District One
Priority Project Information Packet

Please fill out this application completely. Please ensure all attachments are LEGIBLE Applications containing insufficient information will not be reviewed by the FDOT.

Name of Applying Agency: Charlotte County

Project Name: SR 776 AT CHARLOTTE SPORTS PARK

Project Category:

Congestion Management ☒ TRIP ☐ CIGP ☐

Transportation Alternative ☐ Transit/Modal ☐

For more information on State Grant Programs (CIGP, SCOP, SCRAP, TRIP) please click here.

Is applicant LAP certified? Yes ☒ No ☐

Is project on State Highway System? Yes ☒ No ☐
If the project is off the state system and the applicant is LAP certified the project will be programmed as a LAP project.

Is the roadway on the Federal Aid Eligible System? Yes ☒ No ☐
If yes, provide Federal Aid roadway number: 01050000
If no, give local jurisdiction: Click here to enter text.
http://www.fdot.gov/statistics/fedaid/

Detailed Project Limits/Location:
Describe begin and end points of project, EX., from ABC Rd. to XYZ Ave. Limits **run south to north or west to east.** Include jurisdiction (city/county), project length, attach a labeled project, map.
Project is located in Charlotte County at the intersection of SR776 and the Charlotte County Sports Park Entrance and SR776 and the Charlotte County Fairgrounds Entrance. Proposed limits east and westbound turn lanes that will be less than .25 miles long.

Discuss how this project is consistent with the MPO/TPO Long Range Transportation Plan? Page Number (attach page from LRTP): Charlotte County Punta Gorda 2045 Long Range Transportation Plan: The Route to 2045. Chapter 6:Congestion Management; Has identified the intersection at SR776 and the Charlotte County Sports Park as a priority intersection & corridor, and prioritized improvements at this intersection as a key corridor consistent with crash & congestion analysis on Page 6-7 through 6-18; Section 6.5.2 Priority Intersections and corridors

Figure 6-13. This project is also included in Table 6-2 as a cost feasible congestion management project. Project consistent with MPO's goal to improve how traffic operates, to improve safety of those using transportations systems, reduce congestion & crashes, and identified the SR776 as a critical transportation corridor priority. The proposed intersection improvements which include turn lanes will improve traffic flow, increase traffic safety, and reduce traffic related crashes during events at the Charlotte County Sports Park.

Discuss the project in the local jurisdiction's Capital Improvement Plan?
(Attach page from CIP):

Project Description

Phase(s) requested:

Planning Study ☐ PD&E ☐ PE ☐ ROW ☐ **CST ☒** **CEI X**

Project cost estimates by phase (Please include detailed cost estimate and documentation in back-up information):

Phase (PD&E, ROW, PE, CST)	Estimated Total Cost	Funds Requested	Matching Local Funds	Local Fund Source	Type of Match (Cash, in-kind)
PE FY2025	**$150,680.97**	$100,000.00	**$50,680.97**	**0**	**Cash**
Construction	**$767,294.31**	**$767,294.31**	**0.00**	**N/A**	**N/A**
CEI	**150,000.00**	**150,000.00**	**0.00**	**N/A**	**N/A**
[Phase]	**[Number]**	**[Number]**	**[Number]**	**[Fund Source]**	**[Match Type]**

Total Project Cost: $ 1,067,975.28

Project Details: Clearly describe the existing conditions and the proposed project and desired improvements in detail. Please provide studies, documentation, etc., completed to-date to support or justify the proposed improvements. Include labeled photos and maps. (Add additional pages if needed):

At present there are no right-turn lanes on State Road 776 at the intersection of the Charlotte County Sports Park of the Charlotte County Fair Grounds. The addition of turn lanes to this intersection will improve the traffic flow on State Road 776 (in both directions) as well as eliminate some sideswipe and rear-end crashes at these intersections. This project will alleviate congestion and the need for the Charlotte County Sherriff's office to be onsite directing traffic during events at the Charlotte County Sports Park & Charlotte County Fair Grounds. Please see the attached map and pictures. This area was included in the State Road 776 Corridor Study and recommended for improvements. The improvements include to provide eastbound and westbound right turn lanes, and an additional westbound left turn lane.

Constructability Review

For items 2-9 provide labeled and dated photos (add additional pages if needed)

1. Discuss other projects (ex. drainage, utility, etc.) programmed (local, state or federal) within the limits of this project? There are no other projects proposed within the limits of this project.

2. Does the applicant have an adopted ADA transition plan? Yes **X** No ☐

   Identify areas within the project limits that will require ADA retrofit. (Include GIS coordinates for stops and labeled photos and/or map.

   Not applicable.

3. Is there a rail crossing along the project?
   Yes ☐ No X
   What is the Rail MP?
   Not Applicable

4. Are there any transit stops/shelters/amenities within the project limits?
   Yes ☐ No X

   How many? N/A

   Stop ID number: N/A
5. Is the project within 10-miles of an airport? Yes ☐ No X

6. Coordinate with local transit and discuss improvements needed or requested for bus stops?
   (add additional pages if needed):
   N/A

7. Are turn lanes being added? Yes X No ☐

   If yes, provide traffic counts, length, and location of involved turn lanes.

   The improvements include eastbound and westbound right turn lanes, and an additional westbound left turn lane. Length is less than 0.25 miles. See included map & traffic counts.

