		
Lane Width		12.0		12.0	12.0					12.0		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left	A				SB Left	A		
Thru	A	A			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.6	90.8				36.0		
Yellow	5.1	5.1				4.0		
All Red	0.0	1.6				1.8		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2716	5085	0.44	0.53	24.3	C	24.3	C
Westbound								
L	267	1770	0.45	0.15	67.0	E		
T	2529	3539	0.98	0.71	36.7	D	38.1	D
Northbound								
Southbound								
L	375	1770	0.14	0.21	54.7	D		
							54.7	D

Intersection Delay = 34.0 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Six Mile Cypress
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: Six Mile Cypress Parkway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	2	3	1	2	2	1	1	2	1
LGConfig	L	T		L	T	R	L	T	R	L	T	R
Volume	250	1640		361	2393	68	63	184	237	16	190	187
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol						42			42			84

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru		A				Thru		A		
	Right						Right		A		
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		26.0	85.9					7.1	23.0		
Yellow		5.1	5.1					4.4	4.4		
All Red		1.9	1.9					2.6	2.6		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	271	1770	1.01	0.15	130.5	F		
T	2569	5085	0.70	0.51	33.1	C	46.0	D
Westbound								
L	525	3433	0.73	0.15	73.9	E		
T	2569	5085	0.99	0.51	57.3	E	59.1	E
R	800	1583	0.04	0.51	21.2	C		
Northbound								
L	143	3433	0.48	0.04	82.2	F		
T	479	3539	0.42	0.14	68.0	E	99.6	F
R	214	1583	1.00	0.14	135.0	F		
Southbound								
L	74	1770	0.26	0.04	80.7	F		
T	479	3539	0.48	0.14	68.7	E	70.7	E
R	214	1583	0.58	0.14	72.9	E		

Intersection Delay = 58.6 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at Winkler Av
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: Winkler Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	0	1	2	0	2	2	0
LGConfig	L	T	R	L	T		L	TR		L	TR	
Volume	22	1356	29	15	2102		41	139	19	482	102	15
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			29						0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru		A				Thru			A	
	Right		A				Right			A	
	Peds						Peds				
WB	Left	A				SB	Left	A	A		
	Thru		A				Thru		A	A	
	Right						Right		A	A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		10.8	89.0					14.5	12.2	14.0	
Yellow		5.1	5.1					4.4	4.4	4.4	
All Red		1.8	1.8					0.0	0.0	2.5	

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	112	1770	0.22	0.06	76.6	E		
T	2662	5085	0.59	0.52	28.2	C	28.9	C
R	829	1583	0.00	0.52	19.3	B		
Westbound								
L	112	1770	0.15	0.06	75.9	E		
T	2662	5085	0.88	0.52	39.4	D	39.6	D
Northbound								
L	151	1770	0.31	0.09	74.2	E		
TR	286	3475	0.64	0.08	80.2	F	79.0	E
Southbound								
L	628	3433	0.86	0.18	79.3	E		
TR	625	3471	0.21	0.18	59.6	E	75.4	E

Intersection Delay = 43.0 (sec/veh) Intersection LOS = D

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Colonial Bl at Challenger Bl
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Colonial Boulevard
North/South Street: Challenger Boulevard
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	6	872	100	7	1593	5
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.92	0.92	0.92
Hourly Flow Rate, HFR	6	927	106	7	1731	5
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?			No			
Lanes	1	2	1	1	2	0
Configuration	L	T	R	L	T	TR
Upstream Signal?		Yes			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	41		1	0	0	1
Peak Hour Factor, PHF	0.64		0.64	0.25	0.25	0.25
Hourly Flow Rate, HFR	64		1	0	0	4
Percent Heavy Vehicles	2		2	2	2	2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes	1	1		0	1	0
Configuration	L	R			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L		R		LTR	
v (vph)	6	7	64		1		4	
C(m) (vph)	359	989	223		661		296	
v/c	0.02	0.01	0.29		0.00		0.01	
95% queue length	0.05	0.02	1.14		0.00		0.04	
Control Delay	15.2	8.7	27.5		10.5		17.3	
LOS	C	A	D		B		C	
Approach Delay			27.3				17.3	
Approach LOS			D				C	

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at Metro Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: Metro Parkway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	390	1203	1002	786	1223	143	573	760	346	75	510	142
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			30			30			30			30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left			A		NB Left	A	A		
Thru		A	A		Thru		A	A	
Right		A	A		Right		A	A	
Peds					Peds				
WB Left	A				SB Left	A			
Thru	A	A			Thru			A	
Right	A	A			Right			A	
Peds					Peds				
NB Right	A				EB Right				
SB Right					WB Right				
Green	59.5	7.5	40.5			34.5	18.5	36.5	
Yellow	4.5	4.5	4.5			4.5	4.5	4.5	
All Red	0.0	0.0	3.0			0.0	0.0	3.0	

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	605	3433	0.69	0.18	92.3	F		
T	1161	5085	1.11	0.23	152.5	F	445.1	F
R	361	1583	2.89	0.23	948.9	F		
Westbound								
L	888	3433	1.08	0.26	139.4	F		
T	1581	5085	0.94	0.31	87.3	F	105.1	F
R	492	1583	0.28	0.31	58.8	E		
Northbound								
L	443	1770	1.50	0.25	324.3	F		
T	916	3539	0.97	0.26	105.8	F	167.3	F
R	871	1583	0.42	0.55	30.6	C		
Southbound								
L	266	1770	0.31	0.15	87.8	F		
T	562	3539	1.00	0.16	133.7	F	121.7	F
R	251	1583	0.49	0.16	89.8	F		

Intersection Delay = 238.4 (sec/veh) Intersection LOS = F

EXISTING AM

Baseline

1: McGregor Blvd & Intersection Performance

	Total
Total Delay (hr)	10.9
Delay / Veh (s)	16.8
Total Stops	1087
Travel Dist (mi)	341.3
Travel Time (hr)	20.6
Avg Speed (mph)	17
Fuel Used (gal)	24.1
HC Emissions (g)	75
CO Emissions (g)	2846
NOx Emissions (g)	189
Vehicles Entered	2338
Vehicles Exited	2336
Hourly Exit Rate	2336

3: Colonial Blvd & Summerlin Rd Intersection Performance

	Total
Total Delay (hr)	111.0
Delay / Veh (s)	70.2
Total Stops	5000
Travel Dist (mi)	1430.0
Travel Time (hr)	147.0
Avg Speed (mph)	10
Fuel Used (gal)	145.6
HC Emissions (g)	407
CO Emissions (g)	12418
NOx Emissions (g)	1082
Vehicles Entered	5705
Vehicles Exited	5681
Hourly Exit Rate	5681

4: Colonial Blvd & DeLeon St Intersection Performance

	Total
Total Delay (hr)	23.1
Delay / Veh (s)	20.6
Total Stops	1178
Travel Dist (mi)	495.7
Travel Time (hr)	35.2
Avg Speed (mph)	14
Fuel Used (gal)	36.6
HC Emissions (g)	108
CO Emissions (g)	3493
NOx Emissions (g)	300
Vehicles Entered	4031
Vehicles Exited	4043
Hourly Exit Rate	4043

Baseline

5: US 41 & Intersection Performance

	Total
Total Delay (hr)	36.0
Delay / Veh (s)	26.9
Total Stops	2851
Travel Dist (mi)	789.6
Travel Time (hr)	57.8
Avg Speed (mph)	14
Fuel Used (gal)	73.3
HC Emissions (g)	212
CO Emissions (g)	8089
NOx Emissions (g)	648
Vehicles Entered	4808
Vehicles Exited	4823
Hourly Exit Rate	4823

6: Colonial Blvd & Intersection Performance

	Total
Total Delay (hr)	10.2
Delay / Veh (s)	9.9
Total Stops	628
Travel Dist (mi)	740.5
Travel Time (hr)	28.2
Avg Speed (mph)	26
Fuel Used (gal)	58.8
HC Emissions (g)	172
CO Emissions (g)	8288
NOx Emissions (g)	582
Vehicles Entered	3690
Vehicles Exited	3692
Hourly Exit Rate	3692

7: Colonial Blvd & Fowler Street Intersection Performance

	Total
Total Delay (hr)	113.6
Delay / Veh (s)	72.2
Total Stops	4341
Travel Dist (mi)	1091.6
Travel Time (hr)	141.8
Avg Speed (mph)	8
Fuel Used (gal)	126.4
HC Emissions (g)	360
CO Emissions (g)	10687
NOx Emissions (g)	939
Vehicles Entered	5684
Vehicles Exited	5641
Hourly Exit Rate	5641

Baseline

8: Colonial Blvd & Evans Ave Intersection Performance

	Total
Total Delay (hr)	26.8
Delay / Veh (s)	23.1
Total Stops	909
Travel Dist (mi)	1540.2
Travel Time (hr)	64.4
Avg Speed (mph)	24
Fuel Used (gal)	142.9
HC Emissions (g)	405
CO Emissions (g)	19622
NOx Emissions (g)	1485
Vehicles Entered	4212
Vehicles Exited	4155
Hourly Exit Rate	4155

9: Colonial Blvd & Metro Parkway Intersection Performance

	Total
Total Delay (hr)	623.7 ←
Delay / Veh (s)	360.8
Total Stops	9419
Travel Dist (mi)	2300.9
Travel Time (hr)	681.1
Avg Speed (mph)	7
Fuel Used (gal)	451.9
HC Emissions (g)	1253
CO Emissions (g)	29466
NOx Emissions (g)	2464
Vehicles Entered	6282
Vehicles Exited	6165
Hourly Exit Rate	6165

12: Int Intersection Performance

	Total
Total Delay (hr)	0.8
Delay / Veh (s)	6.6
Total Stops	41
Travel Dist (mi)	22.6
Travel Time (hr)	1.4
Avg Speed (mph)	16
Fuel Used (gal)	1.1
HC Emissions (g)	4
CO Emissions (g)	96
NOx Emissions (g)	7
Vehicles Entered	437
Vehicles Exited	436
Hourly Exit Rate	436

Baseline

13: Int Intersection Performance

	Total
Total Delay (hr)	0.1
Delay / Veh (s)	1.1
Total Stops	39
Travel Dist (mi)	11.2
Travel Time (hr)	0.8
Avg Speed (mph)	13
Fuel Used (gal)	2.3
HC Emissions (g)	10
CO Emissions (g)	485
NOx Emissions (g)	39
Vehicles Entered	434
Vehicles Exited	437
Hourly Exit Rate	437

24: Via Royale & Intersection Performance

	Total
Total Delay (hr)	0.3
Delay / Veh (s)	1.9
Total Stops	95
Travel Dist (mi)	42.7
Travel Time (hr)	1.7
Avg Speed (mph)	25
Fuel Used (gal)	3.7
HC Emissions (g)	11
CO Emissions (g)	515
NOx Emissions (g)	34
Vehicles Entered	536
Vehicles Exited	532
Hourly Exit Rate	532

25: Via Royale & Intersection Performance

	Total
Total Delay (hr)	0.6
Delay / Veh (s)	3.1
Total Stops	68
Travel Dist (mi)	111.7
Travel Time (hr)	4.7
Avg Speed (mph)	24
Fuel Used (gal)	8.9
HC Emissions (g)	23
CO Emissions (g)	943
NOx Emissions (g)	74
Vehicles Entered	681
Vehicles Exited	686
Hourly Exit Rate	686

27: E. Mall Drive & Fowler Street Intersection Performance

	Total
Total Delay (hr)	1.5
Delay / Veh (s)	2.5
Total Stops	141
Travel Dist (mi)	252.1
Travel Time (hr)	8.6
Avg Speed (mph)	30
Fuel Used (gal)	14.5
HC Emissions (g)	46
CO Emissions (g)	2234
NOx Emissions (g)	128
Vehicles Entered	2183
Vehicles Exited	2184
Hourly Exit Rate	2184

28: E. Mall Drive & Intersection Performance

	Total
Total Delay (hr)	0.8
Delay / Veh (s)	4.4
Total Stops	177
Travel Dist (mi)	67.0
Travel Time (hr)	3.4
Avg Speed (mph)	20
Fuel Used (gal)	4.5
HC Emissions (g)	14
CO Emissions (g)	573
NOx Emissions (g)	40
Vehicles Entered	679
Vehicles Exited	682
Hourly Exit Rate	682

31: Medical Lane & DeLeon St Intersection Performance

	Total
Total Delay (hr)	0.2
Delay / Veh (s)	2.6
Total Stops	17
Travel Dist (mi)	22.2
Travel Time (hr)	1.1
Avg Speed (mph)	21
Fuel Used (gal)	1.7
HC Emissions (g)	5
CO Emissions (g)	222
NOx Emissions (g)	19
Vehicles Entered	327
Vehicles Exited	328
Hourly Exit Rate	328

Baseline

33: Colonial Blvd & Intersection Performance

	Total
Total Delay (hr)	10.1
Delay / Veh (s)	9.0
Total Stops	39
Travel Dist (mi)	1028.3
Travel Time (hr)	34.4
Avg Speed (mph)	30
Fuel Used (gal)	95.1
HC Emissions (g)	260
CO Emissions (g)	12808
NOx Emissions (g)	1007
Vehicles Entered	3997
Vehicles Exited	4042
Hourly Exit Rate	4042

173: Colonial Blvd & Intersection Performance

	Total
Total Delay (hr)	14.6
Delay / Veh (s)	11.7
Total Stops	505
Travel Dist (mi)	996.5
Travel Time (hr)	38.2
Avg Speed (mph)	26
Fuel Used (gal)	74.4
HC Emissions (g)	214
CO Emissions (g)	9458
NOx Emissions (g)	721
Vehicles Entered	4514
Vehicles Exited	4489
Hourly Exit Rate	4489

174: Colonial Blvd & Intersection Performance

	Total
Total Delay (hr)	3.9
Delay / Veh (s)	3.7
Total Stops	44
Travel Dist (mi)	424.1
Travel Time (hr)	13.9
Avg Speed (mph)	31
Fuel Used (gal)	46.4
HC Emissions (g)	124
CO Emissions (g)	6814
NOx Emissions (g)	513
Vehicles Entered	3866
Vehicles Exited	3870
Hourly Exit Rate	3870

Baseline

176: Int Intersection Performance

	Total
Total Delay (hr)	1.5
Delay / Veh (s)	6.8
Total Stops	97
Travel Dist (mi)	51.4
Travel Time (hr)	2.8
Avg Speed (mph)	18
Fuel Used (gal)	2.5
HC Emissions (g)	10
CO Emissions (g)	255
NOx Emissions (g)	16
Vehicles Entered	789
Vehicles Exited	791
Hourly Exit Rate	791

178: Colonial Blvd & Intersection Performance

	Total
Total Delay (hr)	1.5
Delay / Veh (s)	1.5
Total Stops	1
Travel Dist (mi)	319.1
Travel Time (hr)	9.1
Avg Speed (mph)	35
Fuel Used (gal)	27.2
HC Emissions (g)	79
CO Emissions (g)	4483
NOx Emissions (g)	291
Vehicles Entered	3517
Vehicles Exited	3519
Hourly Exit Rate	3519

221: Int Intersection Performance

	Total
Total Delay (hr)	0.1
Delay / Veh (s)	0.6
Total Stops	0
Travel Dist (mi)	5.3
Travel Time (hr)	0.4
Avg Speed (mph)	14
Fuel Used (gal)	1.1
HC Emissions (g)	4
CO Emissions (g)	199
NOx Emissions (g)	17
Vehicles Entered	312
Vehicles Exited	313
Hourly Exit Rate	313

Baseline

225: Int Intersection Performance

	Total
Total Delay (hr)	0.2
Delay / Veh (s)	1.4
Total Stops	28
Travel Dist (mi)	16.0
Travel Time (hr)	1.0
Avg Speed (mph)	16
Fuel Used (gal)	3.5
HC Emissions (g)	13
CO Emissions (g)	729
NOx Emissions (g)	55
Vehicles Entered	472
Vehicles Exited	473
Hourly Exit Rate	473

226: Int Intersection Performance

	Total
Total Delay (hr)	0.2
Delay / Veh (s)	2.1
Total Stops	56
Travel Dist (mi)	15.6
Travel Time (hr)	0.9
Avg Speed (mph)	17
Fuel Used (gal)	3.3
HC Emissions (g)	11
CO Emissions (g)	609
NOx Emissions (g)	48
Vehicles Entered	418
Vehicles Exited	419
Hourly Exit Rate	419

240: Int Intersection Performance

	Total
Total Delay (hr)	0.5
Delay / Veh (s)	3.4
Total Stops	17
Travel Dist (mi)	29.3
Travel Time (hr)	1.2
Avg Speed (mph)	24
Fuel Used (gal)	1.5
HC Emissions (g)	5
CO Emissions (g)	153
NOx Emissions (g)	10
Vehicles Entered	478
Vehicles Exited	477
Hourly Exit Rate	477

Baseline

1607: Fowler Street & Intersection Performance

	Total
Total Delay (hr)	7.0
Delay / Veh (s)	9.5
Total Stops	1057
Travel Dist (mi)	249.3
Travel Time (hr)	13.9
Avg Speed (mph)	18
Fuel Used (gal)	15.4
HC Emissions (g)	46
CO Emissions (g)	1279
NOx Emissions (g)	121
Vehicles Entered	2633
Vehicles Exited	2629
Hourly Exit Rate	2629

1613: Summerlin Rd & Intersection Performance

	Total
Total Delay (hr)	15.8
Delay / Veh (s)	21.1
Total Stops	1383
Travel Dist (mi)	551.4
Travel Time (hr)	32.0
Avg Speed (mph)	18
Fuel Used (gal)	58.5
HC Emissions (g)	183
CO Emissions (g)	9412
NOx Emissions (g)	616
Vehicles Entered	2697
Vehicles Exited	2704
Hourly Exit Rate	2704

7213: N Airport Rd & US 41 Intersection Performance

	Total
Total Delay (hr)	27.1
Delay / Veh (s)	21.4
Total Stops	1890
Travel Dist (mi)	963.1
Travel Time (hr)	53.0
Avg Speed (mph)	19
Fuel Used (gal)	77.7
HC Emissions (g)	228
CO Emissions (g)	9409
NOx Emissions (g)	685
Vehicles Entered	4563
Vehicles Exited	4563
Hourly Exit Rate	4563

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: AM Peak Hour
Inter.: Veterans at Del Prado
Area Type: All other areas
Jurisd: Lee County
Year : Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway
N/S St: Del Prado Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	2	0	1	2	3	0	2	3	1
LGConfig	L		R	L		R	L	TR		L	T	R
Volume	493		724	332		342	468	1131	525	635	1389	290
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			60			60			0			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A	A			NB	Left	A			
	Thru						Thru		A		
	Right		A				Right		A		
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru						Thru		A		
	Right						Right		A		
	Peds						Peds				
NB	Right					EB	Right	A			
SB	Right	A				WB	Right	A			
Green		19.0	23.5					25.0	34.0		
Yellow		4.0	4.0					4.0	4.5		
All Red		0.0	4.5					4.5	3.0		

Cycle Length: 130.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1204	3367	0.54	0.36	33.7	C		
							114.8	F
R	681	1553	1.28	0.44	175.1	F		
Westbound								
L	507	3471	0.72	0.15	57.9	E		
							83.9	F
R	299	1553	1.04	0.19	114.4	F		
Northbound								
L	668	3471	0.74	0.19	53.7	D		
TR	1365	5220	1.28	0.26	178.7	F	151.2	F
Southbound								
L	668	3471	0.97	0.19	79.5	E		
T	1362	5207	1.04	0.26	83.6	F	76.2	E
R	723	1553	0.33	0.47	22.2	C		

Intersection Delay = 110.6 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: AM Peak Hour
Inter.: Veterans at Country Club
Area Type: All other areas
Jurisd: Lee County
Year : Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway
N/S St: Country Club Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	1	2	2	1	2	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	278	2494	144	124	877	202	197	431	261	487	318	108
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60			60			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	A	A			NB Left	A			
Thru		A	A		Thru			A	
Right		A	A		Right			A	
Peds					Peds				
WB Left	A				SB Left	A	A		
Thru			A		Thru		A	A	
Right			A		Right		A	A	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	7.0	12.0	41.4			8.0	7.0	16.3	
Yellow	3.5	3.5	5.0			3.5	3.5	4.3	
All Red	0.0	0.0	2.0			0.0	0.0	3.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	631	3367	0.51	0.19	44.4	D		
T	2599	5481	1.10	0.47	84.5	F	78.6	E
R	736	1553	0.13	0.47	17.8	B		
Westbound								
L	196	3367	0.71	0.06	66.8	E		
T	1721	4988	0.57	0.34	32.5	C	35.8	D
R	536	1553	0.30	0.34	29.0	C		
Northbound								
L	231	3471	0.99	0.07	112.6	F		
T	496	3654	1.01	0.14	94.8	F	111.5	F
R	211	1553	1.11	0.14	146.1	F		
Southbound								
L	535	3471	1.06	0.15	105.9	F		
T	775	3471	0.48	0.22	41.0	D	77.8	E
R	347	1553	0.16	0.22	37.8	D		

Intersection Delay = 74.9 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Santa Barbara
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: Santa Barbara Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	2	2	2	1	2	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	228	1574	111	240	645	370	81	774	607	744	609	121
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60			0			240			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A	A			NB	Left	A			
	Thru		A	A			Thru			A	
	Right		A	A			Right			A	
	Peds						Peds				
WB	Left	A				SB	Left	A	A		
	Thru			A			Thru		A	A	
	Right			A			Right		A	A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		8.0	9.0	24.4				12.0	10.0	28.5	
Yellow		3.5	3.5	5.0				3.5	3.5	4.5	
All Red		0.0	0.0	1.8				0.0	0.0	2.8	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	575	3367	0.46	0.17	45.4	D		
T	1685	5481	1.09	0.31	90.9	F	83.6	F
R	478	1553	0.12	0.31	30.0	C		
Westbound								
L	231	3471	1.07	0.07	134.8	F		
T	1014	4988	0.66	0.20	45.5	D	63.2	E
R	556	2733	0.69	0.20	47.7	D		
Northbound								
L	337	3367	0.26	0.10	50.3	D		
T	868	3654	0.97	0.24	68.5	E	81.6	F
R	369	1553	1.08	0.24	116.1	F		
Southbound								
L	738	3471	1.11	0.21	114.2	F		
T	1215	3471	0.55	0.35	31.9	C	75.0	E
R	544	1553	0.12	0.35	26.6	C		

Intersection Delay = 76.9 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Skyline Blvd
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: Skyline Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	2	2	0	2	2	1
LGConfig	L	T	R	L	T	R	L	T		L	T	R
Volume	88	1174	41	125	583	120	38	489		316	252	38
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			41			60						38

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A	A			NB Left	A		
Thru		A	A		Thru		A	
Right		A	A		Right			
Peds					Peds			
WB Left	A				SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	12.0	20.5	24.5			14.0	22.0	
Yellow	3.5	3.5	5.0			3.5	4.5	
All Red	0.0	0.0	2.0			3.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1010	3367	0.10	0.30	30.4	C		
T	1403	3471	0.97	0.40	53.0	D	51.4	D
R	628	1553	0.00	0.40	21.3	C		
Westbound								
L	337	3367	0.41	0.10	51.5	D		
T	709	3471	0.90	0.20	61.7	E	58.3	E
R	317	1553	0.21	0.20	40.0	D		
Northbound								
L	393	3367	0.11	0.12	47.6	D		
T	636	3471	0.90	0.18	64.4	E	63.2	E
Southbound								
L	393	3367	0.96	0.12	86.9	F		
T	636	3471	0.47	0.18	44.4	D	68.0	E
R	285	1553	0.00	0.18	40.0	D		

Intersection Delay = 58.2 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Chiquita Blvd
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: Chiquita Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	2	2	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	93	558	175	267	283	89	180	557	483	152	320	20
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60			60			120			20

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A	A		
	Thru		A				Thru		A	A	
	Right		A				Right		A	A	
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru		A				Thru			A	
	Right		A				Right			A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		12.0	27.0					19.0	7.5	27.0	
Yellow		4.0	4.5					4.0	4.0	4.5	
All Red		2.5	2.0					0.0	0.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	174	1736	0.64	0.10	59.5	E		
T	781	3471	0.85	0.22	53.4	D	52.2	D
R	349	1553	0.39	0.22	40.3	D		
Westbound								
L	337	3367	0.83	0.10	69.3	E		
T	781	3471	0.38	0.22	39.7	D	53.2	D
R	349	1553	0.09	0.22	36.9	D		
Northbound								
L	441	1736	0.48	0.25	38.9	D		
T	1114	3471	0.59	0.32	34.9	C	41.2	D
R	498	1553	0.86	0.32	52.1	D		
Southbound								
L	275	1736	0.62	0.16	51.4	D		
T	781	3471	0.46	0.22	40.6	D	44.1	D
R	349	1553	0.00	0.22	36.0	D		

Intersection Delay = 46.9 (sec/veh) Intersection LOS = D

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Veterans Pkwy at Surfside Bl
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Veterans Parkway
North/South Street: Surfside Boulevard
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	9	432	33	130	219	28
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.90	0.90	0.90
Hourly Flow Rate, HFR	10	502	38	144	243	31
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?			Yes			Yes
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	26	72	225	27	19	5
Peak Hour Factor, PHF	0.85	0.85	0.85	0.70	0.70	0.70
Hourly Flow Rate, HFR	30	84	264	38	27	7
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L	T	R	L		TR
v (vph)	10	144	30	84	264	38		34
C(m) (vph)	1306	1045	296	302	743	174		318
v/c	0.01	0.14	0.10	0.28	0.36	0.22		0.11
95% queue length	0.02	0.48	0.33	1.11	1.61	0.80		0.36
Control Delay	7.8	9.0	18.5	21.5	12.5	31.4		17.7
LOS	A	A	C	C	B	D		C
Approach Delay				15.0-			24.9	
Approach LOS				B			C	

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Pine Island Road

Inter.: Burnt Store at Pine Island
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: Burnt Store Rd/Veterans Pkwy

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	133	400	219	36	221	130	115	140	47	129	198	60
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60			60			47			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A	A			NB	Left	A			
	Thru		A	A			Thru		A		
	Right		A	A			Right		A		
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		7.0	7.0	29.2				16.6	32.0		
Yellow		4.0	4.0	4.8				4.0	4.8		
All Red		0.0	0.0	2.0				2.8	1.8		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	255	1703	0.55	0.15	49.9	D		
T	606	1810	0.70	0.33	38.4	D	38.7	D
R	520	1553	0.32	0.33	30.1	C		
Westbound								
L	101	1736	0.41	0.06	57.1	E		
T	440	1810	0.58	0.24	41.9	D	42.4	D
R	371	1524	0.22	0.24	36.5	D		
Northbound								
L	240	1736	0.72	0.14	59.3	E		
T	487	1827	0.43	0.27	37.0	D	47.1	D
R	414	1553	0.00	0.27	32.3	C		
Southbound								
L	236	1703	0.64	0.14	54.4	D		
T	908	3406	0.25	0.27	34.8	C	42.5	D
R	406	1524	0.00	0.27	32.3	C		

Intersection Delay = 41.9 (sec/veh) Intersection LOS = D

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Burnt Store Rd at Ceitus West
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Ceitus Parkway West
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	12	384	0	0	339	5
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.83	0.83	0.83
Hourly Flow Rate, HFR	13	436	0	0	408	6
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		Yes			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				7		42
Peak Hour Factor, PHF				0.68		0.68
Hourly Flow Rate, HFR				10		61
Percent Heavy Vehicles				6		6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes				1		1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR				L		R
v (vph)	13	0				10		61
C(m) (vph)	1124	1098				309		632
v/c	0.01	0.00				0.03		0.10
95% queue length	0.04	0.00				0.10		0.32
Control Delay	8.2	8.3				17.0		11.3
LOS	A	A				C		B
Approach Delay							12.1	
Approach LOS							B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Burnt Store Rd at Ceitus East
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Ceitus Parkway East
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	374	17	5	320	0
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.86	0.86	0.86
Hourly Flow Rate, HFR	0	402	18	5	372	0
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	24		1			
Peak Hour Factor, PHF	0.38		0.38			
Hourly Flow Rate, HFR	63		2			
Percent Heavy Vehicles	6		6			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR	L		R			
v (vph)	0	5	63		2			
C(m) (vph)	1165	1118	350		632			
v/c	0.00	0.00	0.18		0.00			
95% queue length	0.00	0.01	0.65		0.01			
Control Delay	8.1	8.2	17.5		10.7			
LOS	A	A	C		B			
Approach Delay				17.3				
Approach LOS				C				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Burnt Store Rd at Embers Pkwy
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Embers Parkway
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	17	295	30	43	246	7
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.86	0.86	0.86
Hourly Flow Rate, HFR	18	324	32	49	286	8
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	19	14	49	6	54	30
Peak Hour Factor, PHF	0.82	0.82	0.82	0.94	0.94	0.94
Hourly Flow Rate, HFR	23	17	59	6	57	31
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No	/		No	/
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR	L	T	TR	L	T	TR
v (vph)	18	49	23	8	67	6	28	59
C(m) (vph)	1245	1181	229	305	602	248	300	436
v/c	0.01	0.04	0.10	0.03	0.11	0.02	0.09	0.14
95% queue length	0.04	0.13	0.33	0.08	0.37	0.07	0.31	0.46
Control Delay	7.9	8.2	22.5	17.1	11.7	19.9	18.2	14.5
LOS	A	A	C	C	B	C	C	B
Approach Delay				14.7			16.0	
Approach LOS				B			C	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Burnt Store Road at Tropicana
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Tropicana Parkway
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	6	292	40	17	272	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.93	0.93	0.93
Hourly Flow Rate, HFR	6	304	41	18	292	2
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	11	18	10	4	26	16
Peak Hour Factor, PHF	0.80	0.80	0.80	0.68	0.68	0.68
Hourly Flow Rate, HFR	13	22	12	5	38	23
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR	L	T	TR	L	T	TR
v (vph)	6	18	13	11	23	5	19	42
C(m) (vph)	1245	1192	307	366	489	330	356	497
v/c	0.00	0.02	0.04	0.03	0.05	0.02	0.05	0.08
95% queue length	0.01	0.05	0.13	0.09	0.15	0.05	0.17	0.28
Control Delay	7.9	8.1	17.2	15.1	12.7	16.1	15.7	12.9
LOS	A	A	C	C	B	C	C	B
Approach Delay				14.5			13.9	
Approach LOS				B			B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Burnt Store Road at Diplomat
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Diplomat Parkway
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	313	30	41	232	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.73	0.73	0.73
Hourly Flow Rate, HFR	0	340	32	56	317	0
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	16	0	24	0	0	0
Peak Hour Factor, PHF	0.83	0.83	0.83	1.00	1.00	1.00
Hourly Flow Rate, HFR	19	0	28	0	0	0
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0	1	0	0	1	1
Configuration		LTR			LT	R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR		LT		R
v (vph)	0	56		47		0		0
C(m) (vph)	1221	1165		441				714
v/c	0.00	0.05		0.11				0.00
95% queue length	0.00	0.15		0.36				0.00
Control Delay	7.9	8.2		14.1				10.0+
LOS	A	A		B				B
Approach Delay				14.1				
Approach LOS				B				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Burnt Store Road at Van Buren
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Van Buren Parkway
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	289	16	28	247	0
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.87	0.87	0.87
Hourly Flow Rate, HFR	0	336	18	32	283	0
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	10	0	18	0	0	0
Peak Hour Factor, PHF	0.72	0.72	0.72	1.00	1.00	1.00
Hourly Flow Rate, HFR	13	0	24	0	0	0
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes	0	1	1	0	1	0
Configuration		LT	R		LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR	LT		R		LTR	
v (vph)	0	32	13		24		0	
C(m) (vph)	1257	1183	344		689			
v/c	0.00	0.03	0.04		0.03			
95% queue length	0.00	0.08	0.12		0.11			
Control Delay	7.9	8.1	15.9		10.4			
LOS	A	A	C		B			
Approach Delay			12.3					
Approach LOS			B					

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 4/8/2004
Analysis Time Period: AM Peak Hour
Intersection: Burnt Store Rd/Marina Ent
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Islamorada Blvd (Marina Ent)
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	30	227			145	30
Peak-Hour Factor, PHF	0.88	0.88			0.95	0.95
Hourly Flow Rate, HFR	34	257			152	31
Percent Heavy Vehicles	6	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						No
Lanes	1	1			1	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				80		55
Peak Hour Factor, PHF				0.89		0.89
Hourly Flow Rate, HFR				89		61
Percent Heavy Vehicles				6		6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L						LR	
v (vph)	34						150	
C(m) (vph)	1368						631	
v/c	0.02						0.24	
95% queue length	0.08						0.92	
Control Delay	7.7						12.5	
LOS	A						B	
Approach Delay							12.5	
Approach LOS							B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 4/8/2004
Analysis Time Period: AM Peak Hour
Intersection: Burnt Store Rd/Vincent Ave
Jurisdiction: Charlotte/Lee County Line
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Vincent Avenue
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	22	285			161	40
Peak-Hour Factor, PHF	0.82	0.82			0.97	0.97
Hourly Flow Rate, HFR	26	347			165	41
Percent Heavy Vehicles	5	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				59		14
Peak Hour Factor, PHF				0.88		0.88
Hourly Flow Rate, HFR				67		15
Percent Heavy Vehicles				5		5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	26						82	
C(m) (vph)	1348						501	
v/c	0.02						0.16	
95% queue length	0.06						0.58	
Control Delay	7.7						13.6	
LOS	A						B	
Approach Delay							13.6	
Approach LOS							B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 4/8/2004
Analysis Time Period: AM Peak Hour
Intersection: Burnt Store Rd/Peppercorn Rd
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Peppercorn Road
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	306			171	13
Peak-Hour Factor, PHF	0.91	0.91			0.92	0.92
Hourly Flow Rate, HFR	3	336			185	14
Percent Heavy Vehicles	5	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				19		5
Peak Hour Factor, PHF				0.78		0.78
Hourly Flow Rate, HFR				24		6
Percent Heavy Vehicles				5		5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			Yes /1
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	3						30	
C(m) (vph)	1356						626	
v/c	0.00						0.05	
95% queue length	0.01						0.15	
Control Delay	7.7						11.9	
LOS	A						B	
Approach Delay							11.9	
Approach LOS							B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 4/8/2004
Analysis Time Period: AM Peak Hour
Intersection: Burnt Store Rd/Saragossa Ln
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Saragossa Lane
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	281	8	11	140	3
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.85	0.85	0.85
Hourly Flow Rate, HFR	3	308	8	12	164	3
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	8	0	8	0	1	3
Peak Hour Factor, PHF	0.57	0.57	0.57	1.00	1.00	1.00
Hourly Flow Rate, HFR	14	0	14	0	1	3
Percent Heavy Vehicles	5	0	0	5	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No	/		No	/
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	3	12		28			4	
C(m) (vph)	1393	1227		567			720	
v/c	0.00	0.01		0.05			0.01	
95% queue length	0.01	0.03		0.16			0.02	
Control Delay	7.6	8.0		11.7			10.0+	
LOS	A	A		B			B	
Approach Delay				11.7			10.0+	
Approach LOS				B			B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 4/2/2004
Analysis Time Period: AM Peak Hour
Intersection: Burnt Store Rd/Doredo Dr
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Doredo Drive
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		287	2	4	151	
Peak-Hour Factor, PHF		0.88	0.88	0.90	0.90	
Hourly Flow Rate, HFR		326	2	4	167	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes		1	0	0	1	
Configuration		TR		LT		
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	3		10			
Peak Hour Factor, PHF	0.65		0.65			
Hourly Flow Rate, HFR	4		15			
Percent Heavy Vehicles	5		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		4		19				
C(m) (vph)		1215		658				
v/c		0.00		0.03				
95% queue length		0.01		0.09				
Control Delay		8.0		10.6				
LOS		A		B				
Approach Delay				10.6				
Approach LOS				B				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 4/1/2004
Analysis Time Period: AM Peak Hour
Intersection: Burnt Store Rd/Cape Horn Blvd
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Cape Horn Boulevard
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	1	298	0	2	153	16
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.79	0.79	0.79
Hourly Flow Rate, HFR	1	334	0	2	193	20
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	1	1	10	24	2	1
Peak Hour Factor, PHF	0.75	0.75	0.75	0.88	0.88	0.88
Hourly Flow Rate, HFR	1	1	13	27	2	1
Percent Heavy Vehicles	5	5	5	5	5	5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	1	2		15			30	
C(m) (vph)	1340	1209		649			439	
v/c	0.00	0.00		0.02			0.07	
95% queue length	0.00	0.00		0.07			0.22	
Control Delay	7.7	8.0		10.7			13.8	
LOS	A	A		B			B	
Approach Delay				10.7			13.8	
Approach LOS				B			B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Burnt Store Road at Zemel Road
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Zemel Road
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		328	4	18	163	
Peak-Hour Factor, PHF		0.89	0.89	0.75	0.75	
Hourly Flow Rate, HFR		368	4	24	217	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes		1	0	0	1	
Configuration		TR		LT		
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	8	0	34			
Peak Hour Factor, PHF	0.69	0.69	0.69			
Hourly Flow Rate, HFR	11	0	49			
Percent Heavy Vehicles	5	5	5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0	1	0			
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LTR				
v (vph)		24		60				
C(m) (vph)		1170		607				
v/c		0.02		0.10				
95% queue length		0.06		0.33				
Control Delay		8.1		11.6				
LOS		A		B				
Approach Delay				11.6				
Approach LOS				B				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Burnt Store at Yacht Club Blvd
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Yacht Club Boulevard
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	6	368	1	3	164	13
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.87	0.87	0.87
Hourly Flow Rate, HFR	6	404	1	3	188	14
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	Undivided		/			
RT Channelized?			No			No
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	3	0	6	49	0	13
Peak Hour Factor, PHF	0.58	0.58	0.58	0.72	0.72	0.72
Hourly Flow Rate, HFR	5	0	10	68	0	18
Percent Heavy Vehicles	5	5	5	5	5	5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LTR			LTR	
v (vph)	6	3		15			86	
C(m) (vph)	1352	1138		522			441	
v/c	0.00	0.00		0.03			0.20	
95% queue length	0.01	0.01		0.09			0.72	
Control Delay	7.7	8.2		12.1			15.1	
LOS	A	A		B			C	
Approach Delay				12.1			15.1	
Approach LOS				B			C	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Burnt Store Road at Notre Dame
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Notre Dame Boulevard
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		358	20	13	180	
Peak-Hour Factor, PHF		0.96	0.96	0.89	0.89	
Hourly Flow Rate, HFR		372	20	14	202	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes		1 0		0 1		
Configuration		TR		LT		
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	18	0	10			
Peak Hour Factor, PHF	0.61	0.61	0.61			
Hourly Flow Rate, HFR	29	0	16			
Percent Heavy Vehicles	5	5	5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0	1 0				
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LTR				
v (vph)		14		45				
C(m) (vph)		1150		504				
v/c		0.01		0.09				
95% queue length		0.04		0.29				
Control Delay		8.2		12.8				
LOS		A		B				
Approach Delay				12.8				
Approach LOS				B				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Burnt Store Road at Acline Rd
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Acline Road
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	470	5	5	226	1
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	494	5	5	245	1
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			Yes	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	9	0	37	0	1	0
Peak Hour Factor, PHF	0.69	0.69	0.69	0.25	0.25	0.25
Hourly Flow Rate, HFR	13	0	53	0	4	0
Percent Heavy Vehicles	5	5	5	5	5	5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	0	5		66			4	
C(m) (vph)	1303	1050		492			332	
v/c	0.00	0.00		0.13			0.01	
95% queue length	0.00	0.01		0.46			0.04	
Control Delay	7.8	8.4		13.4			16.0	
LOS	A	A		B			C	
Approach Delay				13.4			16.0	
Approach LOS				B			C	

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Rd/Burnt Store Rd

Inter.: US 41 at Burnt Store Rd
Area Type: All other areas
Jurisd: Charlotte County
Year : Existing
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	0	1	1	1	2	1	1	2	1
LGConfig	L	T	R		LT	R	L	T	R	L	T	R
Volume	329	197	4	77	89	93	37	571	66	120	653	122
Lane Width	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			4			84			66			84

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A	A			NB	Left	A	A		
	Thru	A	A				Thru		A	A	
	Right	A	A				Right		A	A	
	Peds						Peds				
WB	Left		A			SB	Left	A			
	Thru		A				Thru			A	
	Right		A				Right			A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		14.0	16.5					7.0	7.0	18.5	
Yellow		3.5	4.0					3.5	3.5	5.0	
All Red		0.0	1.5					0.0	0.0	1.0	

Cycle Length: 85.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	372	1719	0.96	0.40	57.6	E		
T	724	1810	0.30	0.40	17.6	B	42.6	D
R	615	1538	0.00	0.40	15.3	B		
Westbound								
LT	254	1307	0.83	0.19	52.6	D	51.4	D
R	288	1482	0.04	0.19	27.9	C		
Northbound								
L	357	1736	0.12	0.21	27.6	C		
T	1184	3471	0.56	0.34	23.4	C	23.7	C
R	530	1553	0.00	0.34	18.4	B		
Southbound								
L	143	1736	0.94	0.08	97.2	F		
T	755	3471	0.97	0.22	58.9	E	63.1	E
R	338	1553	0.13	0.22	26.9	C		

Intersection Delay = 45.6 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Rd at Taylor Rd
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: Taylor Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	1	1	1	1	1	1
LGConfig	L	T	R	L	TR		L	T	R	L	T	R
Volume	30	226	180	13	228	4	82	79	11	5	171	40
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			80			0			11			40

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A	A		
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
WB	Left	A				SB	Left	A	A		
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		10.0	25.0					10.0	24.0		
Yellow		4.0	4.0					4.0	4.0		
All Red		1.0	2.0					0.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	184	1656	0.20	0.11	36.9	D		
T	920	3312	0.30	0.28	25.8	C	26.8	C
R	412	1482	0.30	0.28	26.0	C		
Westbound								
L	184	1656	0.08	0.11	36.0	D		
TR	918	3304	0.27	0.28	25.5	C	26.1	C
Northbound								
L	406	1656	0.24	0.42	16.8	B		
T	465	1743	0.20	0.27	25.8	C	21.2	C
R	395	1482	0.00	0.27	24.2	C		
Southbound								
L	480	1656	0.01	0.42	15.3	B		
T	465	1743	0.48	0.27	28.6	C	28.2	C
R	395	1482	0.00	0.27	24.2	C		