8. Drainage structures:
   - Number of culverts or pipes currently in place: Request is for design, CEI, and construction. There is infrastructure in place currently, and more specific information will be determined in the design phase programmed to begin 07.01.2024.

   - Discuss lengths and locations of each culvert along the roadway: There is infrastructure in place, however, more specific information will be determined in the design phase programmed to begin 07.01.2024.

   - Discuss the disposition of each culvert and inlet. Which culverts are “to remain” and which are to be replaced, upgraded, or extended? Will be determined in the design phase of the project.

   - Discuss drainage ditches to be filled in?
     (Discuss limits and quantify fill in cubic yards) Will be determined in the design phase of the project.

   - Describe the proposed conveyances system (add additional pages if needed.) Will be determined in the design phase of the project.

- Are there any existing permitted stormwater management facilities/ponds within the project limits? Yes ☐ No X

- If yes, provide the location and permit number (add additional pages if needed) Not Applicable.

- Discuss proposed stormwater management permits needed for the improvements. None. Exemption per 40D-4.051 section 13 F.S.S.

- List specific utilities within project limits and describe any potential conflicts (add additional pages if needed): Florida Power and Light (FPL) provides electricity, Charlotte County Utilities (CCU) provides water service (wastewater & potable). Other utilities include CenturyLink, Charlotte County Lighting District, Comcast, Crown Castle, MCI, Hotwire Communications and TECO. Conflicts will be determined in the design.

- Discuss Bridges within project limits? There are no bridges W/I the project limits.

- Can bridges accommodate proposed improvements? Yes ☐ No ☐
  If no, what bridge improvements are proposed? (Offset and dimensions of the improvements, add additional pages if needed):Not Applicable

9. Has Right-of-way (ROW), easements, or ROW activity already been performed/acquired for the proposed improvements? If yes, please provide documentation.

   Yes ☐ No X

   If ROW or Easements are needed detail expected area of need (acreage needed, ownership status): FDOT maintained roadway, ROW &/or easements needed will be determined in the design phase per FDOT requirements but is not anticipated.

10. Discuss required permits (ERP, Drainage, Driveway, Right of Way, etc.): Click here to enter text.

    If none are needed, state the qualified exemption: One Exemption per 40D-4.051 section 13.

11. Are there any wetlands within the project limits? Yes ☐ **No X**

    If yes, list the type of wetlands, estimated acreage and if mitigation will be required. Please note whether the project is within the geographic service area of any approved mitigation banks. Provide any additional information:
    Not applicable.

12. Are there any federal or state listed/protected species within the project limits?
    Yes ☐ **No X**

    If yes, list the species and what, if any mitigation or coordination will be necessary: N/A

If yes, discuss critical habitat within the project limits: Not Applicable

13. Discuss whether any prior reviews or surveys have been completed for historical and archaeological resources (include year, project, results).Not as of yet.

Are any Recreational, historical properties or resources covered under section 4(f) property within the project limits? Yes ☐ No X

(Provide details) Click here to enter text.

14. Discuss whether any prior reviews or surveys have been completed for sites/facilities which may have potential contamination involvement with the proposed improvements. This should include a discussion of locations which may directly impact the project location or be which may be exacerbated by the construction of the proposed improvements. None

15. Are lighting improvements requested as part of this project? Yes ☐ No X
    Please provide a lighting justification report for the proposed lighting.
    Click here to enter text.

16. Is a mid-block crossing proposed as part of the project? Yes ☐ No X
    If yes, please provide the justification for mid-block crossing.
    Click here to enter text.

Required Attachments

A. Detailed Project Scope with Project Location Map with sufficient level of detail (Please include typical section of proposed improvements)
B. Project Photos – dated and labeled (this is important!)
C. Detailed Cost Estimates including Pay Items
D. LRTP and Local CIP page
E. Survey/As-builts/ROW documentation/Utility/Drainage information
F. Detailed breakdown of ROW costs included in estimate (if ROW is needed/included in request or estimate)

Applicant Contact Information

Agency Name: Charlotte County Board of County Commissioners
Mailing Address: 7000 Florida Street Punta Gorda, FL 33951
Contact Name and Title: John Elias, Director of Public Works
Email: John.Elias@Charlottecountyfl.gov **Phone: 941-575-3600**

Signature: John Elias **Date:** 3-26-2024
Your signature indicates that the information included with this application is accurate.

Maintaining Agency: Charlotte County Public Works
Contact Name and Title: John Elias, Director of Public Works
Email: John.Elias@Charlottecountyfl.gov **Phone: 941-575-3600**

Signature: John Elias **Date:** 3-26-2024
Your signature serves as a commitment from your agency to maintain the facility requested.

MPO/TPO: Charlotte County Punta Gorda Metropolitan Planning and Organization
Contact Name and Title: D'Juan Harris, Charlotte County Punta Gorda MPO Director
Email: harris@ccpgmpo.gov **Phone: 941-626-7463**

Signature: D'Juan Harris **Date:** 03/26/2024
Your signature confirms the request project is consistent with all MPO/TPO plans and documents, is eligible, and indicates MPO/TPO support for the project.

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAULT, P.E.
SECRETARY

August 17, 2021

Charlotte County
April Santos
7000 Florida Street
Punta Gorda, FL 33950

Subject: Local Agency Program Recertification

Dear Ms. Santos:

Congratulations on Charlotte County's Local Agency Program (LAP) recertification! This letter confirms that on August 17, 2021, the Department of Transportation staff has reviewed and approved all the required LAP documents and assessments. Based on the staff required assessments conducted by the Federal Highway Administration Civil Rights Coordinator and State LAP Administrator, and past performance on State and Federal funded projects, Charlotte County is LAP certified in the following functional areas and processes:

- Planning
- Design
- Construction
- Construction Administration

In order to maintain this certification, satisfactory performance and participation in the required training courses are necessary. Once again, congratulations, we look forward to your continuing partnership!

Sincerely,

DocuSigned by:
Lisa Brinson
56AF18EC4493422...

Lisa R. Brinson
District LAP Administrator

cc: Lorraine Moyle, State Local Program Administrator
District LAP Certification Team

Turn Lanes Construction and CEI Cost Estimate - Sports Park Intersection

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	PAY ITEM TOTAL
	ROADWAY				
101 1	MOBILIZATION (10%)	LS	1	$ 55,601.04	$ 55,601.04
102 1	MAINTENANCE OF TRAFFIC (10%)	LS	1	$ 55,601.04	$ 55,601.04
110 1 1	CLEARING & GRUBBING	LS	1	$ 30,000.00	$ 30,000.00
0120 6	EMBANKMENT	CY	2167	$ 26.00	$ 56,342.00
160 4 12	STABILIZED SUB-BASE (12") LBR 70	SY	2,210	$ 10.40	$ 22,984.00
285 710	OPTIONAL BASE GROUP 10	SY	2,210	$ 31.80	$ 70,278.00
327 70 12	MILLING EXIST ASPH PAVT, 1.25" DEPTH	SY	0	$ 5.00	$ -
334 1	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22	TN	365	$ 206.00	$ 75,190.00
337 2 B	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-12.5, PG 76-22	TN	182	$ 250.00	$ 45,500.00
400 0 11	CONCRETE CLASS NS, GRAVITY WALL	CY	0	$ 1,250.00	$ -
400 1 2	CONCRETE CLASS I, ENDWALLS	CY	0	$ 1,306.82	$ -
410 70 B	SINGLE BARREL 5' X 10' BOX CULVERT WITH HEADWALLS (BC-2)	LS	0	$ 55,000.00	$ -
425 1 521	INLETS, DT BOT, TYPE C, < 10'	EA	2	$ 10,000.00	$ 20,000.00
425 2 91	MANHOLES, J-8, <10'	EA	1	$ 12,000.00	$ 12,000.00
430 175 118	CONCRETE PIPE CULVERT CLASS III, 18" CD	LF	25	$ 260.00	$ 6,500.00
430 174 124	CONCRETE PIPE CULVERT CLASS III, 24" SD	LF	600	$ 275.00	$ 165,000.00
430 982 125	MITERED END SECTION, OPTIONAL ROUND 18" CD	EA	1	$ 5,200.00	$ 5,200.00
430 984 129	MITERED END SECTION, OPTIONAL ROUND 24" SD	EA	2	$ 6,800.00	$ 13,600.00
436 1 1	TRENCH DRAIN, TYPE 1	LF	0	$ 242.00	$ -
440 1 60	SIDEDRAIN	LF	0	$ 150.00	$ -
520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	800	$ 25.00	$ 20,000.00
522 1	SIDEWALK CONCRETE, 4" THICK	SY	0	$ 40.46	$ -
530 3 3	RIP RAP (BANK & SHORE)	SY	0	$ 105.09	$ -
570 1 2	PERFORMANCE TURF, SOD	SY	1,667	$ 4.00	$ 6,666.67
536-73	Guradrail removal	LF	0	$ 2.00	$ -
536-85	Guardrail End Treatment	EA	0	$ 1,800.00	$ -
536-1-1	Guardrail Roadway	LF	0	$ 27.00	$ -
TS-32	AS-BUILT DRAWINGS	LS	0	$ 15,000.00	$ -
TS-33	SET MONUMENTATION OF THE ROADWAY	LS	0	$ 15,000.00	$ -
				ROADWAY SUBTOTAL	**$ 660,462.74**
	SIGNING AND PAVEMENT MARKING				
700 1 11	SINGLE POST SIGN, F&I, GROUND MOUNT, UP TO 12 SF	AS	3	$ 470.52	$ 1,411.57
700 1 60	SINGLE POST SIGN, REMOVE	AS	0	$ 71.07	$ -
700 2 50	MULTI-POST SIGN, RELOCATE	AS	0	$ 3,989.94	$ -
705 10 1	OBJECT MARKER, TYPE 1	EA	1	$ 262.29	$ 262.29
0711 16202	THERMOPLASTIC, STANDARD - OTHER SURFACES, YELLOW, SOLID, 8"	GM	0.57	$ 8,905.00	$ 5,075.85
0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	12	$ 98.80	$ 1,185.60
				SIGNING AND MARKING SUBTOTAL	**$ 6,749.70**
LIGHTING					
630 2 11L	CONDUIT, FURNISH & INSTALL, OPEN TRENCH (LIGHTING)	LF	0	$ 10.00	$ -
630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	0	$ 20.00	$ -
635 2 11	PULL & SPLICE BOX, F&I, COVER SIZE 13" X 24" & 17" X 30"	EA	0	$ 625.00	$ -
639 1 112	ELECTRICAL POWER SERVICE, F&I, OVERHEAD, METER PURCHASED BY CONTRACTOR FROM POWER COMPANY	AS	0	$ 2,600.00	$ -
641 2 12	PRESTRESSED CONCRETE POLE, F&I, TYPE P-II SERVICE POLE (26' HEIGHT)	EA	0	$ 1,525.00	$ -
715 1 11	LIGHTING CONDUCTORS, F&I, INSULATED, NO. 10 OR <	LF	0	$ 1.50	$ -
715 4 22	LIGHT POLE COMPLETE, F&I, WIND SPEED 160, 45', SPECIAL FOUNDATION	EA	0	$ 9,200.00	$ -
0715 4 60	LIGHT POLE COMPLETE, RELOCATE	EA	0	$ 5,276.00	$ -
0715 4 70	LIGHT POLE COMPLETE, REMOVE POLE AND FOUNDATION	EA	0	$ 932.78	$ -
715 7 11	LOAD CENTER, F&I, SECONDARY VOLTAGE	EA	0	$ 14,400.00	$ -
				LIGHTING SUBTOTAL	**$ -**
ROADWAY SUBTOTAL					$ 660,462.74
SIGNING AND MARKING SUBTOTAL					$ 6,749.70
LIGHTING SUBTOTAL					$ -
				SUBTOTAL	**$ 667,212.44**
PROJECT CONTINGENCY 15%					$ 100,081.87
				CONSTRUCTION COST TOTAL	**$ 767,294.31**
				CEI FEE	**$ 150,000.00**
				GRAND TOTAL	**$ 867,376.18**