Intersection Delay = 26.0 (sec/veh) Intersection LOS = C

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Jones Loop Rd at I-75 SB Ramp
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Jones Loop Road
North/South Street: I-75 SB Ramp
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		404	205	19	287	
Peak-Hour Factor, PHF		0.91	0.91	0.87	0.87	
Hourly Flow Rate, HFR		443	225	21	329	
Percent Heavy Vehicles		--	--	9	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?			Yes			
Lanes		2	1		1	2
Configuration		T	R		L	T
Upstream Signal?		Yes			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				42	4	348
Peak Hour Factor, PHF				0.95	0.95	0.95
Hourly Flow Rate, HFR				44	4	366
Percent Heavy Vehicles				9	9	9
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes				0	1	1
Configuration				LT		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L				LT		R
v (vph)		21				48		366
C(m) (vph)		1065				488		830
v/c		0.02				0.10		0.44
95% queue length		0.06				0.33		2.28
Control Delay		8.4				13.2		12.7
LOS		A				B		B
Approach Delay							12.8	
Approach LOS							B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Jones Loop Rd at I-75 NB Ramp
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Jones Loop Road
North/South Street: I-75 NB Ramp
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	311	135			159	60
Peak-Hour Factor, PHF	0.89	0.89			0.83	0.83
Hourly Flow Rate, HFR	349	151			191	72
Percent Heavy Vehicles	9	--	--		--	--
Median Type/Storage	Raised curb		/ 1			
RT Channelized?						Yes
Lanes	1	2			2	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	147	1	52			
Peak Hour Factor, PHF	0.92	0.92	0.92			
Hourly Flow Rate, HFR	159	1	56			
Percent Heavy Vehicles	9	9	9			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	0	1	1			
Configuration		LT	R			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L		LT		R			
v (vph)	349		160		56			
C(m) (vph)	1330		230		948			
v/c	0.26		0.70		0.06			
95% queue length	1.06		4.52		0.19			
Control Delay	8.7		50.1		9.0			
LOS	A		F		A			
Approach Delay				39.5				
Approach LOS				E				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Jones Loop Road at Piper Road
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Jones Loop Road
North/South Street: Piper Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	112	62			151	19
Peak-Hour Factor, PHF	0.83	0.83			0.88	0.88
Hourly Flow Rate, HFR	134	74			171	21
Percent Heavy Vehicles	9	--	--		--	--
Median Type/Storage	Raised curb		/ 1			
RT Channelized?						
Lanes	1	2			2	0
Configuration	L	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				17	0	52
Peak Hour Factor, PHF				0.74	1.00	0.74
Hourly Flow Rate, HFR				22	0	70
Percent Heavy Vehicles				9	9	9
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L						LTR	
v (vph)	134						92	
C(m) (vph)	1329						775	
v/c	0.10						0.12	
95% queue length	0.34						0.40	
Control Delay	8.0						10.3	
LOS	A						B	
Approach Delay							10.3	
Approach LOS							B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: US 41 at Notre Dame Boulevard
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Notre Dame Boulevard
North/South Street: US 41
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	7	593			846	7
Peak-Hour Factor, PHF	0.92	0.92			0.92	0.92
Hourly Flow Rate, HFR	7	644			919	7
Percent Heavy Vehicles	4	--	--		--	--
Median Type/Storage	Raised curb		/ 1			
RT Channelized?						
Lanes	1	2			2	0
Configuration	L	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				10	0	32
Peak Hour Factor, PHF				0.85	0.85	0.85
Hourly Flow Rate, HFR				11	0	37
Percent Heavy Vehicles				4	4	4
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L						LTR	
v (vph)	7						48	
C(m) (vph)	721						439	
v/c	0.01						0.11	
95% queue length	0.03						0.37	
Control Delay	10.0+						14.2	
LOS	B						B	
Approach Delay							14.2	
Approach LOS							B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: US 41 at Tuckers Grade
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Tuckers Grade
North/South Street: US 41
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	9	465	186	135	713	8
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.86	0.86	0.86
Hourly Flow Rate, HFR	10	528	211	156	829	9
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?			No			No
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	180	0	43	20	1	0
Peak Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Hourly Flow Rate, HFR	211	0	50	23	1	0
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	LT		R		LTR	
v (vph)	10	156	211		50		24	
C(m) (vph)	779	850	208		722		137	
v/c	0.01	0.18	1.01		0.07		0.18	
95% queue length	0.04	0.67	9.08		0.22		0.61	
Control Delay	9.7	10.2	114.5		10.4		36.8	
LOS	A	B	F		B		E	
Approach Delay			94.5				36.8	
Approach LOS			F				E	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Tuckers Grade at I-75 SB Ramps
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Tuckers Grade
North/South Street: I-75 SB Ramps
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		205	126	3	70	
Peak-Hour Factor, PHF		0.96	0.96	0.66	0.66	
Hourly Flow Rate, HFR		213	131	4	106	
Percent Heavy Vehicles		--	--	6	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?			Yes			
Lanes		2	1	1	2	
Configuration		T	R	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				3	5	229
Peak Hour Factor, PHF				0.94	0.94	0.94
Hourly Flow Rate, HFR				3	5	243
Percent Heavy Vehicles				6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes				0	1	1
Configuration				LT		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L				LT		R
v (vph)		4				8		243
C(m) (vph)		1326				647		990
v/c		0.00				0.01		0.25
95% queue length		0.01				0.04		0.97
Control Delay		7.7				10.6		9.8
LOS		A				B		A
Approach Delay							9.8	
Approach LOS							A	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: Tuckers Grade at I-75 NB Ramps
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Tuckers Grade
North/South Street: I-75 NB Ramps
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	208	0			1	3
Peak-Hour Factor, PHF	0.90	0.90			0.38	0.38
Hourly Flow Rate, HFR	231	0			2	7
Percent Heavy Vehicles	6	--	--		--	--
Median Type/Storage	Raised curb		/ 1			
RT Channelized?					Yes	
Lanes	1	2			2	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	72	0	0			
Peak Hour Factor, PHF	0.79	0.79	0.79			
Hourly Flow Rate, HFR	91	0	0			
Percent Heavy Vehicles	6	6	6			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes	0	1	1			
Configuration		LT	R			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L		LT		R			
v (vph)	231		91		0			
C(m) (vph)	1590		451		1071			
v/c	0.15		0.20		0.00			
95% queue length	0.51		0.75		0.00			
Control Delay	7.6		15.0-		8.4			
LOS	A		B		A			
Approach Delay				15.0-				
Approach LOS				B				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: AM Peak Hour
Intersection: US 41 at Zemel Road
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Zemel Road
North/South Street: US 41
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	20	558	0		738	29
Peak-Hour Factor, PHF	0.85	0.85	0.85		0.96	0.96
Hourly Flow Rate, HFR	23	656	0		768	30
Percent Heavy Vehicles	4	--	--		--	--
Median Type/Storage	Raised curb		/ 1			
RT Channelized?						
Lanes	1	2	0		2	0
Configuration	L	T	TR		T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				22	0	12
Peak Hour Factor, PHF				0.70	0.70	0.70
Hourly Flow Rate, HFR				31	0	17
Percent Heavy Vehicles				4	4	4
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes				0	1	1
Configuration				LT		R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L					LT		R
v (vph)	23					31		17
C(m) (vph)	807					304		595
v/c	0.03					0.10		0.03
95% queue length	0.09					0.34		0.09
Control Delay	9.6					18.2		11.2
LOS	A					C		B
Approach Delay							15.7	
Approach LOS							C	

Existing PM Peak Hour Intersection Analysis

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at I-75 NB Ramps
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: I-75 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	2	0	0	0	0	0
LGConfig		T			T		L					
Volume		1806			1083		761					
Lane Width		12.0			12.0		12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		112.0				45.2		
Yellow		5.1				4.0		
All Red		1.2				2.5		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2332	3539	0.89	0.66	28.7	C	28.7	C
Westbound								
T	2332	3539	0.53	0.66	15.5	B	15.5	B
Northbound								
L	913	3433	0.91	0.27	72.8	E	72.8	E
Southbound								

Intersection Delay = 33.5 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at I-75 SB Ramps
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: I-75 SB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	2	0	0	0	0	1	0	0
LGConfig		T		L	T					L		
Volume		2997		114	1730					34		
Lane Width		12.0		12.0	12.0					12.0		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left					NB	Left				
	Thru		A				Thru				
	Right						Right				
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru	A	A				Thru				
	Right						Right				
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		19.6	121.8					11.0			
Yellow		5.1	5.1					4.0			
All Red		0.0	1.6					1.8			

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	3643	5085	0.99	0.72	36.5	D	36.5	D
Westbound								
L	204	1770	0.58	0.12	75.6	E		
T	3050	3539	0.59	0.86	3.6	A	8.1	A
Northbound								
Southbound								
L	115	1770	0.41	0.06	78.7	E		
							78.7	E

Intersection Delay = 27.1 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Six Mile Cypress
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: Six Mile Cypress Parkway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	2	3	1	2	2	1	1	2	1
LGConfig	L	T		L	T	R	L	T	R	L	T	R
Volume	227	3026		247	1768	17	79	204	578	33	148	313
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol						17			42			84

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A	A			NB	Left	A			
	Thru		A	A			Thru		A		
	Right						Right		A		
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		12.0	8.0	65.0				8.0	45.8		
Yellow		5.1	5.1	5.1				4.4	4.4		
All Red		0.0	0.0	1.9				2.6	2.6		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	261	1770	0.93	0.15	110.1	F		
T	2336	5085	1.39	0.46	225.5	F	217.4	F
Westbound								
L	242	3433	1.04	0.07	148.1	F		
T	1944	5085	0.93	0.38	58.7	E	69.6	E
R	605	1583	0.00	0.38	32.4	C		
Northbound								
L	162	3433	0.62	0.05	86.4	F		
T	953	3539	0.27	0.27	49.1	D	242.6	F
R	426	1583	1.59	0.27	339.2	F		
Southbound								
L	83	1770	0.51	0.05	84.1	F		
T	953	3539	0.20	0.27	48.0	D	57.8	E
R	426	1583	0.69	0.27	60.4	E		

Intersection Delay = 166.6 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at Winkler Av
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: Winkler Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	0	1	2	0	2	2	0
LGConfig	L	T	R	L	T		L	TR		L	TR	
Volume	20	2161	38	5	1774		83	87	17	826	107	4
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			38						0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		A			NB	Left	A			
	Thru			A			Thru			A	
	Right			A			Right			A	
	Peds						Peds				
WB	Left		A			SB	Left	A	A		
	Thru			A			Thru		A	A	
	Right						Right		A	A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		9.8	73.5					18.5	27.2	11.5	
Yellow		5.1	5.1					4.4	4.4	4.4	
All Red		1.8	1.8					0.0	0.0	2.5	

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	102	1770	0.22	0.06	77.5	E		
T	2199	5085	1.06	0.43	84.6	F	84.5	F
R	684	1583	0.00	0.43	27.4	C		
Westbound								
L	102	1770	0.05	0.06	75.9	E		
T	2199	5085	0.85	0.43	46.6	D	46.7	D
Northbound								
L	193	1770	0.58	0.11	76.2	E		
TR	233	3451	0.60	0.07	81.1	F	78.9	E
Southbound								
L	1012	3433	1.09	0.29	115.3	F		
TR	893	3521	0.17	0.25	49.5	D	107.5	F

Intersection Delay = 76.9 (sec/veh) Intersection LOS = E

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Colonial Bl at Challenger Bl
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Colonial Boulevard
North/South Street: Challenger Boulevard
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	2	1613		4	1169	3
Peak-Hour Factor, PHF	0.87	0.87	0.87	0.93	0.93	0.93
Hourly Flow Rate, HFR	2	1854	57	4	1256	3
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?			No			
Lanes	1	2	1	1	2	0
Configuration	L	T	R	L	T	TR
Upstream Signal?		Yes			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	39		0	1	0	8
Peak Hour Factor, PHF	0.48		0.48	0.56	0.56	0.56
Hourly Flow Rate, HFR	81		0	1	0	14
Percent Heavy Vehicles	2		2	2	2	2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes	1		1	0	1	0
Configuration	L		R		LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L		R		LTR	
v (vph)	2	4	81		0		15	
C(m) (vph)	548	319	77		590		370	
v/c	0.00	0.01	1.05		0.00		0.04	
95% queue length	0.01	0.04	5.77		0.00		0.13	
Control Delay	11.6	16.4	212.7		11.1		15.1	
LOS	B	C	F		B		C	
Approach Delay			212.7				15.1	
Approach LOS			F				C	

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at Metro Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: Metro Parkway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	143	1826	629	315	1300	29	687	847	848	142	575	358
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			30			29			30			30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left			A		NB Left	A	A		
Thru		A	A		Thru		A	A	
Right		A	A		Right		A	A	
Peds					Peds				
WB Left	A				SB Left	A			
Thru	A	A			Thru			A	
Right	A	A			Right			A	
Peds					Peds				
NB Right	A				EB Right				
SB Right					WB Right				
Green	32.5	57.5	13.5			34.5	16.5	42.5	
Yellow	4.5	4.5	4.5			4.5	4.5	4.5	
All Red	0.0	0.0	3.0			0.0	0.0	3.0	

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	202	3433	0.79	0.06	125.3	F		
T	1669	5085	1.22	0.33	177.2	F	183.1	F
R	520	1583	1.28	0.33	214.9	F		
Westbound								
L	485	3433	0.78	0.14	103.6	F		
T	2089	5085	0.75	0.41	52.5	D	62.4	E
R	650	1583	0.00	0.41	39.9	D		
Northbound								
L	427	1770	1.92	0.24	507.9	F		
T	977	3539	1.03	0.28	120.5	F	274.5	F
R	712	1583	1.37	0.45	237.8	F		
Southbound								
L	266	1770	0.56	0.15	93.2	F		
T	654	3539	0.92	0.18	109.7	F	135.7	F
R	293	1583	1.17	0.18	199.5	F		

Intersection Delay = 179.6 (sec/veh) Intersection LOS = F

EXISTING PM

Baseline

1: McGregor Blvd & Intersection Performance

	Total
Total Delay (hr)	14.1
Delay / Veh (s)	22.1
Total Stops	1096
Travel Dist (mi)	337.9
Travel Time (hr)	23.8
Avg Speed (mph)	15
Fuel Used (gal)	25.8
HC Emissions (g)	78
CO Emissions (g)	2826
NOx Emissions (g)	196
Vehicles Entered	2301
Vehicles Exited	2296
Hourly Exit Rate	2296

3: Colonial Blvd & Summerlin Rd Intersection Performance

	Total
Total Delay (hr)	168.8
Delay / Veh (s)	94.1
Total Stops	5621
Travel Dist (mi)	1385.1
Travel Time (hr)	204.1
Avg Speed (mph)	8
Fuel Used (gal)	164.0
HC Emissions (g)	452
CO Emissions (g)	10957
NOx Emissions (g)	1048
Vehicles Entered	6507
Vehicles Exited	6405
Hourly Exit Rate	6405

4: Colonial Blvd & DeLeon St Intersection Performance

	Total
Total Delay (hr)	75.5
Delay / Veh (s)	55.7
Total Stops	2671
Travel Dist (mi)	709.1
Travel Time (hr)	93.6
Avg Speed (mph)	8
Fuel Used (gal)	81.6
HC Emissions (g)	230
CO Emissions (g)	6500
NOx Emissions (g)	585
Vehicles Entered	4889
Vehicles Exited	4877
Hourly Exit Rate	4877

5: US 41 & Intersection Performance

	Total
Total Delay (hr)	71.7
Delay / Veh (s)	47.6
Total Stops	3856
Travel Dist (mi)	963.1
Travel Time (hr)	99.0
Avg Speed (mph)	10
Fuel Used (gal)	96.9
HC Emissions (g)	289
CO Emissions (g)	9556
NOx Emissions (g)	779
Vehicles Entered	5412
Vehicles Exited	5427
Hourly Exit Rate	5427

6: Int Intersection Performance

	Total
Total Delay (hr)	31.3
Delay / Veh (s)	26.9
Total Stops	1454
Travel Dist (mi)	834.1
Travel Time (hr)	52.4
Avg Speed (mph)	16
Fuel Used (gal)	76.5
HC Emissions (g)	217
CO Emissions (g)	8412
NOx Emissions (g)	687
Vehicles Entered	4193
Vehicles Exited	4185
Hourly Exit Rate	4185

7: Fowler Street & Intersection Performance

	Total
Total Delay (hr)	324.4
Delay / Veh (s)	171.2
Total Stops	5888
Travel Dist (mi)	1237.6
Travel Time (hr)	357.6
Avg Speed (mph)	7
Fuel Used (gal)	240.3
HC Emissions (g)	664
CO Emissions (g)	14566
NOx Emissions (g)	1374
Vehicles Entered	6835
Vehicles Exited	6808
Hourly Exit Rate	6808

8: Evans Ave & Intersection Performance

	Total
Total Delay (hr)	32.0
Delay / Veh (s)	23.0
Total Stops	1298
Travel Dist (mi)	1709.3
Travel Time (hr)	74.4
Avg Speed (mph)	23
Fuel Used (gal)	163.9
HC Emissions (g)	466
CO Emissions (g)	22703
NOx Emissions (g)	1700
Vehicles Entered	4998
Vehicles Exited	5016
Hourly Exit Rate	5016

9: Metro Parkway & Intersection Performance

	Total
Total Delay (hr)	700.8
Delay / Veh (s)	384.5
Total Stops	7300
Travel Dist (mi)	2062.3
Travel Time (hr)	752.0
Avg Speed (mph)	8
Fuel Used (gal)	457.5
HC Emissions (g)	1252
CO Emissions (g)	24493
NOx Emissions (g)	2171
Vehicles Entered	6592
Vehicles Exited	6531
Hourly Exit Rate	6531

12: Int Intersection Performance

	Total
Total Delay (hr)	1.4
Delay / Veh (s)	12.9
Total Stops	103
Travel Dist (mi)	19.8
Travel Time (hr)	2.0
Avg Speed (mph)	10
Fuel Used (gal)	1.6
HC Emissions (g)	5
CO Emissions (g)	98
NOx Emissions (g)	9
Vehicles Entered	399
Vehicles Exited	403
Hourly Exit Rate	403

13: Int Intersection Performance

	Total
Total Delay (hr)	0.1
Delay / Veh (s)	1.1
Total Stops	21
Travel Dist (mi)	11.5
Travel Time (hr)	0.9
Avg Speed (mph)	13
Fuel Used (gal)	2.4
HC Emissions (g)	10
CO Emissions (g)	505
NOx Emissions (g)	39
Vehicles Entered	434
Vehicles Exited	432
Hourly Exit Rate	432

24: Via Royale & Intersection Performance

	Total
Total Delay (hr)	0.3
Delay / Veh (s)	2.3
Total Stops	15
Travel Dist (mi)	29.1
Travel Time (hr)	1.3
Avg Speed (mph)	23
Fuel Used (gal)	2.2
HC Emissions (g)	7
CO Emissions (g)	331
NOx Emissions (g)	21
Vehicles Entered	445
Vehicles Exited	444
Hourly Exit Rate	444

25: Via Royale & Intersection Performance

	Total
Total Delay (hr)	18.3
Delay / Veh (s)	86.1
Total Stops	351
Travel Dist (mi)	161.4
Travel Time (hr)	24.3
Avg Speed (mph)	8
Fuel Used (gal)	19.9
HC Emissions (g)	54
CO Emissions (g)	1520
NOx Emissions (g)	135
Vehicles Entered	775
Vehicles Exited	752
Hourly Exit Rate	752

27: E. Mall Drive & Fowler Street Intersection Performance

	Total
Total Delay (hr)	1.4
Delay / Veh (s)	2.2
Total Stops	126
Travel Dist (mi)	270.2
Travel Time (hr)	8.9
Avg Speed (mph)	31
Fuel Used (gal)	15.9
HC Emissions (g)	46
CO Emissions (g)	2105
NOx Emissions (g)	130
Vehicles Entered	2262
Vehicles Exited	2263
Hourly Exit Rate	2263

28: E. Mall Drive & Intersection Performance

	Total
Total Delay (hr)	1.0
Delay / Veh (s)	3.4
Total Stops	149
Travel Dist (mi)	89.0
Travel Time (hr)	4.3
Avg Speed (mph)	21
Fuel Used (gal)	6.9
HC Emissions (g)	17
CO Emissions (g)	669
NOx Emissions (g)	47
Vehicles Entered	1031
Vehicles Exited	1032
Hourly Exit Rate	1032

31: Medical Lane & DeLeon St Intersection Performance

	Total
Total Delay (hr)	8.3
Delay / Veh (s)	46.8
Total Stops	174
Travel Dist (mi)	42.3
Travel Time (hr)	10.0
Avg Speed (mph)	4
Fuel Used (gal)	9.2
HC Emissions (g)	24
CO Emissions (g)	684
NOx Emissions (g)	67
Vehicles Entered	645
Vehicles Exited	629
Hourly Exit Rate	629

33: Colonial Blvd & Intersection Performance

	Total
Total Delay (hr)	2.7
Delay / Veh (s)	2.3
Total Stops	2
Travel Dist (mi)	409.0
Travel Time (hr)	12.3
Avg Speed (mph)	33
Fuel Used (gal)	32.4
HC Emissions (g)	93
CO Emissions (g)	4358
NOx Emissions (g)	345
Vehicles Entered	4345
Vehicles Exited	4354
Hourly Exit Rate	4354

37: Colonial Blvd & Intersection Performance

	Total
Total Delay (hr)	6.2
Delay / Veh (s)	5.1
Total Stops	48
Travel Dist (mi)	704.7
Travel Time (hr)	23.3
Avg Speed (mph)	30
Fuel Used (gal)	65.1
HC Emissions (g)	182
CO Emissions (g)	9378
NOx Emissions (g)	680
Vehicles Entered	4388
Vehicles Exited	4389
Hourly Exit Rate	4389

173: Colonial Blvd & Intersection Performance

	Total
Total Delay (hr)	17.5
Delay / Veh (s)	13.0
Total Stops	1029
Travel Dist (mi)	997.8
Travel Time (hr)	41.6
Avg Speed (mph)	24
Fuel Used (gal)	97.3
HC Emissions (g)	241
CO Emissions (g)	10513
NOx Emissions (g)	982
Vehicles Entered	4866
Vehicles Exited	4859
Hourly Exit Rate	4859

174: Colonial Blvd & Intersection Performance

	Total
Total Delay (hr)	3.3
Delay / Veh (s)	2.8
Total Stops	10
Travel Dist (mi)	390.8
Travel Time (hr)	12.5
Avg Speed (mph)	31
Fuel Used (gal)	38.4
HC Emissions (g)	104
CO Emissions (g)	5319
NOx Emissions (g)	424
Vehicles Entered	4323
Vehicles Exited	4332
Hourly Exit Rate	4332

176: Int Intersection Performance

	Total
Total Delay (hr)	2.2
Delay / Veh (s)	10.7
Total Stops	153
Travel Dist (mi)	48.2
Travel Time (hr)	3.5
Avg Speed (mph)	14
Fuel Used (gal)	3.2
HC Emissions (g)	10
CO Emissions (g)	253
NOx Emissions (g)	18
Vehicles Entered	741
Vehicles Exited	737
Hourly Exit Rate	737

178: Colonial Blvd & Intersection Performance

	Total
Total Delay (hr)	3.5
Delay / Veh (s)	3.3
Total Stops	23
Travel Dist (mi)	427.7
Travel Time (hr)	13.7
Avg Speed (mph)	31
Fuel Used (gal)	55.2
HC Emissions (g)	142
CO Emissions (g)	8133
NOx Emissions (g)	597
Vehicles Entered	3872
Vehicles Exited	3857
Hourly Exit Rate	3857

Baseline

221: Int Intersection Performance

	Total
Total Delay (hr)	0.0
Delay / Veh (s)	0.5
Total Stops	0
Travel Dist (mi)	2.8
Travel Time (hr)	0.2
Avg Speed (mph)	13
Fuel Used (gal)	0.5
HC Emissions (g)	2
CO Emissions (g)	90
NOx Emissions (g)	9
Vehicles Entered	183
Vehicles Exited	182
Hourly Exit Rate	182

225: Int Intersection Performance

	Total
Total Delay (hr)	1.0
Delay / Veh (s)	3.3
Total Stops	102
Travel Dist (mi)	36.9
Travel Time (hr)	2.8
Avg Speed (mph)	13
Fuel Used (gal)	6.7
HC Emissions (g)	20
CO Emissions (g)	919
NOx Emissions (g)	86
Vehicles Entered	1090
Vehicles Exited	1087
Hourly Exit Rate	1087

226: Int Intersection Performance

	Total
Total Delay (hr)	0.4
Delay / Veh (s)	2.5
Total Stops	63
Travel Dist (mi)	21.8
Travel Time (hr)	1.5
Avg Speed (mph)	15
Fuel Used (gal)	4.4
HC Emissions (g)	15
CO Emissions (g)	728
NOx Emissions (g)	62
Vehicles Entered	619
Vehicles Exited	618
Hourly Exit Rate	618

240: Int Intersection Performance

	Total
Total Delay (hr)	6.1
Delay / Veh (s)	30.9
Total Stops	406
Travel Dist (mi)	43.7
Travel Time (hr)	7.3
Avg Speed (mph)	6
Fuel Used (gal)	5.2
HC Emissions (g)	15
CO Emissions (g)	266
NOx Emissions (g)	30
Vehicles Entered	711
Vehicles Exited	711
Hourly Exit Rate	711

1607: Fowler Street & Intersection Performance

	Total
Total Delay (hr)	6.8
Delay / Veh (s)	9.8
Total Stops	1021
Travel Dist (mi)	247.8
Travel Time (hr)	13.6
Avg Speed (mph)	18
Fuel Used (gal)	14.5
HC Emissions (g)	44
CO Emissions (g)	1181
NOx Emissions (g)	111
Vehicles Entered	2494
Vehicles Exited	2496
Hourly Exit Rate	2496

1613: Summerlin Rd & Intersection Performance

	Total
Total Delay (hr)	542.9
Delay / Veh (s)	689.6
Total Stops	6234
Travel Dist (mi)	538.2
Travel Time (hr)	558.5
Avg Speed (mph)	3
Fuel Used (gal)	308.3
HC Emissions (g)	796
CO Emissions (g)	13070
NOx Emissions (g)	1227
Vehicles Entered	2883
Vehicles Exited	2785
Hourly Exit Rate	2785