FY2024 Capital Improvements Budget / FY 2024 - FY 2029 Project Detail — **Project No.**

GENERAL PROJECT DATA:		Status	New
Project Title:	SR776 at Charlotte Sports Park		
Functional Area:	Traffic Circulation		
Department:	Public Works - Engineering		
Location:	West County - 776		

CONCURRENCY REQUIREMENTS	(Y/N)
Does project add new capacity?	Yes
Is project required to maintain level of service:	
- Within 5 years? List project in CIE	Y/N
- From 6 to 10 years? Monitor Annually	Y/N

PROJECT NEED CRITERIA		PROJECT SCHEDULE	FY24	FY25	FY26	FY27	FY28	FY29
			1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
Safety	x	Desgn/Arch						
Mandate		Land/ROW						
Replace		Construct						
Growth		Equipment						

PROJECT DESCRIPTION:
This project will add eastbound and westbound right turn lanes, and an addiitonal westbound turn lane on 776 into the Charlotte Sports Park.

PROJECT RATIONALE (Include Additional LOS Detail, if necessary):
The additon of turn lanes to this intersection will improve traffic flow on SR776 in both directions. It will alleviate congestion and provide much needed safety improvements.

OPERATING BUDGET IMPACT:
Since specialty mowing is already occuring along the roadway, no addiotional funds would be needed for annual maintenance.

	Prior Actual	Est FY23	Calc. for FY24 Orig. FY24	Est c/o to FY24	New $ FY24	FY24	FY25	FY26	FY27	FY28	FY29	FUTURE	Total
EXPENDITURE PLAN (000'S)													
Design/Arch/Eng					151	151	150						301
Land (or ROW)													
Construction							767						767
Internal Costs					5	5	9						14
Equipment and Furnishings													
Interest													
Other Fees & Costs													
Total Project Cost					156	156	926						1,082
FUNDING PLAN (000'S)													
LAP					100	100	917						1,017
					56	56	9						65
Total Funding					156	156	926						1,082
LOAN REPAYMENT SCHEDULE (000'S)													
Total Loan Repayment													
ANNUAL OPERATING BUDGET IMPACT (000'S)													
Personal Svc.													
Non-personal													
Capital													
Total Operating													

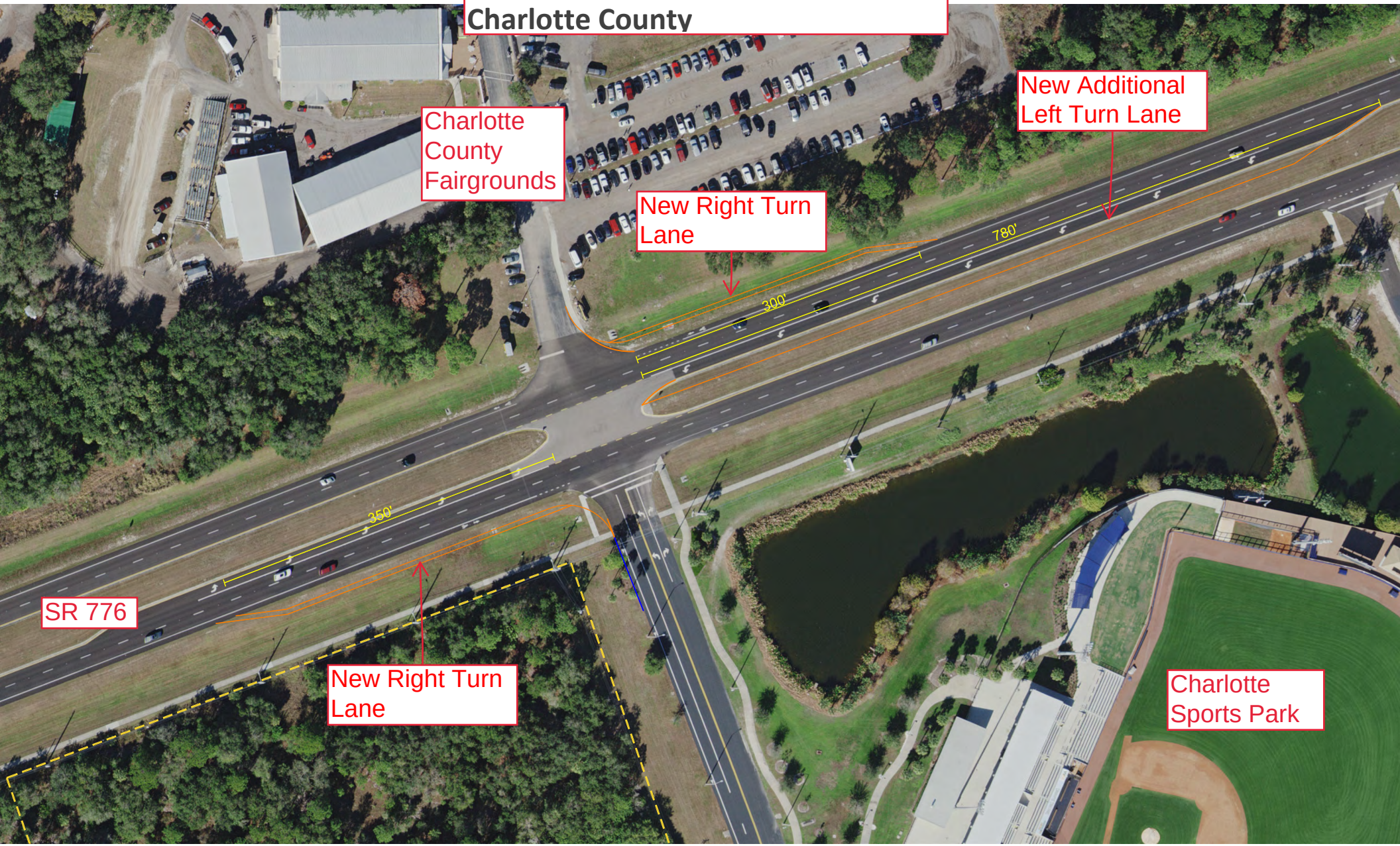
Project Location Photos

Intersection of State Road 776 and Charlotte Sports Park – Eastbound Direction of Travel

Intersection of State Road 776 and County Fair Grounds – Westbound Direction of Travel

446393-1
SR 776 at Charlotte Sports Park

Charlotte County



Location Map


El Jobean Rd
El Jobean Rd
1058
1874.1
165
204.4
876.7
600
370
370
600


2022-03-19 2:58:22 PM

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	ON_STREET_ROAD_HIGHWAY	STREET_ADDRESS_NUMBER	ROAD_SYSTEM_IDENTIFER	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	TYPE_OF_IMPACT	S4_CRASH_TYPE
25451303	2023	3/31/2023 17:57	2	2	EL JOBEAN RD	2300	County	Daylight	Clear	Dry	Front to Rear	Rear End

6.3 Analysis of Crashes

Providing and improving safety of the transportation system is crucial to the health and well-being of residents, visitors and business travelers in Charlotte County. As a federally required component of the metropolitan transportation planning process, safety is analyzed within this section through the combination of GIS and the FDOT's Crash Analysis Reporting System (CARS).

Under the Federal Highway Safety Improvement Program (HSIP), five performance measures have been established for evaluating safe traveling conditions on the highway system. These measures became effective on April 14, 2016 and were developed to consider the safety of motorists, bicyclists, and pedestrians. The goal of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, supported by the following five performance measures established under MAP-21 and reinforced through the FAST Act.

- PM 1 — Number of fatalities
- PM 2 — Rate of fatalities (measured against roadway traffic volumes)
- PM 3 — Number of serious injuries
- PM 4 — Rate of serious injuries (measured against roadway traffic volumes)
- PM 5 — Number of non-motorized (bicycle and pedestrian) fatalities and serious injuries

In addition to reporting on the established performance measures, the Florida Department of Transportation (FDOT) and the MPO are now responsible for establishing annually reported targets for each of these five measures. The State of Florida and the MPO have adopted a Vision Zero approach for establishing safety targets. **Appendix B** includes a discussion of the Vision Zero targets.

Since crash data from any given year may have extreme peaks or valleys, a rolling five-year average of the data is used as the basis for evaluating crash patterns and trends. The visualizations and data analysis for 2045 LRTP utilized crash data from 2014 to 2018. **Table 6-1** provides a complete summary of the crashes and analysis of the roadway conditions, causal factors, and severity of the resulting injuries. Figure 6-6 illustrates how the five-year averages of crashes have trended recently. A similar comparison of the fatalities and serious injury crashes in shown in **Figure 6-7.**

Maps illustrating the locations of fatalities (**Figure 6-8**), serious injuries (**Figure 6-9**), and non-motorized fatalities and serious injuries (**Figure 6-10**)are also included consistent with the federally required performance measures.