Baseline

7213: N Airport Rd & US 41 Intersection Performance

	Total
Total Delay (hr)	31.1
Delay / Veh (s)	25.6
Total Stops	1879
Travel Dist (mi)	976.8
Travel Time (hr)	57.2
Avg Speed (mph)	18
Fuel Used (gal)	85.2
HC Emissions (g)	239
CO Emissions (g)	9606
NOx Emissions (g)	741
Vehicles Entered	4396
Vehicles Exited	4357
Hourly Exit Rate	4357

Colonial Blvd Arterial Performance

	All
Total Delay (hr)	180.5
Delay / Veh (s)	96.9
Total Stops	6417
Travel Dist (mi)	9184.7
Travel Time (hr)	394.5
Avg Speed (mph)	24
Fuel Used (gal)	598.1
HC Emissions (g)	1544
CO Emissions (g)	56032
NOx Emissions (g)	4925
Vehicles Entered	6757
Vehicles Exited	6648
Hourly Exit Rate	6648

Total Network Performance

	All
Total Delay (hr)	2131.4
Delay / Veh (s)	382.3
Total Stops	41600
Travel Dist (mi)	25907.5
Travel Time (hr)	2790.5
Avg Speed (mph)	15
Fuel Used (gal)	2806.1
HC Emissions (g)	7636
CO Emissions (g)	260342
NOx Emissions (g)	20902
Vehicles Entered	20254
Vehicles Exited	19885
Hourly Exit Rate	19885

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: PM Peak Hour
Inter.: Veterans at Del Prado
Area Type: All other areas
Jurisd: Lee County
Year : Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway
N/S St: Del Prado Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	2	0	1	2	3	0	2	3	1
LGConfig	L		R	L		R	L	TR		L	T	R
Volume	598		387	585		512	594	1789	311	738	1801	1115
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			60			60			0			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru						Thru		A		
	Right						Right		A		
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru						Thru		A		
	Right						Right		A		
	Peds						Peds				
NB	Right					EB	Right	A			
SB	Right	A				WB	Right	A			
Green		22.0						33.0	45.0		
Yellow		4.0						4.0	4.5		
All Red		0.0						4.5	3.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	617	3367	1.05	0.18	100.1	F		
							83.8	F
R	427	1553	0.83	0.28	54.0	D		
Westbound								
L	617	3367	1.08	0.18	108.0	F		
							128.7	F
R	427	1553	1.20	0.28	155.6	F		
Northbound								
L	955	3471	0.72	0.28	41.8	D		
TR	2010	5359	1.20	0.38	132.8	F	112.7	F
Southbound								
L	955	3471	0.84	0.28	47.8	D		
T	1953	5207	1.00	0.38	58.5	E	73.9	E
R	964	1553	1.19	0.62	118.6	F		

Intersection Delay = 95.1 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: PM Peak Hour
Inter.: Veterans at Country Club
Area Type: All other areas
Jurisd: Lee County
Year : Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway
N/S St: Country Club Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	1	2	2	1	2	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	158	1149	167	397	2507	491	242	261	112	259	474	206
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60			60			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
WB	Left	A	A			SB	Left	A			
	Thru		A	A			Thru		A		
	Right		A	A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		10.0	26.0	29.4				11.0	18.8		
Yellow		3.5	3.5	5.0				3.5	4.3		
All Red		0.0	0.0	2.0				0.0	3.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	281	3367	0.61	0.08	57.0	E		
T	1343	5481	0.93	0.25	55.9	E	54.6	D
R	380	1553	0.31	0.25	37.4	D		
Westbound								
L	1108	3367	0.37	0.33	31.0	C		
T	2690	5481	0.97	0.49	41.1	D	37.5	D
R	762	1553	0.59	0.49	23.1	C		
Northbound								
L	309	3367	0.89	0.09	79.6	E		
T	572	3654	0.52	0.16	47.3	D	61.1	E
R	243	1553	0.24	0.16	44.9	D		
Southbound								
L	318	3471	0.95	0.09	90.7	F		
T	572	3654	0.96	0.16	78.8	E	78.6	E
R	243	1553	0.70	0.16	56.5	E		

Intersection Delay = 50.0 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Santa Barbara
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: Santa Barbara Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	2	2	2	1	2	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	237	746	80	654	1184	752	114	702	229	496	728	175
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60			0			120			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru			A			Thru			A	
	Right			A			Right			A	
	Peds						Peds				
WB	Left	A	A			SB	Left	A	A		
	Thru		A	A			Thru		A	A	
	Right		A	A			Right		A	A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		13.0	12.0	24.4				10.0	8.0	24.5	
Yellow		3.5	3.5	5.0				3.5	3.5	4.5	
All Red		0.0	0.0	1.8				0.0	0.0	2.8	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	365	3367	0.71	0.11	58.1	E		
T	1014	4988	0.81	0.20	50.6	D	52.1	D
R	316	1553	0.07	0.20	38.7	D		
Westbound								
L	800	3367	0.96	0.24	68.0	E		
T	1659	4988	0.84	0.33	41.1	D	54.3	D
R	909	2733	0.97	0.33	63.0	E		
Northbound								
L	281	3367	0.41	0.08	53.2	D		
T	746	3654	0.96	0.20	70.8	E	65.2	E
R	317	1553	0.35	0.20	41.6	D		
Southbound								
L	603	3367	0.92	0.18	68.5	E		
T	1041	3471	0.79	0.30	42.5	D	51.3	D
R	466	1553	0.28	0.30	32.4	C		

Intersection Delay = 54.8 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: PM Peak Hour
Inter.: Veterans Pkwy at Skyline Blvd
Area Type: All other areas
Jurisd: Lee County
Year : Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway
N/S St: Skyline Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	2	2	0	2	2	1
LGConfig	L	T	R	L	T	R	L	T		L	T	R
Volume	25	690	44	447	1013	210	43	258		99	313	16
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			44			60						16

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right				
	Peds						Peds				
WB	Left	A	A			SB	Left	A			
	Thru		A	A			Thru		A		
	Right		A	A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		12.0	12.5	37.0				7.0	24.5		
Yellow		3.5	3.5	5.0				3.5	4.5		
All Red		0.0	0.0	2.0				3.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	337	3367	0.08	0.10	49.1	D		
T	1070	3471	0.68	0.31	38.0	D	38.4	D
R	479	1553	0.00	0.31	28.7	C		
Westbound								
L	786	3367	0.59	0.23	42.1	D		
T	1533	3471	0.69	0.44	28.2	C	31.4	C
R	686	1553	0.23	0.44	21.0	C		
Northbound								
L	196	3367	0.25	0.06	54.7	D		
T	709	3471	0.42	0.20	42.0	D	43.8	D
Southbound								
L	196	3367	0.56	0.06	58.6	E		
T	709	3471	0.49	0.20	42.8	D	46.6	D
R	317	1553	0.00	0.20	38.0	D		

Intersection Delay = 36.5 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: PM Peak Hour
Inter.: Veterans Pkwy at Chiquita Blvd
Area Type: All other areas
Jurisd: Lee County
Year : Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway
N/S St: Chiquita Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	2	2	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	44	380	130	481	596	81	119	263	311	75	319	55
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60			60			120			55

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		A			NB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
WB	Left	A	A			SB	Left	A			
	Thru		A	A			Thru		A		
	Right		A	A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		12.0	10.0	27.0				16.5	27.0		
Yellow		4.0	4.0	4.5				4.0	4.5		
All Red		0.0	0.0	2.0				2.5	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	174	1736	0.27	0.10	50.8	D		
T	781	3471	0.52	0.22	41.4	D	41.8	D
R	349	1553	0.21	0.22	38.1	D		
Westbound								
L	730	3367	0.70	0.22	46.4	D		
T	1186	3471	0.53	0.34	32.3	C	38.4	D
R	531	1553	0.04	0.34	26.4	C		
Northbound								
L	239	1736	0.59	0.14	52.6	D		
T	781	3471	0.40	0.22	39.9	D	44.7	D
R	349	1553	0.65	0.22	46.5	D		
Southbound								
L	239	1736	0.38	0.14	48.1	D		
T	781	3471	0.50	0.22	41.1	D	42.4	D
R	349	1553	0.00	0.22	36.0	D		

Intersection Delay = 41.2 (sec/veh) Intersection LOS = D

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Veterans Pkwy at Surfside Bl
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Veterans Parkway
North/South Street: Surfside Boulevard
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	302	34	168	420	9
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.91	0.91	0.91
Hourly Flow Rate, HFR	5	355	39	184	461	9
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?			Yes			Yes
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	31	41	82	6	37	9
Peak Hour Factor, PHF	0.89	0.89	0.89	0.72	0.72	0.72
Hourly Flow Rate, HFR	34	46	92	8	51	12
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L	T	R	L		TR
v (vph)	5	184	34	46	92	8		63
C(m) (vph)	1082	1186	238	249	828	206		271
v/c	0.00	0.16	0.14	0.18	0.11	0.04		0.23
95% queue length	0.01	0.55	0.49	0.66	0.37	0.12		0.88
Control Delay	8.3	8.6	22.6	22.7	9.9	23.2		22.3
LOS	A	A	C	C	A	C		C
Approach Delay				15.8			22.4	
Approach LOS				C			C	

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Pine Island Road

Inter.: Burnt Store at Pine Island
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: Burnt Store Rd/Veterans Pkwy

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	110	350	165	40	511	112	198	137	20	168	173	110
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60			60			20			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A	A			NB	Left	A			
	Thru		A	A			Thru		A		
	Right		A	A			Right		A		
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		7.0	5.0	42.2				19.6	18.0		
Yellow		4.0	4.0	4.8				4.0	4.8		
All Red		0.0	0.0	2.0				2.8	1.8		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	227	1703	0.49	0.13	49.9	D		
T	772	1810	0.46	0.43	25.0	C	29.1	C
R	663	1553	0.16	0.43	21.3	C		
Westbound								
L	101	1736	0.45	0.06	57.7	E		
T	637	1810	0.91	0.35	54.7	D	52.4	D
R	536	1524	0.11	0.35	26.3	C		
Northbound								
L	284	1736	0.84	0.16	68.5	E		
T	274	1827	0.60	0.15	51.4	D	61.5	E
R	233	1553	0.00	0.15	43.4	D		
Southbound								
L	278	1703	0.90	0.16	79.5	E		
T	511	3406	0.50	0.15	47.7	D	61.2	E
R	229	1524	0.33	0.15	46.4	D		

Intersection Delay = 50.4 (sec/veh) Intersection LOS = D

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Burnt Store Rd at Ceitus West
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Ceitus Parkway West
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	32	328	0	0	446	13
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.89	0.89	0.89
Hourly Flow Rate, HFR	33	345	0	0	501	14
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		Yes			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				13		29
Peak Hour Factor, PHF				0.73		0.73
Hourly Flow Rate, HFR				17		39
Percent Heavy Vehicles				6		6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes				1		1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR				L		R
v (vph)	33	0				17		39
C(m) (vph)	1030	1195				284		557
v/c	0.03	0.00				0.06		0.07
95% queue length	0.10	0.00				0.19		0.23
Control Delay	8.6	8.0				18.5		11.9
LOS	A	A				C		B
Approach Delay							13.9	
Approach LOS							B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Burnt Store Rd at Ceitus East
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Ceitus Parkway East
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	317	24	5	443	0
Peak-Hour Factor, PHF	0.84	0.84	0.84	0.82	0.82	0.82
Hourly Flow Rate, HFR	0	377	28	6	540	0
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	16		7			
Peak Hour Factor, PHF	0.68		0.68			
Hourly Flow Rate, HFR	23		10			
Percent Heavy Vehicles	6		6			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR	L		R			
v (vph)	0	6	23		10			
C(m) (vph)	1009	1132	285		649			
v/c	0.00	0.01	0.08		0.02			
95% queue length	0.00	0.02	0.26		0.05			
Control Delay	8.6	8.2	18.7		10.6			
LOS	A	A	C		B			
Approach Delay			16.3					
Approach LOS			C					

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Burnt Store Rd at Embers Pkwy
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Embers Parkway
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	23	228	16	43	352	5
Peak-Hour Factor, PHF	0.72	0.72	0.72	0.79	0.79	0.79
Hourly Flow Rate, HFR	31	316	22	54	445	6
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	23	37	38	2	18	26
Peak Hour Factor, PHF	0.79	0.79	0.79	0.65	0.65	0.65
Hourly Flow Rate, HFR	29	46	48	3	27	40
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No	/		No	/
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR	L	T	TR	L	T	TR
v (vph)	31	54	29	23	71	3	13	53
C(m) (vph)	1089	1199	178	233	426	162	230	431
v/c	0.03	0.05	0.16	0.10	0.17	0.02	0.06	0.12
95% queue length	0.09	0.14	0.57	0.32	0.59	0.06	0.18	0.42
Control Delay	8.4	8.1	29.1	22.1	15.1	27.6	21.6	14.5
LOS	A	A	D	C	C	D	C	B
Approach Delay				19.7			16.4	
Approach LOS				C			C	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Burnt Store Road at Tropicana
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Tropicana Parkway
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	24	275	14	16	326	8
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.91	0.91	0.91
Hourly Flow Rate, HFR	27	319	16	17	358	8
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	14	12	8	2	12	13
Peak Hour Factor, PHF	0.73	0.73	0.73	0.72	0.72	0.72
Hourly Flow Rate, HFR	19	16	10	2	16	18
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No	/		No	/
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR	L	T	TR	L	T	TR
v (vph)	27	17	19	8	18	2	8	26
C(m) (vph)	1171	1202	271	307	447	277	305	491
v/c	0.02	0.01	0.07	0.03	0.04	0.01	0.03	0.05
95% queue length	0.07	0.04	0.22	0.08	0.13	0.02	0.08	0.17
Control Delay	8.1	8.0	19.3	17.0	13.4	18.1	17.1	12.7
LOS	A	A	C	C	B	C	C	B
Approach Delay				16.5			14.0	
Approach LOS				C			B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Burnt Store Road at Diplomat
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Diplomat Parkway
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	220	18		318	0
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91
Hourly Flow Rate, HFR	0	244	20	39	349	0
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	14	0	52	0	0	0
Peak Hour Factor, PHF	0.65	0.65	0.65	1.00	1.00	1.00
Hourly Flow Rate, HFR	21	0	80	0	0	0
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0	1	0	0	1	1
Configuration		LTR			LT	R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR		LT		R
v (vph)	0	39		101		0		0
C(m) (vph)	1188	1277		617				685
v/c	0.00	0.03		0.16				0.00
95% queue length	0.00	0.09		0.58				0.00
Control Delay	8.0	7.9		12.0				10.3
LOS	A	A		B				B
Approach Delay				12.0				
Approach LOS				B				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Burnt Store Road at Van Buren
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Van Buren Parkway
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	222	12	36	296	0
Peak-Hour Factor, PHF	0.71	0.71	0.71	0.77	0.77	0.77
Hourly Flow Rate, HFR	0	312	16	46	384	0
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	22	0	25	0	0	0
Peak Hour Factor, PHF	0.70	0.70	0.70	1.00	1.00	1.00
Hourly Flow Rate, HFR	31	0	35	0	0	0
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes	0	1	1	0	1	0
Configuration		LT	R		LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR	LT		R		LTR	
v (vph)	0	46	31		35		0	
C(m) (vph)	1153	1209	289		712			
v/c	0.00	0.04	0.11		0.05			
95% queue length	0.00	0.12	0.36		0.15			
Control Delay	8.1	8.1	18.9		10.3			
LOS	A	A	C		B			
Approach Delay				14.4				
Approach LOS				B				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 4/8/2004
Analysis Time Period: PM Peak Hour
Intersection: Burnt Store Rd/Marina Ent
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Islamorada Blvd (Marina Ent)
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	56	140			177	86
Peak-Hour Factor, PHF	0.90	0.90			0.82	0.82
Hourly Flow Rate, HFR	62	155			215	104
Percent Heavy Vehicles	6	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						No
Lanes	1	1			1	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				63		105
Peak Hour Factor, PHF				0.62		0.62
Hourly Flow Rate, HFR				101		169
Percent Heavy Vehicles				6		6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L						LR	
v (vph)	62						270	
C(m) (vph)	1219						660	
v/c	0.05						0.41	
95% queue length	0.16						2.00	
Control Delay	8.1						14.2	
LOS	A						B	
Approach Delay							14.2	
Approach LOS							B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 4/8/2004
Analysis Time Period: PM Peak Hour
Intersection: Burnt Store Rd/Vincent Ave
Jurisdiction: Charlotte/Lee County Line
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Vincent Avenue
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	19	184			244	65
Peak-Hour Factor, PHF	0.75	0.75			0.84	0.84
Hourly Flow Rate, HFR	25	245			290	77
Percent Heavy Vehicles	5	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT				TR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				76		19
Peak Hour Factor, PHF				0.63		0.63
Hourly Flow Rate, HFR				120		30
Percent Heavy Vehicles				5		5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	25						150	
C(m) (vph)	1175						472	
v/c	0.02						0.32	
95% queue length	0.07						1.35	
Control Delay	8.1						16.1	
LOS	A						C	
Approach Delay							16.1	
Approach LOS							C	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 4/8/2004
Analysis Time Period: PM Peak Hour
Intersection: Burnt Store Rd/Peppercorn Rd
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Peppercorn Road
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	216			287	14
Peak-Hour Factor, PHF	0.77	0.77			0.94	0.94
Hourly Flow Rate, HFR	3	280			305	14
Percent Heavy Vehicles	5	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				12		3
Peak Hour Factor, PHF				0.67		0.67
Hourly Flow Rate, HFR				17		4
Percent Heavy Vehicles				5		5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			Yes /1
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	3						21	
C(m) (vph)	1224						567	
v/c	0.00						0.04	
95% queue length	0.01						0.12	
Control Delay	7.9						12.5	
LOS	A						B	
Approach Delay							12.5	
Approach LOS							B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 4/8/2004
Analysis Time Period: PM Peak Hour
Intersection: Burnt Store Rd/Saragossa Ln
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Saragossa Lane
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	2	187	5	9	272	1
Peak-Hour Factor, PHF	0.73	0.73	0.73	0.90	0.90	0.90
Hourly Flow Rate, HFR	2	256	6	10	302	1
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	8	1	9	2	0	1
Peak Hour Factor, PHF	0.75	0.75	0.75	0.38	0.38	0.38
Hourly Flow Rate, HFR	10	1	12	5	0	2
Percent Heavy Vehicles	5	0	0	5	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No	/		No	/
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	2	10		23			7	
C(m) (vph)	1241	1285		548			464	
v/c	0.00	0.01		0.04			0.02	
95% queue length	0.00	0.02		0.13			0.05	
Control Delay	7.9	7.8		11.9			12.9	
LOS	A	A		B			B	
Approach Delay				11.9			12.9	
Approach LOS				B			B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 4/2/2004
Analysis Time Period: PM Peak Hour
Intersection: Burnt Store Rd/Doredo Dr
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Doredo Drive
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		194	4	5	281	
Peak-Hour Factor, PHF		0.83	0.83	0.79	0.79	
Hourly Flow Rate, HFR		233	4	6	355	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration		TR		LT		
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	1		3			
Peak Hour Factor, PHF	0.50		0.50			
Hourly Flow Rate, HFR	2		6			
Percent Heavy Vehicles	5		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		6		8				
C(m) (vph)		1313		671				
v/c		0.00		0.01				
95% queue length		0.01		0.04				
Control Delay		7.8		10.4				
LOS		A		B				
Approach Delay				10.4				
Approach LOS				B				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 4/1/2004
Analysis Time Period: PM Peak Hour
Intersection: Burnt Store Rd/Cape Horn Blvd
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Cape Horn Boulevard
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	188	4	14	276	32
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.75	0.75	0.75
Hourly Flow Rate, HFR	5	221	4	18	368	42
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	1	10	16	0	10
Peak Hour Factor, PHF	0.75	0.75	0.75	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	1	13	16	0	10
Percent Heavy Vehicles	5	5	5	5	5	5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	5	18		14			26	
C(m) (vph)	1133	1326		743			431	
v/c	0.00	0.01		0.02			0.06	
95% queue length	0.01	0.04		0.06			0.19	
Control Delay	8.2	7.8		9.9			13.9	
LOS	A	A		A			B	
Approach Delay				9.9			13.9	
Approach LOS				A			B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Burnt Store Road at Zemel Road
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Zemel Road
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		209	5	25	319	
Peak-Hour Factor, PHF		0.85	0.85	0.82	0.82	
Hourly Flow Rate, HFR		245	5	30	389	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes		1 0		0 1		
Configuration		TR		LT		
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	3	0	10			
Peak Hour Factor, PHF	0.83	0.83	0.83			
Hourly Flow Rate, HFR	3	0	12			
Percent Heavy Vehicles	5	5	5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0	1 0				
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LTR				
v (vph)		30		15				
C(m) (vph)		1298		654				
v/c		0.02		0.02				
95% queue length		0.07		0.07				
Control Delay		7.8		10.6				
LOS		A		B				
Approach Delay				10.6				
Approach LOS				B				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Burnt Store at Yacht Club Blvd
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Yacht Club Boulevard
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	9	270	4	14	309	33
Peak-Hour Factor, PHF	0.82	0.82	0.82	0.79	0.79	0.79
Hourly Flow Rate, HFR	10	329	4	17	391	41
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	Undivided		/			
RT Channelized?			No			No
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	6	30	0	11
Peak Hour Factor, PHF	0.42	0.42	0.42	0.46	0.46	0.46
Hourly Flow Rate, HFR	0	0	14	65	0	23
Percent Heavy Vehicles	5	5	5	5	5	5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LTR			LTR	
v (vph)	10	17		14			88	
C(m) (vph)	1112	1210		706			346	
v/c	0.01	0.01		0.02			0.25	
95% queue length	0.03	0.04		0.06			0.99	
Control Delay	8.3	8.0		10.2			18.9	
LOS	A	A		B			C	
Approach Delay				10.2			18.9	
Approach LOS				B			C	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Burnt Store Road at Notre Dame
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Notre Dame Boulevard
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		282	38	5	320	
Peak-Hour Factor, PHF		0.91	0.91	0.91	0.91	
Hourly Flow Rate, HFR		309	41	5	351	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	11	0	6			
Peak Hour Factor, PHF	0.58	0.58	0.58			
Hourly Flow Rate, HFR	18	0	10			
Percent Heavy Vehicles	5	5	5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0	1	0			
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LTR				
v (vph)		5		28				
C(m) (vph)		1192		477				
v/c		0.00		0.06				
95% queue length		0.01		0.19				
Control Delay		8.0		13.0				
LOS		A		B				
Approach Delay				13.0				
Approach LOS				B				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Burnt Store Road at Acline Rd
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Acline Road
North/South Street: Burnt Store Road
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	321	24	38	391	4
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89
Hourly Flow Rate, HFR	0	356	26	42	439	4
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			Yes	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	25	1	28	0	0	1
Peak Hour Factor, PHF	0.67	0.67	0.67	0.25	0.25	0.25
Hourly Flow Rate, HFR	37	1	41	0	0	4
Percent Heavy Vehicles	5	5	5	5	5	5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No	/		No	/
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	0	42		79			4	
C(m) (vph)	1101	1160		368			610	
v/c	0.00	0.04		0.21			0.01	
95% queue length	0.00	0.11		0.80			0.02	
Control Delay	8.3	8.2		17.4			10.9	
LOS	A	A		C			B	
Approach Delay				17.4			10.9	
Approach LOS				C			B	