Table 6-1: Summary of Traffic Crashes from 2014-2018

	Charlotte County	2014	2015	2016	2017	2018	5-Year Total Crashes
Crash Type	Animal	20	15	13	20	39	107
	Angle	354	411	434	415	436	2,050
	Bike	20	25	23	25	37	130
	Head-On	84	62	69	65	27	307
	Left-turn	242	274	290	309	325	1,440
	Other	1,604	2,056	2,071	1,992	1,464	9,187
	Overturn	31	56	42	57	88	274
	Pedestrian	37	22	27	30	70	186
	Rear-end	1,247	1,447	1,528	1,505	1,140	6,867
	Right-turn	43	38	41	41	54	217
	Run Off-road	266	226	229	240	536	1,497
	Sideswipe	346	429	531	529	257	2,092
	Unknown	189	109	117	114	809	1,338
	Total	*4,483*	*5,170*	*5,415*	*5,342*	*5,282*	*25,692*
Injury Severity	Fatal	19	22	29	24	25	119
	Incapacitating	84	103	98	74	93	452
	Non-Incapacitating	285	384	310	360	331	1,670
	Possible	531	622	689	621	635	3,098
	None	3,564	4,039	4,289	4,263	4,198	20,353
	Total	*4,483*	*5,170*	*5,415*	*5,342*	*5,282*	*25,692*
Lighting Condition	Daylight	3,537	4,031	4,301	4,272	4,242	20,383
	Dawn	56	51	56	60	66	289
	Dusk	128	146	132	108	111	625
	Dark-Lighted	451	575	586	578	544	2,734
	Dark-Not Lighted	265	337	314	301	288	1,505
	Dark-Unknown Lighting	46	30	26	23	31	156
	Total	*4,483*	*5,170*	*5,415*	*5,342*	*5,282*	*25,692*
Surface Conditions	Dry	3,712	4,464	4,771	4,769	4,697	22,413
	Wet	509	654	592	528	555	2,838
	Mud, Dirt, Gravel	11	15	10	6	12	54
	Oil	0	0	1	1	0	2
	Water (Standing, Moving)	9	5	8	12	2	36
	Other, Explain in Narrative	5	0	7	8	4	24
	Unknown	237	32	26	18	12	325
	Total	*4,483*	*5,170*	*5,415*	*5,342*	*5,282*	*25,692*

Figure 6-6: Trend of Crashes in Charlotte County

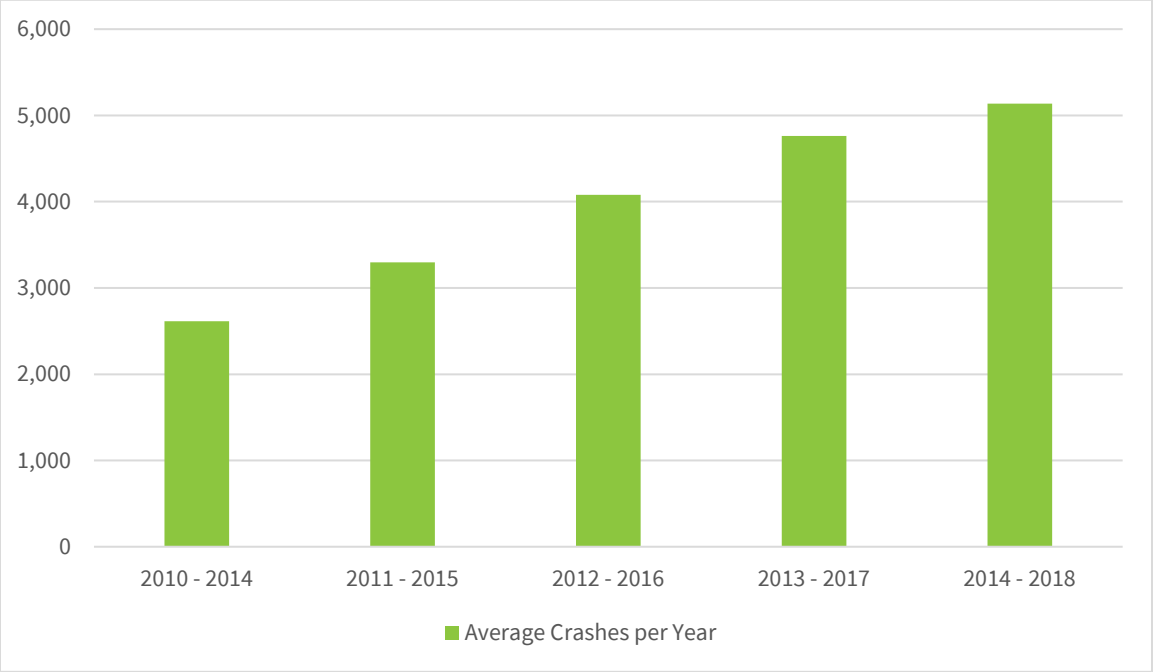


Figure 6-7: Trend of Fatal and Serious Injury Crashes in Charlotte County

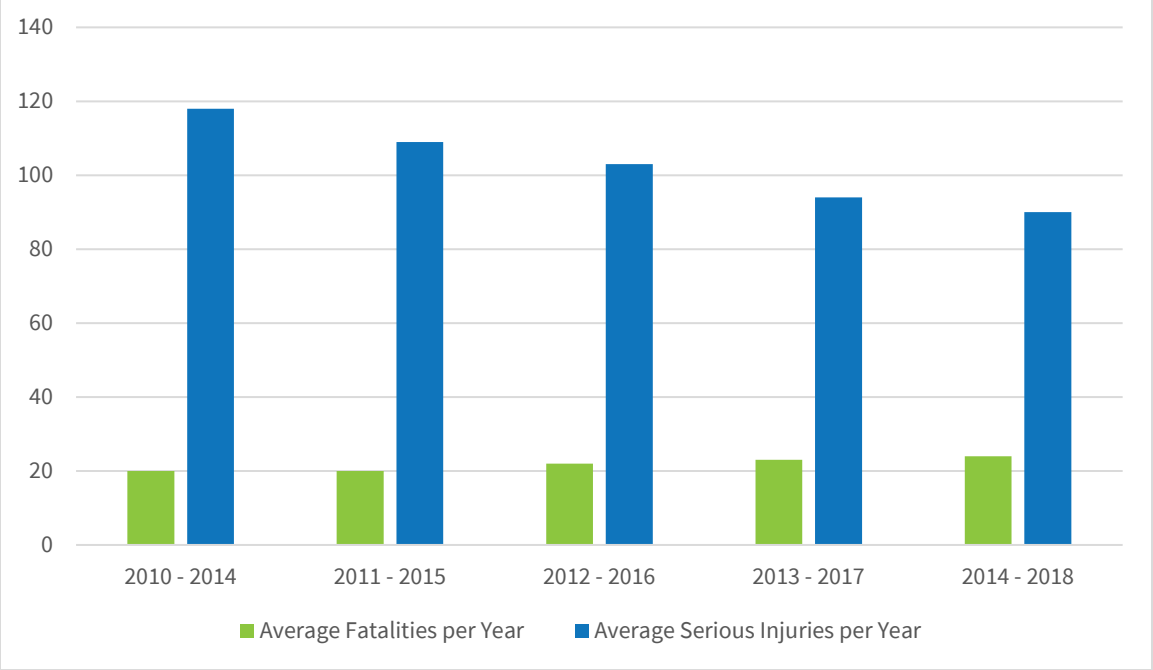


Figure 6-8: Fatal Crash Locations in Charlotte County (2014-2018)