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Rd/Burnt Store Rd

Inter.: US 41 at Burnt Store Rd
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	0	1	1	1	2	1	1	2	1
LGConfig	L	T	R		LT	R	L	T	R	L	T	R
Volume	219	125	20	45	149	97	38	747	44	189	712	226
Lane Width	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			20			64			44			64

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A	A			NB	Left	A			
	Thru	A	A				Thru			A	
	Right	A	A				Right			A	
	Peds						Peds				
WB	Left		A			SB	Left	A	A		
	Thru		A				Thru		A	A	
	Right		A				Right		A	A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		7.0	32.0					7.0	8.0	34.0	
Yellow		3.5	4.0					3.5	3.5	5.0	
All Red		0.0	1.5					0.0	0.0	1.0	

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	325	1719	0.74	0.39	41.7	D		
T	699	1810	0.20	0.39	22.5	C	34.7	C
R	594	1538	0.00	0.39	20.7	C		
Westbound								
LT	454	1561	0.48	0.29	32.9	C	32.2	C
R	431	1482	0.09	0.29	28.4	C		
Northbound								
L	110	1736	0.38	0.06	51.6	D		
T	1073	3471	0.77	0.31	38.1	D	38.7	D
R	480	1553	0.00	0.31	26.3	C		
Southbound								
L	292	1736	0.74	0.17	52.8	D		
T	1436	3471	0.56	0.41	25.2	C	29.6	C
R	642	1553	0.29	0.41	21.7	C		

Intersection Delay = 33.5 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/26/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Rd at Taylor Rd
Area Type: All other areas
Jurisd: Lee County
Year : Existing
N/S St: Taylor Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	1	1	1	1	1	1
LGConfig	L	T	R	L	TR		L	T	R	L	T	R
Volume	4	251	5	26	263	137	5	169	23	130	106	6
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			5			80			23			6

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A	A		
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
WB	Left	A				SB	Left	A	A		
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		10.0	25.0					10.0	24.0		
Yellow		4.0	4.0					4.0	4.0		
All Red		1.0	2.0					0.0	2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	184	1656	0.03	0.11	35.7	D		
T	920	3312	0.32	0.28	26.0	C	26.2	C
R	412	1482	0.00	0.28	23.5	C		
Westbound								
L	184	1656	0.17	0.11	36.7	D		
TR	896	3224	0.44	0.28	27.1	C	27.8	C
Northbound								
L	471	1656	0.01	0.42	15.3	B		
T	465	1743	0.47	0.27	28.4	C	28.0	C
R	395	1482	0.00	0.27	24.2	C		
Southbound								
L	412	1656	0.39	0.42	17.8	B		
T	465	1743	0.28	0.27	26.5	C	21.7	C
R	395	1482	0.00	0.27	24.2	C		

Intersection Delay = 26.0 (sec/veh) Intersection LOS = C

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Jones Loop Rd at I-75 SB Ramp
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Jones Loop Road
North/South Street: I-75 SB Ramp
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		494	185	68	276	
Peak-Hour Factor, PHF		0.94	0.94	0.96	0.96	
Hourly Flow Rate, HFR		525	196	70	287	
Percent Heavy Vehicles		--	--	9	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?			Yes			
Lanes		2	1	1	2	
Configuration		T	R	L	T	
Upstream Signal?		Yes			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				53	9	341
Peak Hour Factor, PHF				0.84	0.84	0.84
Hourly Flow Rate, HFR				63	10	405
Percent Heavy Vehicles				9	9	9
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes				0	1	1
Configuration				LT		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L				LT		R
v (vph)		70				73		405
C(m) (vph)		991				412		856
v/c		0.07				0.18		0.47
95% queue length		0.23				0.64		2.58
Control Delay		8.9				15.6		12.9
LOS		A				C		B
Approach Delay							13.3	
Approach LOS							B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Jones Loop Rd at I-75 NB Ramp
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Jones Loop Road
North/South Street: I-75 NB Ramp
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	347	200			203	67
Peak-Hour Factor, PHF	0.86	0.86			0.81	0.81
Hourly Flow Rate, HFR	403	232			250	82
Percent Heavy Vehicles	9	--	--		--	--
Median Type/Storage	Raised curb		/ 1			
RT Channelized?						Yes
Lanes	1	2			2	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	141	3	64			
Peak Hour Factor, PHF	0.88	0.88	0.88			
Hourly Flow Rate, HFR	160	3	72			
Percent Heavy Vehicles	9	9	9			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	0	1	1			
Configuration	LT		R			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L		LT		R			
v (vph)	403		163		72			
C(m) (vph)	1263		166		892			
v/c	0.32		0.98		0.08			
95% queue length	1.39		7.63		0.26			
Control Delay	9.2		120.6		9.4			
LOS	A		F		A			
Approach Delay				86.5				
Approach LOS				F				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Jones Loop Road at Piper Road
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Jones Loop Road
North/South Street: Piper Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	78	145			110	14
Peak-Hour Factor, PHF	0.83	0.83			0.86	0.86
Hourly Flow Rate, HFR	93	174			127	16
Percent Heavy Vehicles	9	--	--		--	--
Median Type/Storage	Raised curb		/ 1			
RT Channelized?						
Lanes	1	2			2	0
Configuration	L	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				17	0	134
Peak Hour Factor, PHF				0.80	1.00	0.80
Hourly Flow Rate, HFR				21	0	167
Percent Heavy Vehicles				9	9	9
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L						LTR	
v (vph)	93						188	
C(m) (vph)	1388						887	
v/c	0.07						0.21	
95% queue length	0.22						0.80	
Control Delay	7.8						10.1	
LOS	A						B	
Approach Delay							10.1	
Approach LOS							B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: US 41 at Notre Dame Boulevard
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Notre Dame Boulevard
North/South Street: US 41
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	32	782			693	11
Peak-Hour Factor, PHF	0.86	0.86			0.93	0.93
Hourly Flow Rate, HFR	37	909			745	11
Percent Heavy Vehicles	4	--	--		--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes	1	2			2	0
Configuration	L	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				7	0	33
Peak Hour Factor, PHF				0.75		0.75
Hourly Flow Rate, HFR				9	0	44
Percent Heavy Vehicles				4	4	4
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L						LTR	
v (vph)	37						53	
C(m) (vph)	837						511	
v/c	0.04						0.10	
95% queue length	0.14						0.35	
Control Delay	9.5						12.9	
LOS	A						B	
Approach Delay							12.9	
Approach LOS							B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: US 41 at Tuckers Grade
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Tuckers Grade
North/South Street: US 41
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	696	214	50	563	23
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.91	0.91	0.91
Hourly Flow Rate, HFR	5	732	225	54	618	25
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?			No			No
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	169	3	93	14	1	4
Peak Hour Factor, PHF	0.91	0.91	0.91	0.94	0.94	0.94
Hourly Flow Rate, HFR	185	3	102	14	1	4
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	LT		R		LTR	
v (vph)	5	54	188		102		19	
C(m) (vph)	924	702	254		620		265	
v/c	0.01	0.08	0.74		0.16		0.07	
95% queue length	0.02	0.25	5.23		0.59		0.23	
Control Delay	8.9	10.6	50.9		11.9		19.6	
LOS	A	B	F		B		C	
Approach Delay			37.2				19.6	
Approach LOS			E				C	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Tuckers Grade at I-75 SB Ramps
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Tuckers Grade
North/South Street: I-75 SB Ramps
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		205	73	9	107	
Peak-Hour Factor, PHF		0.89	0.89	0.85	0.85	
Hourly Flow Rate, HFR		230	82	10	125	
Percent Heavy Vehicles		--	--	6	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?			Yes			
Lanes		2	1	1	2	
Configuration		T	R	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				4	1	183
Peak Hour Factor, PHF				0.83	0.83	0.83
Hourly Flow Rate, HFR				4	1	220
Percent Heavy Vehicles				6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes				0	1	1
Configuration				LT		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L				LT		R
v (vph)		10				5		220
C(m) (vph)		1306				677		977
v/c		0.01				0.01		0.23
95% queue length		0.02				0.02		0.86
Control Delay		7.8				10.4		9.8
LOS		A				B		A
Approach Delay							9.8	
Approach LOS							A	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: Tuckers Grade at I-75 NB Ramps
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Tuckers Grade
North/South Street: I-75 NB Ramps
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	209	0			6	5
Peak-Hour Factor, PHF	0.89	0.89			0.75	0.75
Hourly Flow Rate, HFR	234	0			8	6
Percent Heavy Vehicles	6	--	--		--	--
Median Type/Storage	Raised curb		/ 1			
RT Channelized?						Yes
Lanes	1	2			2	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	110	4	0			
Peak Hour Factor, PHF	0.75	0.75	0.75			
Hourly Flow Rate, HFR	146	5	0			
Percent Heavy Vehicles	6	6	6			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	0	1	1			
Configuration		LT	R			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L		LT		R			
v (vph)	234		151		0			
C(m) (vph)	1582		445		1071			
v/c	0.15		0.34		0.00			
95% queue length	0.52		1.48		0.00			
Control Delay	7.7		17.2		8.4			
LOS	A		C		A			
Approach Delay				17.2				
Approach LOS				C				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/27/2004
Analysis Time Period: PM Peak Hour
Intersection: US 41 at Zemel Road
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
East/West Street: Zemel Road
North/South Street: US 41
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	9	1039			926	2
Peak-Hour Factor, PHF	0.90	0.90			0.86	0.86
Hourly Flow Rate, HFR	10	1154			1076	2
Percent Heavy Vehicles	4	--	--		--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes	1	2			2	0
Configuration	L	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				17	0	7
Peak Hour Factor, PHF				0.36	0.36	0.36
Hourly Flow Rate, HFR				47	0	19
Percent Heavy Vehicles				4	4	4
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes				0	1	1
Configuration					LT	R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L					LT		R
v (vph)	10					47		19
C(m) (vph)	631					200		482
v/c	0.02					0.23		0.04
95% queue length	0.05					0.88		0.12
Control Delay	10.8					28.4		12.8
LOS	B					D		B
Approach Delay							23.9	
Approach LOS							C	

Appendix D

Existing AM Peak Hour Arterial/Segment Analysis
Existing PM Peak Hour Arterial/Segment Analysis

Existing AM Peak Hour Arterial/Segment Analysis

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PSB&J
Date Performed:	2/20/2004
Analysis Time Period:	AM Peak Hour
Urban Street:	Colonial Boulevard
Direction of Travel:	East-bound
Jurisdiction:	Lee County
Analysis Year:	Existing

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Metro Parkway					
1	Winkler Avenue	2.00	1	50	144.0	1
2	Six Mile Cypress Parkway	0.67	1	50	50.9	2
3	I-75 SB Ramps	0.42	1	50	35.4	3
4	I-75 NB Ramps	0.27	1	50	26.5	4
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	170.0	0.524	0.586	2662		3	1.000	3.0	0	28.2	0.0	C
2	170.0	0.505	0.701	2569		3	0.783	3.0	0	32.9	0.0	C
3	170.0	0.534	0.443	2716		3	0.648	3.0	0	24.2	0.0	C
4	170.0	0.553	0.310	1957		3	0.897	3.0	0	20.6	0.0	C
5												
6												
7												
8												

9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	144.0	28.2	0.0	172.2	2.00	41.8	B
2	2	50.9	32.9	0.0	83.8	0.67	28.8	C
3	3	35.4	24.2	0.0	59.7	0.42	25.3	D
4	4	26.5	20.6	0.0	47.0	0.27	20.7	E
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 362.7 sec
Total length (y) = 3.36 miles
Total travel speed, Sa = 3600 x (y)/(x) = 33.3 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\ColW 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\ColS 3: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\Col7 4: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\Col7
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15:

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PSB&J
Date Performed:	2/20/2004
Analysis Time Period:	AM Peak Hour
Urban Street:	Colonial Boulevard
Direction of Travel:	West-bound
Jurisdiction:	Lee County
Analysis Year:	Existing

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	I-75 NB Ramps					
1	I-75 SB Ramps	0.27	1	50	26.5	1
2	Six Mile Cypress Parkway	0.42	1	50	35.4	2
3	Winkler Avenue	0.67	1	50	50.9	3
4	Metro Parkway	2.00	1	50	144.0	4
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	170.0	0.715	0.980	2529		3	1.000	3.0	0	36.7	0.0	D
2	170.0	0.505	0.991	2569		3	0.137	3.0	0	46.5	0.0	D
3	170.0	0.524	0.878	2662		3	0.112	3.0	0	36.1	0.0	D
4	230.0	0.311	0.943	1581		4	0.359	3.0	0	80.6	0.0	F
5												
6												
7												
8												

9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	26.5	36.7	0.0	63.1	0.27	15.4	F
2	2	35.4	46.5	0.0	81.9	0.42	18.5	E
3	3	50.9	36.1	0.0	87.0	0.67	27.7	C
4	4	144.0	80.6	0.0	224.6	2.00	32.1	C
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 456.7 sec
Total length (y) = 3.36 miles
Total travel speed, Sa = 3600 x (y)/(x) = 26.5 mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\Col7 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\ColS 3: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\ColW 4: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\ColM
5:
6:
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8:
9:
10:
11:
12:
13:
14:
15:

Existing AM
Colonial

Baseline

Colonial Blvd Arterial Performance

	All
Total Delay (hr)	620.3
Delay / Veh (s)	228.8
Total Stops	14975
Travel Dist (mi)	13501.2
Travel Time (hr)	940.1
Avg Speed (mph)	19
Fuel Used (gal)	1148.4
HC Emissions (g)	3181
CO Emissions (g)	117477
NOx Emissions (g)	9402
Vehicles Entered	9822
Vehicles Exited	9698
Hourly Exit Rate	9698

Total Network Performance

	All
Total Delay (hr)	1078.1
Delay / Veh (s)	211.2
Total Stops	31132
Travel Dist (mi)	22963.2
Travel Time (hr)	1660.8
Avg Speed (mph)	18
Fuel Used (gal)	2107.1
HC Emissions (g)	5934
CO Emissions (g)	236496
NOx Emissions (g)	17875
Vehicles Entered	18428
Vehicles Exited	18330
Hourly Exit Rate	18330

EXISTING AM

SimTraffic Simulation Summary

Baseline

Summary of Entire Run	
Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intvls	1
Vehs Entered	18428
Vehs Exited	18330
Starting Vehs	1171
Ending Vehs	1269
Denied Entry Before	3
Denied Entry After	837
Travel Distance (mi)	22963
Travel Time (hr)	1660.8
Total Delay (hr)	1078.1
Total Stops	31132
Fuel Used (gal)	2107.1

Interval #0 Information Seeding	
Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording	
Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	
Vehs Entered	18428
Vehs Exited	18330
Starting Vehs	1171
Ending Vehs	1269
Denied Entry Before	3
Denied Entry After	837
Travel Distance (mi)	22963
Travel Time (hr)	1660.8
Total Delay (hr)	1078.1
Total Stops	31132
Fuel Used (gal)	2107.1

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Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PSB&J
Date Performed:	2/20/2004
Analysis Time Period:	AM Peak Hour
Urban Street:	Veterans Parkway
Direction of Travel:	East-bound
Jurisdiction:	Lee County
Analysis Year:	Existing

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Pine Island Road					
1	Chiquita Boulevard	2.00	1	50	144.0	1
2	Skyline Boulevard	1.00	1	50	72.0	2
3	Santa Barbara Boulevard	1.06	1	50	76.3	3
4	Country Club Boulevard	1.12	1	50	80.6	4
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.225	0.850	781		3	1.000	3.0	0	53.4	0.0	D
2	120.0	0.404	0.973	1403		3	0.411	3.0	0	45.1	0.0	D
3	120.0	0.308	1.086	1685		3	0.155	3.0	0	82.3	0.0	F
4	120.0	0.474	1.103	2599		3	0.090	3.0	0	78.6	0.0	E
5												
6												
7												
8												

9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	144.0	53.4	0.0	197.4	2.00	36.5	B
2	2	72.0	45.1	0.0	117.1	1.00	30.7	C
3	3	76.3	82.3	0.0	158.6	1.06	24.1	D
4	4	80.6	78.6	0.0	159.2	1.12	25.3	D
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 632.3 sec
Total length (y) = 5.18 miles
Total travel speed, Sa = 3600 x (y)/(x) = 29.5 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\VetC 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\VetS 3: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\VetS 4: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\VetC
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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PSB&J
Date Performed:	2/20/2004
Analysis Time Period:	AM Peak Hour
Urban Street:	Veterans Parkway
Direction of Travel:	West-bound
Jurisdiction:	Lee County
Analysis Year:	Existing

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Country Club Boulevard					
1	Santa Barbara Boulevard	1.12	1	50	80.6	1
2	Skyline Boulevard	1.06	1	50	76.3	2
3	Chiquita Boulevard	1.00	1	50	72.0	3
4	Burnt Store Rd/Veterans Pkwy	2.00	1	50	144.0	4
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.203	0.656	1014		3	1.000	3.0	0	45.5	0.0	D
2	120.0	0.204	0.904	709		3	0.706	3.0	0	58.0	0.0	E
3	120.0	0.225	0.382	781		3	0.305	3.0	0	39.5	0.0	D
4	120.0	0.270	0.430	487		3	0.936*	3.0	0	37.0*	0.0	D
5												
6												
7												
8												

9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	80.6	45.5	0.0	126.1	1.12	32.0	C
2	2	76.3	58.0	0.0	134.3	1.06	28.4	C
3	3	72.0	39.5	0.0	111.5	1.00	32.3	C
4	4	144.0	37.0*	0.0	181.0	2.00	39.8	B
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x)	=	552.9	sec
Total length (y)	=	5.18	miles
Total travel speed, Sa = 3600 x (y)/(x)	=	33.7	mph
Total urban street LOS (Exhibit 15-2)	=	C	

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\VetS 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\VetS 3: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\VetC 4: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\BSPi
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HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	2/19/2004
Analysis Time Period	AM Peak Hour
Highway	Burnt Store Road
From/To	Pine Island Rd to Lee Co Line
Jurisdiction	Lee County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 1		Peak-hour factor, PHF	0.85	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	9.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 391 veh/h
Opposing direction volume, Vo 344 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.2		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.988		0.988	
Grade adj. factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	466	pc/h	410	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed volume,(note-3) Vf	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	5.3	mi/h
Adj. for access points,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	52.7	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	44.7	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	463	pc/h	407	pc/h
Base percent time-spent-following,(note-4) BPTSFd	66.4	%		
Adjustment for no-passing zones, fnp	8.0			
Percent time-spent-following, PTSFd	74.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.27	
Peak 15-min vehicle-miles of travel, VMT15	1069	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3636	veh-mi
Peak 15-min total travel time, TT15	23.9	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	9.3	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	44.7	mi/h
Percent time-spent-following, PTSFd (from above)	74.4	
Level of service,(note-1) LOSd (from above)	D	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	7.40	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.10	
Average travel speed including passing lane,(note-2) ATSpl	45.2	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	7.60	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	1.50	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.61	
Percent time-spent-following including passing lane,(note-3) PTSFpl	61.9	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	C	
Peak 15-min total travel time, TT15	23.7	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	2/19/2004
Analysis Time Period	AM Peak Hour
Highway	Burnt Store Road
From/To	Lee Co Line to Pine Island Rd
Jurisdiction	Lee County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 1		Peak-hour factor, PHF	0.85	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	9.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 344 veh/h
Opposing direction volume, Vo 391 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.988	0.988
Grade adj. factor,(note-1) fG	1.00	1.00
Directional flow rate,(note-2) vi	410 pc/h	466 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed volume,(note-3) Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	5.3	mi/h
Adj. for access points,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	52.7	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	44.8	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	407	pc/h	463	pc/h
Base percent time-spent-following,(note-4) BPTSFd	67.0	%		
Adjustment for no-passing zones, fnp	7.1			
Percent time-spent-following, PTSFd	74.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.24	
Peak 15-min vehicle-miles of travel, VMT15	941	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3199	veh-mi
Peak 15-min total travel time, TT15	21.0	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	9.3	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	44.8	mi/h
Percent time-spent-following, PTSFd (from above)	74.0	
Level of service,(note-1) LOSd (from above)	D	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	7.40	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.10	
Average travel speed including passing lane,(note-2) ATSpl	45.3	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	8.04	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	1.06	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.61	
Percent time-spent-following including passing lane,(note-3) PTSFpl	60.9	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	C	
Peak 15-min total travel time, TT15	20.8	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	2/19/2004
Analysis Time Period	AM Peak Hour
Highway	Burnt Store Road
From/To	Charlotte County Line to US 41
Jurisdiction	Charlotte County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 1		Peak-hour factor, PHF	0.93	
Shoulder width	0.0	ft	% Trucks and buses	5	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	7.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	20	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 507 veh/h
Opposing direction volume, Vo 232 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.2		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.990		0.966	
Grade adj. factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	551	pc/h	258	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed, (note-3) S FM	-	mi/h
Observed volume, (note-3) Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	5.3	mi/h
Adj. for access points, (note-3) fA	2.0	mi/h
Free-flow speed, FFSd	52.7	mi/h
Adjustment for no-passing zones, fnp	1.3	mi/h
Average travel speed, ATSd	45.1	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.995		0.995	
Grade adjustment factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	548	pc/h	251	pc/h
Base percent time-spent-following,(note-4) BPTSFd	70.1	%		
Adjustment for no-passing zones, fnp	9.6			
Percent time-spent-following, PTSFd	79.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.32	
Peak 15-min vehicle-miles of travel, VMT15	1036	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3853	veh-mi
Peak 15-min total travel time, TT15	23.0	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	7.6	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	45.1	mi/h
Percent time-spent-following, PTSFd (from above)	79.7	
Level of service,(note-1) LOSd (from above)	D	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	5.70	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.10	
Average travel speed including passing lane,(note-2) ATSpl	45.7	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	6.92	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	0.48	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.61	
Percent time-spent-following including passing lane,(note-3) PTSFpl	64.7	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	C	
Peak 15-min total travel time, TT15	22.7	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	2/19/2004
Analysis Time Period	AM Peak Hour
Highway	Burnt Store Road
From/To	US 41 to Charlotte County Line
Jurisdiction	Charlotte County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 1		Peak-hour factor, PHF	0.86	
Shoulder width	0.0	ft	% Trucks and buses	5	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	7.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	20	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 232 veh/h
Opposing direction volume, Vo 507 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.7	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor, (note-5) fHV	0.966	0.990
Grade adj. factor, (note-1) fG	1.00	1.00
Directional flow rate, (note-2) vi	279 pc/h	595 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed, (note-3) S FM	-	mi/h
Observed volume, (note-3) Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	5.3	mi/h
Adj. for access points, (note-3) fA	2.0	mi/h
Free-flow speed, FFSd	52.7	mi/h
Adjustment for no-passing zones, fnp	0.8	mi/h
Average travel speed, ATSd	45.1	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.995	0.995
Grade adjustment factor,(note-1) fG	1.00	1.00
Directional flow rate,(note-2) vi	271 pc/h	592 pc/h

Base percent time-spent-following,(note-4)	BPTSFd	63.5	%
Adjustment for no-passing zones, fnp		4.9	
Percent time-spent-following, PTSFd		68.5	%

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.16	
Peak 15-min vehicle-miles of travel, VMT15	513	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1763	veh-mi
Peak 15-min total travel time, TT15	11.4	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	7.6	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	45.1	mi/h
Percent time-spent-following, PTSFd (from above)	68.5	
Level of service,(note-1) LOSd (from above)	D	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	5.70	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.08	
Average travel speed including passing lane,(note-2) ATSpl	45.6	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	11.26	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-3.86	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.58	
Percent time-spent-following including passing lane,(note-3) PTSFpl	48.9	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	C	
Peak 15-min total travel time, TT15	11.2	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 2/19/2004
Analysis Time Period: AM Peak Hour
Urban Street: Burnt Store Rd/Jones Loop Rd
Direction of Travel: East-bound
Jurisdiction: Charlotte County
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Acline Road					
1	US 41	0.41	2	40	39.2	1
2	Taylor Road	0.82	2	40	74.7	2
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	85.0	0.394	0.300	713		3	1.000	3.0	0	17.9	0.0	B
2	90.0	0.278	0.300	920		3	0.964	3.0	0	25.8	0.0	C
3												
4												
5												
6												
7												
8												

9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	39.2	17.9	0.0	57.2	0.41	25.8	C
2	2	74.7	25.8	0.0	100.5	0.82	29.4	B
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 157.6 sec
Total length (y) = 1.23 miles
Total travel speed, Sa = 3600 x (y)/(x) = 28.1 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\BSUS 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\JLTa 3:
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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PBS&J
Date Performed:	2/19/2004
Analysis Time Period:	AM Peak Hour
Urban Street:	Jones Loop Road
Direction of Travel:	West-bound
Jurisdiction:	Charlotte County
Analysis Year:	Existing

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	I-75 SB Ramps					
1	Taylor Road	0.38	2	40	36.9	1
2	US 41	0.82	2	40	74.7	1
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	90.0	0.278	0.271	918		3	1.000	3.0	0	25.5	0.0	C
2	85.0	0.188	0.854	246		3	0.972	3.0	0	57.0	0.0	E
3												
4												
5												
6												
7												
8												

9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	36.9	25.5	0.0				
2	1	74.7	57.0	0.0	194.1	1.20	22.3	C
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 194.1 sec
Total length (y) = 1.20 miles
Total travel speed, Sa = 3600 x (y)/(x) = 22.3 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\JLTa 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\BSUS 3:
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HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co:	PBS&J
Date:	4/7/2004
Analysis Period:	AM Peak Hour
Highway:	Jones Loop Road
From/To:	Taylor Road to Piper Road
Jurisdiction:	Charlotte County
Analysis Year:	Existing
Project ID:	Burnt Store Road-Veterans Parkway-Colonial Boulevard

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	8		8	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.0	mph	2.0	mph
Free-flow speed	48.0	mph	48.0	mph

VOLUME

Direction	1		2	
Volume, V	609	vph	635	vph
Peak-hour factor, PHF	0.90		0.85	
Peak 15-minute volume, v15	169		187	
Trucks and buses	9	%	9	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.95		0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.957		0.957	
Flow rate, vp	372	pcphpl	410	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	372	pcphpl	410	pcphpl
Free-flow speed, FFS	48.0	mph	48.0	mph
Avg. passenger-car travel speed, S	48.0	mph	48.0	mph
Level of service, LOS	A		A	
Density, D	7.8	pc/mi/ln	8.5	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co:	PBS&J
Date:	4/7/2004
Analysis Period:	AM Peak Hour
Highway:	Tuckers Grade
From/To:	US 41 to I-75
Jurisdiction:	Charlotte County
Analysis Year:	Existing
Project ID:	Burnt Store Road-Veterans Parkway-Colonial Boulevard

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph

VOLUME

Direction	1		2	
Volume, V	331	vph	299	vph
Peak-hour factor, PHF	0.93		0.66	
Peak 15-minute volume, v15	89		113	
Trucks and buses	6	%	6	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.95		0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	192	pcphpl	245	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	192	pcphpl	245	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	54.0	mph	54.0	mph
Level of service, LOS	A		A	
Density, D	3.6	pc/mi/ln	4.5	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	4/7/2004
Analysis Time Period	AM Peak Hour
Highway	Notre Dame Boulevard
From/To	Burnt Store Rd to US 41
Jurisdiction	Charlotte County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 2		Peak-hour factor, PHF	0.73	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	16	/mi

Analysis direction volume, Vd 42 veh/h
Opposing direction volume, Vo 14 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.7	1.7
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.960	0.960
Grade adj. factor,(note-1) fG	1.00	1.00
Directional flow rate,(note-2) vi	60 pc/h	20 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed volume,(note-3) Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	5.3	mi/h
Adj. for access points,(note-3) fA	4.0	mi/h
Free-flow speed, FFSd	35.7	mi/h
Adjustment for no-passing zones, fnp	0.1	mi/h
Average travel speed, ATSd	35.0	mi/h

Percent Time-Spent-Following

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	58	pc/h	19	pc/h
Base percent time-spent-following, (note-4) BPTSFd	17.8	%		
Adjustment for no-passing zones, fnp	3.7			
Percent time-spent-following, PTSFd	21.5	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	29	veh-mi
Peak-hour vehicle-miles of travel, VMT60	84	veh-mi
Peak 15-min total travel time, TT15	0.8	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	35.0	mi/h
Percent time-spent-following, PTSFd (from above)	21.5	
Level of service, (note-1) LOSd (from above)	A	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	0.10	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.08	
Average travel speed including passing lane, (note-2) ATSpl	36.4	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	13.00	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-11.20	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.58	
Percent time-spent-following including passing lane, (note-3) PTSFpl	13.0	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	0.8	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	4/7/2004
Analysis Time Period	AM Peak Hour
Highway	Notre Dame Boulevard
From/To	US 41 to Burnt Store Road
Jurisdiction	Charlotte County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 2		Peak-hour factor, PHF	0.67	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	16	/mi

Analysis direction volume, Vd 14 veh/h
Opposing direction volume, Vo 42 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.7		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.960		0.960	
Grade adj. factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	22	pc/h	65	pc/h

Free-Flow Speed from Field Measurement:			
Field measured speed, (note-3) S FM		-	mi/h
Observed volume, (note-3) Vf		-	veh/h
Estimated Free-Flow Speed:			
Base free-flow speed, (note-3) BFFS		45.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS		5.3	mi/h
Adj. for access points, (note-3) fA		4.0	mi/h
Free-flow speed, FFSd		35.7	mi/h
Adjustment for no-passing zones, fnp		0.1	mi/h
Average travel speed, ATSd		34.9	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fG	1.00	1.00
Directional flow rate,(note-2) vi	21 pc/h	63 pc/h

Base percent time-spent-following,(note-4)	BPTSFd	9.5	%
Adjustment for no-passing zones, fnp		3.7	
Percent time-spent-following, PTSFd		13.2	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	10	veh-mi
Peak-hour vehicle-miles of travel, VMT60	28	veh-mi
Peak 15-min total travel time, TT15	0.3	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	34.9	mi/h
Percent time-spent-following, PTSFd (from above)	13.2	
Level of service,(note-1) LOSd (from above)	A	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	0.10	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.08	
Average travel speed including passing lane,(note-2) ATSpl	36.4	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	13.00	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-11.20	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.58	
Percent time-spent-following including passing lane,(note-3) PTSFpl	8.0	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	0.3	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

Existing PM Peak Hour Arterial/Segment Analysis

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PSB&J
Date Performed:	2/20/2004
Analysis Time Period:	PM Peak Hour
Urban Street:	Colonial Boulevard
Direction of Travel:	East-bound
Jurisdiction:	Lee County
Analysis Year:	Existing

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Metro Parkway					
1	Winkler Avenue	2.00	1	50	144.0	1
2	Six Mile Cypress Parkway	0.67	1	50	50.9	2
3	I-75 SB Ramps	0.42	1	50	35.4	3
4	I-75 NB Ramps	0.27	1	50	26.5	4
5						
6						
7						
8						
9						
10						
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12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	170.0	0.432	1.057	2199		3	1.000	3.0	0	84.6	0.0	F
2	170.0	0.459	1.393	2336		3	0.090	3.0	0	223.0	0.0	F
3	170.0	0.716	0.991	3643		3	0.090	3.0	0	26.4	0.0	C
4	170.0	0.659	0.890	2332		3	0.111	3.0	0	24.5	0.0	C
5												
6												
7												
8												

9
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11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	144.0	84.6	0.0	228.6	2.00	31.5	C
2	2	50.9	223.0	0.0	273.9	0.67	8.8	F
3	3	35.4	26.4	0.0	61.9	0.42	24.4	D
4	4	26.5	24.5	0.0	51.0	0.27	19.1	E
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 615.3 sec
Total length (y) = 3.36 miles
Total travel speed, Sa = 3600 x (y)/(x) = 19.7 mph
Total urban street LOS (Exhibit 15-2) = E

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\ColW 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\ColS 3: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\Col7 4: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\Col7
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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PSB&J
Date Performed:	2/20/2004
Analysis Time Period:	PM Peak Hour
Urban Street:	Colonial Boulevard
Direction of Travel:	West-bound
Jurisdiction:	Lee County
Analysis Year:	Existing

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	I-75 NB Ramps					
1	I-75 SB Ramps	0.27	1	50	26.5	1
2	Six Mile Cypress Parkway	0.42	1	50	35.4	2
3	Winkler Avenue	0.67	1	50	50.9	3
4	Metro Parkway	2.00	1	50	144.0	4
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	170.0	0.862	0.591	3050		3	1.000	3.0	0	3.6	0.0	A
2	170.0	0.382	0.928	1944		3	0.778	3.0	0	57.1	0.0	E
3	170.0	0.432	0.849	2199		3	0.255	3.0	0	44.2	0.0	D
4	230.0	0.411	0.750	2089		4	0.413	3.0	0	51.6	0.0	D
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	26.5	3.6	0.0	30.1	0.27	32.3	C
2	2	35.4	57.1	0.0	92.5	0.42	16.3	E
3	3	50.9	44.2	0.0	95.1	0.67	25.4	D
4	4	144.0	51.6	0.0	195.6	2.00	36.8	B
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Total travel time (x) = 413.2 sec
Total length (y) = 3.36 miles
Total travel speed, Sa = 3600 x (y)/(x) = 29.3 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\Col7 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\ColS 3: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\ColW 4: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\ColM
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Existing PM 2/23/04

SimTraffic Simulation Summary

Baseline

Summary of Entire Run	
Start Time	4:57
End Time	6:07
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intvls	1
Vehs Entered	20254
Vehs Exited	19885
Starting Vehs	1466
Ending Vehs	1835
Denied Entry Before	124
Denied Entry After	2100
Travel Distance (mi)	25907
Travel Time (hr)	2790.5
Total Delay (hr)	2131.4
Total Stops	41600
Fuel Used (gal)	2806.1

Interval #0 Information Seeding	
Start Time	4:57
End Time	5:07
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording	
Start Time	5:07
End Time	6:07
Total Time (min)	60
Volumes adjusted by Growth Factors.	
Vehs Entered	20254
Vehs Exited	19885
Starting Vehs	1466
Ending Vehs	1835
Denied Entry Before	124
Denied Entry After	2100
Travel Distance (mi)	25907
Travel Time (hr)	2790.5
Total Delay (hr)	2131.4
Total Stops	41600
Fuel Used (gal)	2806.1

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PBS&J
Agency/Co.: PSB&J
Date Performed: 2/20/2004
Analysis Time Period: PM Peak Hour
Urban Street: Veterans Parkway
Direction of Travel: East-bound
Jurisdiction: Lee County
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Pine Island Road					
1	Chiquita Boulevard	2.00	1	50	144.0	1
2	Skyline Boulevard	1.00	1	50	72.0	2
3	Santa Barbara Boulevard	1.06	1	50	76.3	3
4	Country Club Boulevard	1.12	1	50	80.6	4
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.225	0.517	781		3	1.000	3.0	0	41.4	0.0	D
2	120.0	0.308	0.679	1070		3	0.844	3.0	0	37.8	0.0	D
3	120.0	0.203	0.809	1014		3	0.678	3.0	0	49.0	0.0	D
4	120.0	0.245	0.930	1343		3	0.485	3.0	0	50.7	0.0	D
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	144.0	41.4	0.0	185.4	2.00	38.8	B
2	2	72.0	37.8	0.0	109.8	1.00	32.8	C
3	3	76.3	49.0	0.0	125.3	1.06	30.4	C
4	4	80.6	50.7	0.0	131.3	1.12	30.7	C
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Total travel time (x) = 551.8 sec
Total length (y) = 5.18 miles
Total travel speed, Sa = 3600 x (y)/(x) = 33.8 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\VetC 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\VetS 3: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\VetS 4: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\VetC
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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PBS&J
Agency/Co.: PSB&J
Date Performed: 2/20/2004
Analysis Time Period: PM Peak Hour
Urban Street: Veterans Parkway
Direction of Travel: West-bound
Jurisdiction: Lee County
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Country Club Boulevard					
1	Santa Barbara Boulevard	1.12	1	50	80.6	1
2	Skyline Boulevard	1.06	1	50	76.3	2
3	Chiquita Boulevard	1.00	1	50	72.0	3
4	Burnt Store Rd/Veterans Pkwy	2.00	1	50	144.0	4
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.333	0.840	1659		3	1.000	3.0	0	41.1	0.0	D
2	120.0	0.442	0.688	1533		3	0.430	3.0	0	27.4	0.0	C
3	120.0	0.342	0.535	1186		3	0.666	3.0	0	32.1	0.0	C
4	120.0	0.150	0.600	274		3	0.936*	3.0	0	51.4*	0.0	D
5												
6												
7												
8												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	80.6	41.1	0.0	121.8	1.12	33.1	C
2	2	76.3	27.4	0.0	103.8	1.06	36.8	B
3	3	72.0	32.1	0.0	104.1	1.00	34.6	B
4	4	144.0	51.4*	0.0	195.4	2.00	36.8	B
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15								

Total travel time (x) = 525.1 sec
Total length (y) = 5.18 miles
Total travel speed, Sa = 3600 x (y)/(x) = 35.5 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\VetS 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\VetS 3: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\VetC 4: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\BSPi
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HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	2/19/2004
Analysis Time Period	PM Peak Hour
Highway	Burnt Store Road
From/To	Pine Island Rd to Lee Co Line
Jurisdiction	Lee County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 1		Peak-hour factor, PHF	0.83	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	9.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 341 veh/h
Opposing direction volume, Vo 459 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.2		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.988		0.988	
Grade adj. factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	416	pc/h	560	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed, (note-3) S FM	-	mi/h
Observed volume, (note-3) Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	5.3	mi/h
Adj. for access points, (note-3) fA	2.0	mi/h
Free-flow speed, FFSd	52.7	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	44.3	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	413	pc/h	556	pc/h
Base percent time-spent-following,(note-4) BPTSFd	69.5	%		
Adjustment for no-passing zones, fnp	5.5			
Percent time-spent-following, PTSFd	75.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.24	
Peak 15-min vehicle-miles of travel, VMT15	955	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3171	veh-mi
Peak 15-min total travel time, TT15	21.6	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	9.3	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	44.3	mi/h
Percent time-spent-following, PTSFd (from above)	75.1	
Level of service,(note-1) LOSd (from above)	D	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	7.40	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.10	
Average travel speed including passing lane,(note-2) ATSpl	44.8	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	8.00	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	1.10	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.61	
Percent time-spent-following including passing lane,(note-3) PTSFpl	61.9	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	D	
Peak 15-min total travel time, TT15	21.3	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	2/19/2004
Analysis Time Period	PM Peak Hour
Highway	Burnt Store Road
From/To	Lee Co Line to Pine Island Rd
Jurisdiction	Lee County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 1		Peak-hour factor, PHF	0.85	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	9.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 459 veh/h
Opposing direction volume, Vo 341 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.2		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.988		0.988	
Grade adj. factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	546	pc/h	406	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM	-	mi/h
Observed volume, (note-3) Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	5.3	mi/h
Adj. for access points, (note-3) fA	2.0	mi/h
Free-flow speed, FFSd	52.7	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	44.1	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	543	pc/h	404	pc/h
Base percent time-spent-following,(note-4) BPTSFd	69.0	%		
Adjustment for no-passing zones, fnp	8.0			
Percent time-spent-following, PTSFd	77.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.32	
Peak 15-min vehicle-miles of travel, VMT15	1255	veh-mi
Peak-hour vehicle-miles of travel, VMT60	4269	veh-mi
Peak 15-min total travel time, TT15	28.4	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	9.3	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	44.1	mi/h
Percent time-spent-following, PTSFd (from above)	77.1	
Level of service,(note-1) LOSd (from above)	D	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	7.40	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.10	
Average travel speed including passing lane,(note-2) ATSpl	44.6	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	6.96	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	2.14	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.61	
Percent time-spent-following including passing lane,(note-3) PTSFpl	65.2	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	D	
Peak 15-min total travel time, TT15	28.1	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	2/19/2004
Analysis Time Period	PM Peak Hour
Highway	Burnt Store Road
From/To	Charlotte County Line to US 41
Jurisdiction	Charlotte County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 1		Peak-hour factor, PHF	0.85	
Shoulder width	0.0	ft	% Trucks and buses	5	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	7.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	20	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 349 veh/h
Opposing direction volume, Vo 433 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.2		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.990		0.990	
Grade adj. factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	415	pc/h	515	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM	-	mi/h
Observed volume, (note-3) Vf	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	5.3	mi/h
Adj. for access points, (note-3) fA	2.0	mi/h
Free-flow speed, FFSd	52.7	mi/h
Adjustment for no-passing zones, fnp	1.0	mi/h
Average travel speed, ATSd	44.5	mi/h

Percent Time-Spent-Following

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.995		0.995	
Grade adjustment factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	413	pc/h	512	pc/h
Base percent time-spent-following, (note-4) BPTSFd	68.7	%		
Adjustment for no-passing zones, fnp	6.3			
Percent time-spent-following, PTSFd	75.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.24	
Peak 15-min vehicle-miles of travel, VMT15	780	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2652	veh-mi
Peak 15-min total travel time, TT15	17.5	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	7.6	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	44.5	mi/h
Percent time-spent-following, PTSFd (from above)	75.0	
Level of service, (note-1) LOSd (from above)	D	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	5.70	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.10	
Average travel speed including passing lane, (note-2) ATSpl	45.1	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	8.00	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-0.60	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.61	
Percent time-spent-following including passing lane, (note-3) PTSFpl	58.9	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	C	
Peak 15-min total travel time, TT15	17.3	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

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Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	2/19/2004
Analysis Time Period	PM Peak Hour
Highway	Burnt Store Road
From/To	US 41 to Charlotte County Line
Jurisdiction	Charlotte County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 1		Peak-hour factor, PHF	0.85	
Shoulder width	0.0	ft	% Trucks and buses	5	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	7.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	20	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 433 veh/h
Opposing direction volume, Vo 349 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.2		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.990		0.990	
Grade adj. factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	515	pc/h	415	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed, (note-3) S FM	-	mi/h
Observed volume, (note-3) Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	5.3	mi/h
Adj. for access points, (note-3) fA	2.0	mi/h
Free-flow speed, FFSd	52.7	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	44.3	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.995		0.995	
Grade adjustment factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	512	pc/h	413	pc/h
Base percent time-spent-following,(note-4) BPTSFd	68.5	%		
Adjustment for no-passing zones, fnp	7.9			
Percent time-spent-following, PTSFd	76.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.30	
Peak 15-min vehicle-miles of travel, VMT15	968	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3291	veh-mi
Peak 15-min total travel time, TT15	21.8	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	7.6	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	44.3	mi/h
Percent time-spent-following, PTSFd (from above)	76.4	
Level of service,(note-1) LOSd (from above)	D	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	5.70	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.10	
Average travel speed including passing lane,(note-2) ATSpl	44.9	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	7.20	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	0.20	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.61	
Percent time-spent-following including passing lane,(note-3) PTSFpl	61.5	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	D	
Peak 15-min total travel time, TT15	21.6	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PBS&J
Date Performed:	2/19/2004
Analysis Time Period:	PM Peak Hour
Urban Street:	Burnt Store Rd/Jones Loop Rd
Direction of Travel:	East-bound
Jurisdiction:	Charlotte County
Analysis Year:	Existing
Project ID:	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Acline Road					
1	US 41	0.41	2	40	39.2	1
2	Taylor Road	0.82	2	45	68.0*	2
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	110.0	0.395	0.223	737		3	1.000	3.0	0	22.2	0.0	C
2	90.0	0.267	0.354	883		3	0.984	3.0	0	27.0	0.0	C
3												
4												
5												
6												
7												
8												

9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	39.2	22.2	0.0	61.4	0.41	24.0	C
2	2	68.0*	27.0	0.0	95.0	0.82	31.1	B
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 156.4 sec
Total length (y) = 1.23 miles
Total travel speed, Sa = 3600 x (y)/(x) = 28.3 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2003PM\BSUS 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2003PM\JLTa 3:
4:
5:
6:
7:
8:
9:
10:
11:
12:
13:
14:
15:

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PBS&J
Date Performed:	2/19/2004
Analysis Time Period:	PM Peak Hour
Urban Street:	Jones Loop Road
Direction of Travel:	West-bound
Jurisdiction:	Charlotte County
Analysis Year:	Existing

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	I-75 SB Ramps					
1	Taylor Road	0.38	2	45	36.1	1
2	US 41	0.82	2	45	68.0*	1
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	90.0	0.267	0.359	881		3	1.000	3.0	0	27.0	0.0	C
2	110.0	0.300	0.960	398		3	0.942	3.0	0	71.3	0.0	E
3												
4												
5												
6												
7												
8												

9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	36.1	27.0	0.0				
2	1	68.0*	71.3	0.0	202.4	1.20	21.3	D
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 202.4 sec
Total length (y) = 1.20 miles
Total travel speed, Sa = 3600 x (y)/(x) = 21.3 mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2003PM\JLTa 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2003PM\BSUS 3:
4:
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12:
13:
14:
15:

HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co:	PBS&J
Date:	4/7/2004
Analysis Period:	PM Peak Hour
Highway:	Jones Loop Road
From/To:	Taylor Road to Piper Road
Jurisdiction:	Charlotte County
Analysis Year:	Existing
Project ID:	Burnt Store Road-Veterans Parkway-Colonial Boulevard

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	8		8	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.0	mph	2.0	mph
Free-flow speed	48.0	mph	48.0	mph

VOLUME

Direction	1		2	
Volume, V	679	vph	617	vph
Peak-hour factor, PHF	0.90		0.89	
Peak 15-minute volume, v15	189		173	
Trucks and buses	9	%	9	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.95		0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.957		0.957	
Flow rate, vp	414	pcphpl	381	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	414	pcphpl	381	pcphpl
Free-flow speed, FFS	48.0	mph	48.0	mph
Avg. passenger-car travel speed, S	48.0	mph	48.0	mph
Level of service, LOS	A		A	
Density, D	8.6	pc/mi/ln	7.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co:	PBS&J
Date:	4/7/2004
Analysis Period:	PM Peak Hour
Highway:	Tuckers Grade
From/To:	US 41 to I-75
Jurisdiction:	Charlotte County
Analysis Year:	Existing
Project ID:	Burnt Store Road-Veterans Parkway-Colonial Boulevard

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph

VOLUME

Direction	1		2	
Volume, V	278	vph	290	vph
Peak-hour factor, PHF	0.89		0.85	
Peak 15-minute volume, v15	78		85	
Trucks and buses	6	%	6	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.95		0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	169	pcphpl	184	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	169	pcphpl	184	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	54.0	mph	54.0	mph
Level of service, LOS	A		A	
Density, D	3.1	pc/mi/ln	3.4	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	4/7/2004
Analysis Time Period	PM Peak Hour
Highway	Notre Dame Boulevard
From/To	Burnt Store Road to US 41
Jurisdiction	Charlotte County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 2		Peak-hour factor, PHF	0.67	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	16	/mi

Analysis direction volume, Vd 40 veh/h
Opposing direction volume, Vo 43 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.7		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.960		0.960	
Grade adj. factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	62	pc/h	67	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed, (note-3) S FM	-	mi/h
Observed volume, (note-3) Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	5.3	mi/h
Adj. for access points, (note-3) fA	4.0	mi/h
Free-flow speed, FFSd	35.7	mi/h
Adjustment for no-passing zones, fnp	0.1	mi/h
Average travel speed, ATSd	34.6	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	60	pc/h	65	pc/h
Base percent time-spent-following,(note-4) BPTSFd	18.2	%		
Adjustment for no-passing zones, fnp	3.7			
Percent time-spent-following, PTSFd	21.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	30	veh-mi
Peak-hour vehicle-miles of travel, VMT60	80	veh-mi
Peak 15-min total travel time, TT15	0.9	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	34.6	mi/h
Percent time-spent-following, PTSFd (from above)	21.9	
Level of service,(note-1) LOSd (from above)	A	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	0.10	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.08	
Average travel speed including passing lane,(note-2) ATSpl	36.0	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	13.00	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-11.20	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.58	
Percent time-spent-following including passing lane,(note-3) PTSFpl	13.2	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	0.8	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	4/7/2004
Analysis Time Period	PM Peak Hour
Highway	Notre Dame Boulevard
From/To	US 41 to Burnt Store Road
Jurisdiction	Charlotte County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 2		Peak-hour factor, PHF	0.67	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	16	/mi

Analysis direction volume, Vd 43 veh/h
Opposing direction volume, Vo 40 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.7		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.960		0.960	
Grade adj. factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	67	pc/h	62	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM	-	mi/h
Observed volume, (note-3) Vf	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	5.3	mi/h
Adj. for access points, (note-3) fA	4.0	mi/h
Free-flow speed, FFSd	35.7	mi/h
Adjustment for no-passing zones, fnp	0.1	mi/h
Average travel speed, ATSd	34.6	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	65	pc/h	60	pc/h
Base percent time-spent-following,(note-4) BPTSFd	19.0	%		
Adjustment for no-passing zones, fnp	3.7			
Percent time-spent-following, PTSFd	22.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	32	veh-mi
Peak-hour vehicle-miles of travel, VMT60	86	veh-mi
Peak 15-min total travel time, TT15	0.9	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	34.6	mi/h
Percent time-spent-following, PTSFd (from above)	22.7	
Level of service,(note-1) LOSd (from above)	A	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	0.10	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.08	
Average travel speed including passing lane,(note-2) ATSpl	36.0	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	13.00	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-11.20	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.58	
Percent time-spent-following including passing lane,(note-3) PTSFpl	13.8	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	0.9	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

Appendix D

Existing AM Peak Hour Arterial/Segment Analysis
Existing PM Peak Hour Arterial/Segment Analysis

Existing AM Peak Hour Arterial/Segment Analysis

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PSB&J
Date Performed:	2/20/2004
Analysis Time Period:	AM Peak Hour
Urban Street:	Colonial Boulevard
Direction of Travel:	East-bound
Jurisdiction:	Lee County
Analysis Year:	Existing

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Metro Parkway					
1	Winkler Avenue	2.00	1	50	144.0	1
2	Six Mile Cypress Parkway	0.67	1	50	50.9	2
3	I-75 SB Ramps	0.42	1	50	35.4	3
4	I-75 NB Ramps	0.27	1	50	26.5	4
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	170.0	0.524	0.586	2662		3	1.000	3.0	0	28.2	0.0	C
2	170.0	0.505	0.701	2569		3	0.783	3.0	0	32.9	0.0	C
3	170.0	0.534	0.443	2716		3	0.648	3.0	0	24.2	0.0	C
4	170.0	0.553	0.310	1957		3	0.897	3.0	0	20.6	0.0	C
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	144.0	28.2	0.0	172.2	2.00	41.8	B
2	2	50.9	32.9	0.0	83.8	0.67	28.8	C
3	3	35.4	24.2	0.0	59.7	0.42	25.3	D
4	4	26.5	20.6	0.0	47.0	0.27	20.7	E
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Total travel time (x) = 362.7 sec
Total length (y) = 3.36 miles
Total travel speed, Sa = 3600 x (y)/(x) = 33.3 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\ColW 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\ColS 3: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\Col7 4: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\Col7
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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PSB&J
Date Performed:	2/20/2004
Analysis Time Period:	AM Peak Hour
Urban Street:	Colonial Boulevard
Direction of Travel:	West-bound
Jurisdiction:	Lee County
Analysis Year:	Existing

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	I-75 NB Ramps					
1	I-75 SB Ramps	0.27	1	50	26.5	1
2	Six Mile Cypress Parkway	0.42	1	50	35.4	2
3	Winkler Avenue	0.67	1	50	50.9	3
4	Metro Parkway	2.00	1	50	144.0	4
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	170.0	0.715	0.980	2529		3	1.000	3.0	0	36.7	0.0	D
2	170.0	0.505	0.991	2569		3	0.137	3.0	0	46.5	0.0	D
3	170.0	0.524	0.878	2662		3	0.112	3.0	0	36.1	0.0	D
4	230.0	0.311	0.943	1581		4	0.359	3.0	0	80.6	0.0	F
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	26.5	36.7	0.0	63.1	0.27	15.4	F
2	2	35.4	46.5	0.0	81.9	0.42	18.5	E
3	3	50.9	36.1	0.0	87.0	0.67	27.7	C
4	4	144.0	80.6	0.0	224.6	2.00	32.1	C
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15								

Total travel time (x) = 456.7 sec
Total length (y) = 3.36 miles
Total travel speed, Sa = 3600 x (y)/(x) = 26.5 mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\Col7 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\ColS 3: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\ColW 4: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\ColM
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Existing AM
Colonial

Baseline

Colonial Blvd Arterial Performance

	All
Total Delay (hr)	620.3
Delay / Veh (s)	228.8
Total Stops	14975
Travel Dist (mi)	13501.2
Travel Time (hr)	940.1
Avg Speed (mph)	19
Fuel Used (gal)	1148.4
HC Emissions (g)	3181
CO Emissions (g)	117477
NOx Emissions (g)	9402
Vehicles Entered	9822
Vehicles Exited	9698
Hourly Exit Rate	9698

Total Network Performance

	All
Total Delay (hr)	1078.1
Delay / Veh (s)	211.2
Total Stops	31132
Travel Dist (mi)	22963.2
Travel Time (hr)	1660.8
Avg Speed (mph)	18
Fuel Used (gal)	2107.1
HC Emissions (g)	5934
CO Emissions (g)	236496
NOx Emissions (g)	17875
Vehicles Entered	18428
Vehicles Exited	18330
Hourly Exit Rate	18330

EXISTING AM

SimTraffic Simulation Summary

Baseline

Summary of Entire Run	
Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intvls	1
Vehs Entered	18428
Vehs Exited	18330
Starting Vehs	1171
Ending Vehs	1269
Denied Entry Before	3
Denied Entry After	837
Travel Distance (mi)	22963
Travel Time (hr)	1660.8
Total Delay (hr)	1078.1
Total Stops	31132
Fuel Used (gal)	2107.1

Interval #0 Information Seeding	
Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording	
Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	
Vehs Entered	18428
Vehs Exited	18330
Starting Vehs	1171
Ending Vehs	1269
Denied Entry Before	3
Denied Entry After	837
Travel Distance (mi)	22963
Travel Time (hr)	1660.8
Total Delay (hr)	1078.1
Total Stops	31132
Fuel Used (gal)	2107.1

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PSB&J
Date Performed:	2/20/2004
Analysis Time Period:	AM Peak Hour
Urban Street:	Veterans Parkway
Direction of Travel:	East-bound
Jurisdiction:	Lee County
Analysis Year:	Existing

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Pine Island Road					
1	Chiquita Boulevard	2.00	1	50	144.0	1
2	Skyline Boulevard	1.00	1	50	72.0	2
3	Santa Barbara Boulevard	1.06	1	50	76.3	3
4	Country Club Boulevard	1.12	1	50	80.6	4
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.225	0.850	781		3	1.000	3.0	0	53.4	0.0	D
2	120.0	0.404	0.973	1403		3	0.411	3.0	0	45.1	0.0	D
3	120.0	0.308	1.086	1685		3	0.155	3.0	0	82.3	0.0	F
4	120.0	0.474	1.103	2599		3	0.090	3.0	0	78.6	0.0	E
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	144.0	53.4	0.0	197.4	2.00	36.5	B
2	2	72.0	45.1	0.0	117.1	1.00	30.7	C
3	3	76.3	82.3	0.0	158.6	1.06	24.1	D
4	4	80.6	78.6	0.0	159.2	1.12	25.3	D
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Total travel time (x) = 632.3 sec
Total length (y) = 5.18 miles
Total travel speed, Sa = 3600 x (y)/(x) = 29.5 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\VetC 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\VetS 3: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\VetS 4: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\VetC
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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PSB&J
Date Performed:	2/20/2004
Analysis Time Period:	AM Peak Hour
Urban Street:	Veterans Parkway
Direction of Travel:	West-bound
Jurisdiction:	Lee County
Analysis Year:	Existing

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Country Club Boulevard					
1	Santa Barbara Boulevard	1.12	1	50	80.6	1
2	Skyline Boulevard	1.06	1	50	76.3	2
3	Chiquita Boulevard	1.00	1	50	72.0	3
4	Burnt Store Rd/Veterans Pkwy	2.00	1	50	144.0	4
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.203	0.656	1014		3	1.000	3.0	0	45.5	0.0	D
2	120.0	0.204	0.904	709		3	0.706	3.0	0	58.0	0.0	E
3	120.0	0.225	0.382	781		3	0.305	3.0	0	39.5	0.0	D
4	120.0	0.270	0.430	487		3	0.936*	3.0	0	37.0*	0.0	D
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7												
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	80.6	45.5	0.0	126.1	1.12	32.0	C
2	2	76.3	58.0	0.0	134.3	1.06	28.4	C
3	3	72.0	39.5	0.0	111.5	1.00	32.3	C
4	4	144.0	37.0*	0.0	181.0	2.00	39.8	B
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15								

Total travel time (x)	=	552.9	sec
Total length (y)	=	5.18	miles
Total travel speed, Sa = 3600 x (y)/(x)	=	33.7	mph
Total urban street LOS (Exhibit 15-2)	=	C	

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\VetS 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\VetS 3: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\VetC 4: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\BSPi
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HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	2/19/2004
Analysis Time Period	AM Peak Hour
Highway	Burnt Store Road
From/To	Pine Island Rd to Lee Co Line
Jurisdiction	Lee County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 1		Peak-hour factor, PHF	0.85	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	9.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 391 veh/h
Opposing direction volume, Vo 344 veh/h

Average Travel Speed

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.2		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor,(note-5) fHV	0.988		0.988	
Grade adj. factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	466	pc/h	410	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed volume,(note-3) Vf	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	5.3	mi/h
Adj. for access points,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	52.7	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	44.7	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	463	pc/h	407	pc/h
Base percent time-spent-following,(note-4) BPTSFd	66.4	%		
Adjustment for no-passing zones, fnp	8.0			
Percent time-spent-following, PTSFd	74.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.27	
Peak 15-min vehicle-miles of travel, VMT15	1069	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3636	veh-mi
Peak 15-min total travel time, TT15	23.9	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	9.3	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	44.7	mi/h
Percent time-spent-following, PTSFd (from above)	74.4	
Level of service,(note-1) LOSd (from above)	D	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	7.40	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.10	
Average travel speed including passing lane,(note-2) ATSpl	45.2	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	7.60	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	1.50	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.61	
Percent time-spent-following including passing lane,(note-3) PTSFpl	61.9	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	C	
Peak 15-min total travel time, TT15	23.7	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	2/19/2004
Analysis Time Period	AM Peak Hour
Highway	Burnt Store Road
From/To	Lee Co Line to Pine Island Rd
Jurisdiction	Lee County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 1		Peak-hour factor, PHF	0.85	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	9.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 344 veh/h
Opposing direction volume, Vo 391 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.988	0.988
Grade adj. factor,(note-1) fG	1.00	1.00
Directional flow rate,(note-2) vi	410 pc/h	466 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed volume,(note-3) Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	5.3	mi/h
Adj. for access points,(note-3) fA	2.0	mi/h
Free-flow speed, FFSd	52.7	mi/h
Adjustment for no-passing zones, fnp	1.1	mi/h
Average travel speed, ATSd	44.8	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	407	pc/h	463	pc/h
Base percent time-spent-following,(note-4) BPTSFd	67.0	%		
Adjustment for no-passing zones, fnp	7.1			
Percent time-spent-following, PTSFd	74.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.24	
Peak 15-min vehicle-miles of travel, VMT15	941	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3199	veh-mi
Peak 15-min total travel time, TT15	21.0	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	9.3	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	44.8	mi/h
Percent time-spent-following, PTSFd (from above)	74.0	
Level of service,(note-1) LOSd (from above)	D	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	7.40	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.10	
Average travel speed including passing lane,(note-2) ATSpl	45.3	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	8.04	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	1.06	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.61	
Percent time-spent-following including passing lane,(note-3) PTSFpl	60.9	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	C	
Peak 15-min total travel time, TT15	20.8	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	2/19/2004
Analysis Time Period	AM Peak Hour
Highway	Burnt Store Road
From/To	Charlotte County Line to US 41
Jurisdiction	Charlotte County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 1		Peak-hour factor, PHF	0.93	
Shoulder width	0.0	ft	% Trucks and buses	5	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	7.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	20	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 507 veh/h
Opposing direction volume, Vo 232 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.2		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.990		0.966	
Grade adj. factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	551	pc/h	258	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed, (note-3) S FM	-	mi/h
Observed volume, (note-3) Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	5.3	mi/h
Adj. for access points, (note-3) fA	2.0	mi/h
Free-flow speed, FFSd	52.7	mi/h
Adjustment for no-passing zones, fnp	1.3	mi/h
Average travel speed, ATSd	45.1	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.995		0.995	
Grade adjustment factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	548	pc/h	251	pc/h
Base percent time-spent-following,(note-4) BPTSFd	70.1	%		
Adjustment for no-passing zones, fnp	9.6			
Percent time-spent-following, PTSFd	79.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.32	
Peak 15-min vehicle-miles of travel, VMT15	1036	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3853	veh-mi
Peak 15-min total travel time, TT15	23.0	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	7.6	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	45.1	mi/h
Percent time-spent-following, PTSFd (from above)	79.7	
Level of service,(note-1) LOSd (from above)	D	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	5.70	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.10	
Average travel speed including passing lane,(note-2) ATSpl	45.7	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	6.92	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	0.48	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.61	
Percent time-spent-following including passing lane,(note-3) PTSFpl	64.7	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	C	
Peak 15-min total travel time, TT15	22.7	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	2/19/2004
Analysis Time Period	AM Peak Hour
Highway	Burnt Store Road
From/To	US 41 to Charlotte County Line
Jurisdiction	Charlotte County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 1		Peak-hour factor, PHF	0.86	
Shoulder width	0.0	ft	% Trucks and buses	5	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	7.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	20	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 232 veh/h
Opposing direction volume, Vo 507 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.7	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor, (note-5) fHV	0.966	0.990
Grade adj. factor, (note-1) fG	1.00	1.00
Directional flow rate, (note-2) vi	279 pc/h	595 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed, (note-3) S FM	-	mi/h
Observed volume, (note-3) Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	5.3	mi/h
Adj. for access points, (note-3) fA	2.0	mi/h
Free-flow speed, FFSd	52.7	mi/h
Adjustment for no-passing zones, fnp	0.8	mi/h
Average travel speed, ATSd	45.1	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.995	0.995
Grade adjustment factor,(note-1) fG	1.00	1.00
Directional flow rate,(note-2) vi	271 pc/h	592 pc/h

Base percent time-spent-following,(note-4)	BPTSFd	63.5	%
Adjustment for no-passing zones, fnp		4.9	
Percent time-spent-following, PTSFd		68.5	%

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.16	
Peak 15-min vehicle-miles of travel, VMT15	513	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1763	veh-mi
Peak 15-min total travel time, TT15	11.4	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	7.6	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	45.1	mi/h
Percent time-spent-following, PTSFd (from above)	68.5	
Level of service,(note-1) LOSd (from above)	D	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	5.70	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.08	
Average travel speed including passing lane,(note-2) ATSpl	45.6	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	11.26	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-3.86	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.58	
Percent time-spent-following including passing lane,(note-3) PTSFpl	48.9	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	C	
Peak 15-min total travel time, TT15	11.2	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 2/19/2004
Analysis Time Period: AM Peak Hour
Urban Street: Burnt Store Rd/Jones Loop Rd
Direction of Travel: East-bound
Jurisdiction: Charlotte County
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Acline Road					
1	US 41	0.41	2	40	39.2	1
2	Taylor Road	0.82	2	40	74.7	2
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	85.0	0.394	0.300	713		3	1.000	3.0	0	17.9	0.0	B
2	90.0	0.278	0.300	920		3	0.964	3.0	0	25.8	0.0	C
3												
4												
5												
6												
7												
8												

9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	39.2	17.9	0.0	57.2	0.41	25.8	C
2	2	74.7	25.8	0.0	100.5	0.82	29.4	B
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 157.6 sec
Total length (y) = 1.23 miles
Total travel speed, Sa = 3600 x (y)/(x) = 28.1 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\BSUS 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\JLTa 3:
4:
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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PBS&J
Date Performed:	2/19/2004
Analysis Time Period:	AM Peak Hour
Urban Street:	Jones Loop Road
Direction of Travel:	West-bound
Jurisdiction:	Charlotte County
Analysis Year:	Existing

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	I-75 SB Ramps					
1	Taylor Road	0.38	2	40	36.9	1
2	US 41	0.82	2	40	74.7	1
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	90.0	0.278	0.271	918		3	1.000	3.0	0	25.5	0.0	C
2	85.0	0.188	0.854	246		3	0.972	3.0	0	57.0	0.0	E
3												
4												
5												
6												
7												
8												

9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	36.9	25.5	0.0				
2	1	74.7	57.0	0.0	194.1	1.20	22.3	C
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 194.1 sec
Total length (y) = 1.20 miles
Total travel speed, Sa = 3600 x (y)/(x) = 22.3 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\JLTa 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004AM\BSUS 3:
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HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co:	PBS&J
Date:	4/7/2004
Analysis Period:	AM Peak Hour
Highway:	Jones Loop Road
From/To:	Taylor Road to Piper Road
Jurisdiction:	Charlotte County
Analysis Year:	Existing
Project ID:	Burnt Store Road-Veterans Parkway-Colonial Boulevard

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	8		8	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.0	mph	2.0	mph
Free-flow speed	48.0	mph	48.0	mph

VOLUME

Direction	1		2	
Volume, V	609	vph	635	vph
Peak-hour factor, PHF	0.90		0.85	
Peak 15-minute volume, v15	169		187	
Trucks and buses	9	%	9	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.95		0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.957		0.957	
Flow rate, vp	372	pcphpl	410	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	372	pcphpl	410	pcphpl
Free-flow speed, FFS	48.0	mph	48.0	mph
Avg. passenger-car travel speed, S	48.0	mph	48.0	mph
Level of service, LOS	A		A	
Density, D	7.8	pc/mi/ln	8.5	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co:	PBS&J
Date:	4/7/2004
Analysis Period:	AM Peak Hour
Highway:	Tuckers Grade
From/To:	US 41 to I-75
Jurisdiction:	Charlotte County
Analysis Year:	Existing
Project ID:	Burnt Store Road-Veterans Parkway-Colonial Boulevard

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph

VOLUME

Direction	1		2	
Volume, V	331	vph	299	vph
Peak-hour factor, PHF	0.93		0.66	
Peak 15-minute volume, v15	89		113	
Trucks and buses	6	%	6	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.95		0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	192	pcphpl	245	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	192	pcphpl	245	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	54.0	mph	54.0	mph
Level of service, LOS	A		A	
Density, D	3.6	pc/mi/ln	4.5	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	4/7/2004
Analysis Time Period	AM Peak Hour
Highway	Notre Dame Boulevard
From/To	Burnt Store Rd to US 41
Jurisdiction	Charlotte County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 2		Peak-hour factor, PHF	0.73	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	16	/mi

Analysis direction volume, Vd 42 veh/h
Opposing direction volume, Vo 14 veh/h

Average Travel Speed

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.7	1.7
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.960	0.960
Grade adj. factor,(note-1) fG	1.00	1.00
Directional flow rate,(note-2) vi	60 pc/h	20 pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed,(note-3) S FM	-	mi/h
Observed volume,(note-3) Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	5.3	mi/h
Adj. for access points,(note-3) fA	4.0	mi/h
Free-flow speed, FFSd	35.7	mi/h
Adjustment for no-passing zones, fnp	0.1	mi/h
Average travel speed, ATSd	35.0	mi/h

Percent Time-Spent-Following

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	58	pc/h	19	pc/h
Base percent time-spent-following, (note-4) BPTSFd	17.8	%		
Adjustment for no-passing zones, fnp	3.7			
Percent time-spent-following, PTSFd	21.5	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	29	veh-mi
Peak-hour vehicle-miles of travel, VMT60	84	veh-mi
Peak 15-min total travel time, TT15	0.8	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	35.0	mi/h
Percent time-spent-following, PTSFd (from above)	21.5	
Level of service, (note-1) LOSd (from above)	A	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	0.10	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.08	
Average travel speed including passing lane, (note-2) ATSpl	36.4	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	13.00	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-11.20	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.58	
Percent time-spent-following including passing lane, (note-3) PTSFpl	13.0	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	0.8	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	4/7/2004
Analysis Time Period	AM Peak Hour
Highway	Notre Dame Boulevard
From/To	US 41 to Burnt Store Road
Jurisdiction	Charlotte County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 2		Peak-hour factor, PHF	0.67	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	16	/mi

Analysis direction volume, Vd 14 veh/h
Opposing direction volume, Vo 42 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.7		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.960		0.960	
Grade adj. factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	22	pc/h	65	pc/h

Free-Flow Speed from Field Measurement:			
Field measured speed, (note-3) S FM		-	mi/h
Observed volume, (note-3) Vf		-	veh/h
Estimated Free-Flow Speed:			
Base free-flow speed, (note-3) BFFS		45.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS		5.3	mi/h
Adj. for access points, (note-3) fA		4.0	mi/h
Free-flow speed, FFSd		35.7	mi/h
Adjustment for no-passing zones, fnp		0.1	mi/h
Average travel speed, ATSd		34.9	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adjustment factor, fHV	0.994	0.994
Grade adjustment factor,(note-1) fG	1.00	1.00
Directional flow rate,(note-2) vi	21 pc/h	63 pc/h

Base percent time-spent-following,(note-4)	BPTSFd	9.5	%
Adjustment for no-passing zones, fnp		3.7	
Percent time-spent-following, PTSFd		13.2	%

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.01	
Peak 15-min vehicle-miles of travel, VMT15	10	veh-mi
Peak-hour vehicle-miles of travel, VMT60	28	veh-mi
Peak 15-min total travel time, TT15	0.3	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	34.9	mi/h
Percent time-spent-following, PTSFd (from above)	13.2	
Level of service,(note-1) LOSd (from above)	A	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	0.10	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.08	
Average travel speed including passing lane,(note-2) ATSpl	36.4	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	13.00	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-11.20	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.58	
Percent time-spent-following including passing lane,(note-3) PTSFpl	8.0	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	0.3	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

Existing PM Peak Hour Arterial/Segment Analysis

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PSB&J
Date Performed:	2/20/2004
Analysis Time Period:	PM Peak Hour
Urban Street:	Colonial Boulevard
Direction of Travel:	East-bound
Jurisdiction:	Lee County
Analysis Year:	Existing

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Metro Parkway					
1	Winkler Avenue	2.00	1	50	144.0	1
2	Six Mile Cypress Parkway	0.67	1	50	50.9	2
3	I-75 SB Ramps	0.42	1	50	35.4	3
4	I-75 NB Ramps	0.27	1	50	26.5	4
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	170.0	0.432	1.057	2199		3	1.000	3.0	0	84.6	0.0	F
2	170.0	0.459	1.393	2336		3	0.090	3.0	0	223.0	0.0	F
3	170.0	0.716	0.991	3643		3	0.090	3.0	0	26.4	0.0	C
4	170.0	0.659	0.890	2332		3	0.111	3.0	0	24.5	0.0	C
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	144.0	84.6	0.0	228.6	2.00	31.5	C
2	2	50.9	223.0	0.0	273.9	0.67	8.8	F
3	3	35.4	26.4	0.0	61.9	0.42	24.4	D
4	4	26.5	24.5	0.0	51.0	0.27	19.1	E
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15								

Total travel time (x) = 615.3 sec
Total length (y) = 3.36 miles
Total travel speed, Sa = 3600 x (y)/(x) = 19.7 mph
Total urban street LOS (Exhibit 15-2) = E

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\ColW 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\ColS 3: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\Col7 4: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\Col7
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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PSB&J
Date Performed:	2/20/2004
Analysis Time Period:	PM Peak Hour
Urban Street:	Colonial Boulevard
Direction of Travel:	West-bound
Jurisdiction:	Lee County
Analysis Year:	Existing

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	I-75 NB Ramps					
1	I-75 SB Ramps	0.27	1	50	26.5	1
2	Six Mile Cypress Parkway	0.42	1	50	35.4	2
3	Winkler Avenue	0.67	1	50	50.9	3
4	Metro Parkway	2.00	1	50	144.0	4
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	170.0	0.862	0.591	3050		3	1.000	3.0	0	3.6	0.0	A
2	170.0	0.382	0.928	1944		3	0.778	3.0	0	57.1	0.0	E
3	170.0	0.432	0.849	2199		3	0.255	3.0	0	44.2	0.0	D
4	230.0	0.411	0.750	2089		4	0.413	3.0	0	51.6	0.0	D
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	26.5	3.6	0.0	30.1	0.27	32.3	C
2	2	35.4	57.1	0.0	92.5	0.42	16.3	E
3	3	50.9	44.2	0.0	95.1	0.67	25.4	D
4	4	144.0	51.6	0.0	195.6	2.00	36.8	B
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15								

Total travel time (x) = 413.2 sec
Total length (y) = 3.36 miles
Total travel speed, Sa = 3600 x (y)/(x) = 29.3 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\Col7 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\ColS 3: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\ColW 4: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\ColM
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Existing PM 2/23/04

SimTraffic Simulation Summary

Baseline

Summary of Entire Run	
Start Time	4:57
End Time	6:07
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intvls	1
Vehs Entered	20254
Vehs Exited	19885
Starting Vehs	1466
Ending Vehs	1835
Denied Entry Before	124
Denied Entry After	2100
Travel Distance (mi)	25907
Travel Time (hr)	2790.5
Total Delay (hr)	2131.4
Total Stops	41600
Fuel Used (gal)	2806.1

Interval #0 Information Seeding	
Start Time	4:57
End Time	5:07
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording	
Start Time	5:07
End Time	6:07
Total Time (min)	60
Volumes adjusted by Growth Factors.	
Vehs Entered	20254
Vehs Exited	19885
Starting Vehs	1466
Ending Vehs	1835
Denied Entry Before	124
Denied Entry After	2100
Travel Distance (mi)	25907
Travel Time (hr)	2790.5
Total Delay (hr)	2131.4
Total Stops	41600
Fuel Used (gal)	2806.1

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PBS&J
Agency/Co.: PSB&J
Date Performed: 2/20/2004
Analysis Time Period: PM Peak Hour
Urban Street: Veterans Parkway
Direction of Travel: East-bound
Jurisdiction: Lee County
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Pine Island Road					
1	Chiquita Boulevard	2.00	1	50	144.0	1
2	Skyline Boulevard	1.00	1	50	72.0	2
3	Santa Barbara Boulevard	1.06	1	50	76.3	3
4	Country Club Boulevard	1.12	1	50	80.6	4
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.225	0.517	781		3	1.000	3.0	0	41.4	0.0	D
2	120.0	0.308	0.679	1070		3	0.844	3.0	0	37.8	0.0	D
3	120.0	0.203	0.809	1014		3	0.678	3.0	0	49.0	0.0	D
4	120.0	0.245	0.930	1343		3	0.485	3.0	0	50.7	0.0	D
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	144.0	41.4	0.0	185.4	2.00	38.8	B
2	2	72.0	37.8	0.0	109.8	1.00	32.8	C
3	3	76.3	49.0	0.0	125.3	1.06	30.4	C
4	4	80.6	50.7	0.0	131.3	1.12	30.7	C
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Total travel time (x) = 551.8 sec
Total length (y) = 5.18 miles
Total travel speed, Sa = 3600 x (y)/(x) = 33.8 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\VetC 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\VetS 3: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\VetS 4: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\VetC
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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PBS&J
Agency/Co.: PSB&J
Date Performed: 2/20/2004
Analysis Time Period: PM Peak Hour
Urban Street: Veterans Parkway
Direction of Travel: West-bound
Jurisdiction: Lee County
Analysis Year: Existing
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Country Club Boulevard					
1	Santa Barbara Boulevard	1.12	1	50	80.6	1
2	Skyline Boulevard	1.06	1	50	76.3	2
3	Chiquita Boulevard	1.00	1	50	72.0	3
4	Burnt Store Rd/Veterans Pkwy	2.00	1	50	144.0	4
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.333	0.840	1659		3	1.000	3.0	0	41.1	0.0	D
2	120.0	0.442	0.688	1533		3	0.430	3.0	0	27.4	0.0	C
3	120.0	0.342	0.535	1186		3	0.666	3.0	0	32.1	0.0	C
4	120.0	0.150	0.600	274		3	0.936*	3.0	0	51.4*	0.0	D
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	80.6	41.1	0.0	121.8	1.12	33.1	C
2	2	76.3	27.4	0.0	103.8	1.06	36.8	B
3	3	72.0	32.1	0.0	104.1	1.00	34.6	B
4	4	144.0	51.4*	0.0	195.4	2.00	36.8	B
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Total travel time (x) = 525.1 sec
Total length (y) = 5.18 miles
Total travel speed, Sa = 3600 x (y)/(x) = 35.5 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\VetS 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\VetS 3: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\VetC 4: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2004PM\BSPi
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HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	2/19/2004
Analysis Time Period	PM Peak Hour
Highway	Burnt Store Road
From/To	Pine Island Rd to Lee Co Line
Jurisdiction	Lee County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 1		Peak-hour factor, PHF	0.83	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	9.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 341 veh/h
Opposing direction volume, Vo 459 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.2		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.988		0.988	
Grade adj. factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	416	pc/h	560	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed, (note-3) S FM	-	mi/h
Observed volume, (note-3) Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	5.3	mi/h
Adj. for access points, (note-3) fA	2.0	mi/h
Free-flow speed, FFSd	52.7	mi/h
Adjustment for no-passing zones, fnp	0.9	mi/h
Average travel speed, ATSd	44.3	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	413	pc/h	556	pc/h
Base percent time-spent-following,(note-4) BPTSFd	69.5	%		
Adjustment for no-passing zones, fnp	5.5			
Percent time-spent-following, PTSFd	75.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.24	
Peak 15-min vehicle-miles of travel, VMT15	955	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3171	veh-mi
Peak 15-min total travel time, TT15	21.6	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	9.3	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	44.3	mi/h
Percent time-spent-following, PTSFd (from above)	75.1	
Level of service,(note-1) LOSd (from above)	D	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	7.40	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.10	
Average travel speed including passing lane,(note-2) ATSpl	44.8	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	8.00	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	1.10	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.61	
Percent time-spent-following including passing lane,(note-3) PTSFpl	61.9	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	D	
Peak 15-min total travel time, TT15	21.3	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	2/19/2004
Analysis Time Period	PM Peak Hour
Highway	Burnt Store Road
From/To	Lee Co Line to Pine Island Rd
Jurisdiction	Lee County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 1		Peak-hour factor, PHF	0.85	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	9.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 459 veh/h
Opposing direction volume, Vo 341 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.2		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.988		0.988	
Grade adj. factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	546	pc/h	406	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM	-	mi/h
Observed volume, (note-3) Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	5.3	mi/h
Adj. for access points, (note-3) fA	2.0	mi/h
Free-flow speed, FFSd	52.7	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	44.1	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	543	pc/h	404	pc/h
Base percent time-spent-following,(note-4) BPTSFd	69.0	%		
Adjustment for no-passing zones, fnp	8.0			
Percent time-spent-following, PTSFd	77.1	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.32	
Peak 15-min vehicle-miles of travel, VMT15	1255	veh-mi
Peak-hour vehicle-miles of travel, VMT60	4269	veh-mi
Peak 15-min total travel time, TT15	28.4	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	9.3	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	44.1	mi/h
Percent time-spent-following, PTSFd (from above)	77.1	
Level of service,(note-1) LOSd (from above)	D	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	7.40	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.10	
Average travel speed including passing lane,(note-2) ATSpl	44.6	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	6.96	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	2.14	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.61	
Percent time-spent-following including passing lane,(note-3) PTSFpl	65.2	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	D	
Peak 15-min total travel time, TT15	28.1	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	2/19/2004
Analysis Time Period	PM Peak Hour
Highway	Burnt Store Road
From/To	Charlotte County Line to US 41
Jurisdiction	Charlotte County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 1		Peak-hour factor, PHF	0.85	
Shoulder width	0.0	ft	% Trucks and buses	5	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	7.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	20	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 349 veh/h
Opposing direction volume, Vo 433 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.2		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.990		0.990	
Grade adj. factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	415	pc/h	515	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM	-	mi/h
Observed volume, (note-3) Vf	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	5.3	mi/h
Adj. for access points, (note-3) fA	2.0	mi/h
Free-flow speed, FFSd	52.7	mi/h
Adjustment for no-passing zones, fnp	1.0	mi/h
Average travel speed, ATSd	44.5	mi/h

Percent Time-Spent-Following

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.995		0.995	
Grade adjustment factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	413	pc/h	512	pc/h
Base percent time-spent-following, (note-4) BPTSFd	68.7	%		
Adjustment for no-passing zones, fnp	6.3			
Percent time-spent-following, PTSFd	75.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.24	
Peak 15-min vehicle-miles of travel, VMT15	780	veh-mi
Peak-hour vehicle-miles of travel, VMT60	2652	veh-mi
Peak 15-min total travel time, TT15	17.5	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	7.6	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	44.5	mi/h
Percent time-spent-following, PTSFd (from above)	75.0	
Level of service, (note-1) LOSd (from above)	D	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	5.70	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.10	
Average travel speed including passing lane, (note-2) ATSpl	45.1	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	8.00	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-0.60	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.61	
Percent time-spent-following including passing lane, (note-3) PTSFpl	58.9	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	C	
Peak 15-min total travel time, TT15	17.3	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	2/19/2004
Analysis Time Period	PM Peak Hour
Highway	Burnt Store Road
From/To	US 41 to Charlotte County Line
Jurisdiction	Charlotte County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 1		Peak-hour factor, PHF	0.85	
Shoulder width	0.0	ft	% Trucks and buses	5	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	7.6	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	20	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 433 veh/h
Opposing direction volume, Vo 349 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.2		1.2	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.990		0.990	
Grade adj. factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	515	pc/h	415	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed, (note-3) S FM	-	mi/h
Observed volume, (note-3) Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	5.3	mi/h
Adj. for access points, (note-3) fA	2.0	mi/h
Free-flow speed, FFSd	52.7	mi/h
Adjustment for no-passing zones, fnp	1.2	mi/h
Average travel speed, ATSd	44.3	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.995		0.995	
Grade adjustment factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	512	pc/h	413	pc/h
Base percent time-spent-following,(note-4) BPTSFd	68.5	%		
Adjustment for no-passing zones, fnp	7.9			
Percent time-spent-following, PTSFd	76.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	D	
Volume to capacity ratio, v/c	0.30	
Peak 15-min vehicle-miles of travel, VMT15	968	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3291	veh-mi
Peak 15-min total travel time, TT15	21.8	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	7.6	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	44.3	mi/h
Percent time-spent-following, PTSFd (from above)	76.4	
Level of service,(note-1) LOSd (from above)	D	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	5.70	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.10	
Average travel speed including passing lane,(note-2) ATSpl	44.9	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	7.20	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	0.20	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.61	
Percent time-spent-following including passing lane,(note-3) PTSFpl	61.5	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	D	
Peak 15-min total travel time, TT15	21.6	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PBS&J
Date Performed:	2/19/2004
Analysis Time Period:	PM Peak Hour
Urban Street:	Burnt Store Rd/Jones Loop Rd
Direction of Travel:	East-bound
Jurisdiction:	Charlotte County
Analysis Year:	Existing
Project ID:	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Acline Road					
1	US 41	0.41	2	40	39.2	1
2	Taylor Road	0.82	2	45	68.0*	2
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	110.0	0.395	0.223	737		3	1.000	3.0	0	22.2	0.0	C
2	90.0	0.267	0.354	883		3	0.984	3.0	0	27.0	0.0	C
3												
4												
5												
6												
7												
8												

9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	39.2	22.2	0.0	61.4	0.41	24.0	C
2	2	68.0*	27.0	0.0	95.0	0.82	31.1	B
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 156.4 sec
Total length (y) = 1.23 miles
Total travel speed, Sa = 3600 x (y)/(x) = 28.3 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2003PM\BSUS 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2003PM\JLTa 3:
4:
5:
6:
7:
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9:
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13:
14:
15:

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PBS&J
Date Performed:	2/19/2004
Analysis Time Period:	PM Peak Hour
Urban Street:	Jones Loop Road
Direction of Travel:	West-bound
Jurisdiction:	Charlotte County
Analysis Year:	Existing

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	I-75 SB Ramps					
1	Taylor Road	0.38	2	45	36.1	1
2	US 41	0.82	2	45	68.0*	1
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	90.0	0.267	0.359	881		3	1.000	3.0	0	27.0	0.0	C
2	110.0	0.300	0.960	398		3	0.942	3.0	0	71.3	0.0	E
3												
4												
5												
6												
7												
8												

9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	36.1	27.0	0.0				
2	1	68.0*	71.3	0.0	202.4	1.20	21.3	D
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 202.4 sec
Total length (y) = 1.20 miles
Total travel speed, Sa = 3600 x (y)/(x) = 21.3 mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

1: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2003PM\JLTa 2: F:\COMMON\PDE\PROJECTS\Burnt Store Road\Traffic\Capacity Analyses\2003PM\BSUS 3:
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HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co:	PBS&J
Date:	4/7/2004
Analysis Period:	PM Peak Hour
Highway:	Jones Loop Road
From/To:	Taylor Road to Piper Road
Jurisdiction:	Charlotte County
Analysis Year:	Existing
Project ID:	Burnt Store Road-Veterans Parkway-Colonial Boulevard

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	8		8	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.0	mph	2.0	mph
Free-flow speed	48.0	mph	48.0	mph

VOLUME

Direction	1		2	
Volume, V	679	vph	617	vph
Peak-hour factor, PHF	0.90		0.89	
Peak 15-minute volume, v15	189		173	
Trucks and buses	9	%	9	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.95		0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.957		0.957	
Flow rate, vp	414	pcphpl	381	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	414	pcphpl	381	pcphpl
Free-flow speed, FFS	48.0	mph	48.0	mph
Avg. passenger-car travel speed, S	48.0	mph	48.0	mph
Level of service, LOS	A		A	
Density, D	8.6	pc/mi/ln	7.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co:	PBS&J
Date:	4/7/2004
Analysis Period:	PM Peak Hour
Highway:	Tuckers Grade
From/To:	US 41 to I-75
Jurisdiction:	Charlotte County
Analysis Year:	Existing
Project ID:	Burnt Store Road-Veterans Parkway-Colonial Boulevard

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph

VOLUME

Direction	1		2	
Volume, V	278	vph	290	vph
Peak-hour factor, PHF	0.89		0.85	
Peak 15-minute volume, v15	78		85	
Trucks and buses	6	%	6	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.95		0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	169	pcphpl	184	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	169	pcphpl	184	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	54.0	mph	54.0	mph
Level of service, LOS	A		A	
Density, D	3.1	pc/mi/ln	3.4	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	4/7/2004
Analysis Time Period	PM Peak Hour
Highway	Notre Dame Boulevard
From/To	Burnt Store Road to US 41
Jurisdiction	Charlotte County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 2		Peak-hour factor, PHF	0.67	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	16	/mi

Analysis direction volume, Vd 40 veh/h
Opposing direction volume, Vo 43 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.7		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.960		0.960	
Grade adj. factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	62	pc/h	67	pc/h

Free-Flow Speed from Field Measurement:		
Field measured speed, (note-3) S FM	-	mi/h
Observed volume, (note-3) Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, (note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	5.3	mi/h
Adj. for access points, (note-3) fA	4.0	mi/h
Free-flow speed, FFSd	35.7	mi/h
Adjustment for no-passing zones, fnp	0.1	mi/h
Average travel speed, ATSd	34.6	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	60	pc/h	65	pc/h
Base percent time-spent-following,(note-4) BPTSFd	18.2	%		
Adjustment for no-passing zones, fnp	3.7			
Percent time-spent-following, PTSFd	21.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	30	veh-mi
Peak-hour vehicle-miles of travel, VMT60	80	veh-mi
Peak 15-min total travel time, TT15	0.9	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	34.6	mi/h
Percent time-spent-following, PTSFd (from above)	21.9	
Level of service,(note-1) LOSd (from above)	A	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	0.10	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.08	
Average travel speed including passing lane,(note-2) ATSpl	36.0	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	13.00	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-11.20	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.58	
Percent time-spent-following including passing lane,(note-3) PTSFpl	13.2	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	0.8	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis

Analyst	PBS&J
Agency/Co.	PBS&J
Date Performed	4/7/2004
Analysis Time Period	PM Peak Hour
Highway	Notre Dame Boulevard
From/To	US 41 to Burnt Store Road
Jurisdiction	Charlotte County
Analysis Year	Existing
Description	Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input Data

Highway class	Class 2		Peak-hour factor, PHF	0.67	
Shoulder width	0.0	ft	% Trucks and buses	6	%
Lane width	10.0	ft	% Trucks crawling	0.0	%
Segment length	2.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	16	/mi

Analysis direction volume, Vd 43 veh/h
Opposing direction volume, Vo 40 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.7		1.7	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.960		0.960	
Grade adj. factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi	67	pc/h	62	pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM	-	mi/h
Observed volume, (note-3) Vf	-	veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS	45.0	mi/h
Adj. for lane and shoulder width, (note-3) fLS	5.3	mi/h
Adj. for access points, (note-3) fA	4.0	mi/h
Free-flow speed, FFSd	35.7	mi/h
Adjustment for no-passing zones, fnp	0.1	mi/h
Average travel speed, ATSd	34.6	mi/h

Percent Time-Spent-Following

Direction	Analysis(d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	
Grade adjustment factor,(note-1) fG	1.00		1.00	
Directional flow rate,(note-2) vi	65	pc/h	60	pc/h
Base percent time-spent-following,(note-4) BPTSFd	19.0	%		
Adjustment for no-passing zones, fnp	3.7			
Percent time-spent-following, PTSFd	22.7	%		

Level of Service and Other Performance Measures

Level of service, LOS	A	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	32	veh-mi
Peak-hour vehicle-miles of travel, VMT60	86	veh-mi
Peak 15-min total travel time, TT15	0.9	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	2.0	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	34.6	mi/h
Percent time-spent-following, PTSFd (from above)	22.7	
Level of service,(note-1) LOSd (from above)	A	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	0.10	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.08	
Average travel speed including passing lane,(note-2) ATSpl	36.0	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	13.00	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-11.20	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.58	
Percent time-spent-following including passing lane,(note-3) PTSFpl	13.8	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	A	
Peak 15-min total travel time, TT15	0.9	veh-h

Notes:
1. If LOSd = F, passing lane analysis cannot be performed.
2. If Ld < 0, use alternative Equation 20-22.
3. If Ld < 0, use alternative Equation 20-20.
4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.