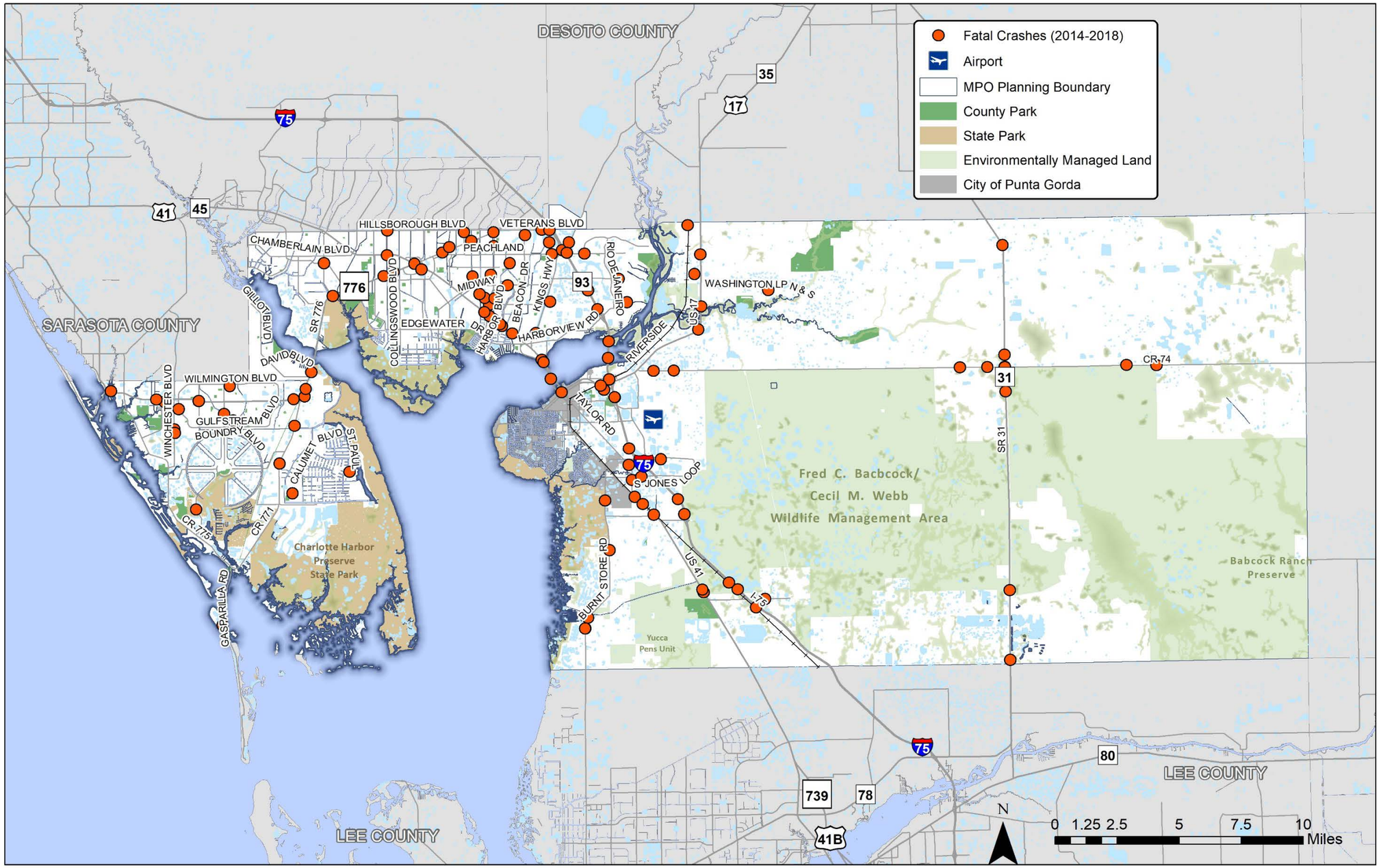


Figure 6-9: Serious Injury Crash Locations in Charlotte County (2014-2018)

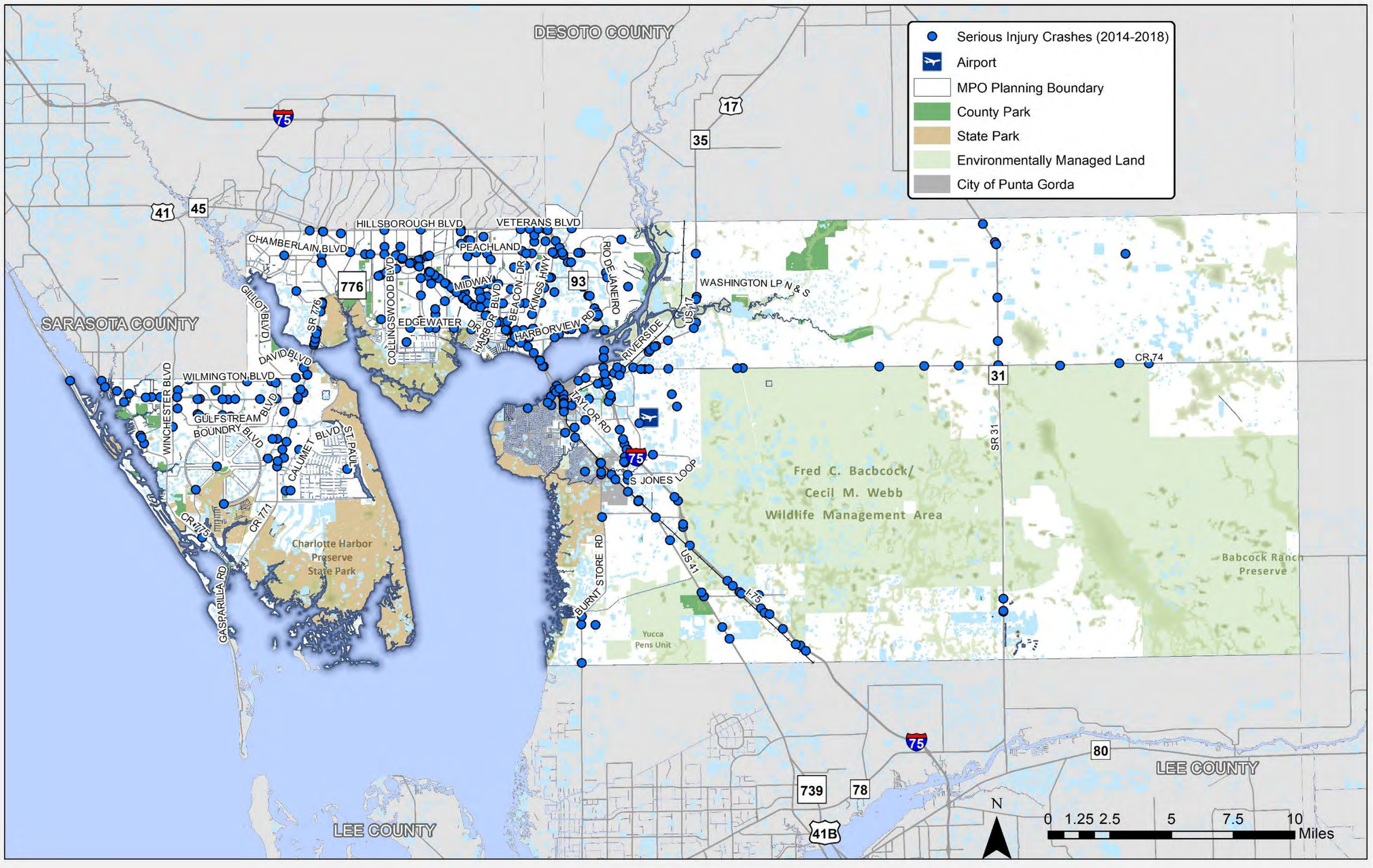
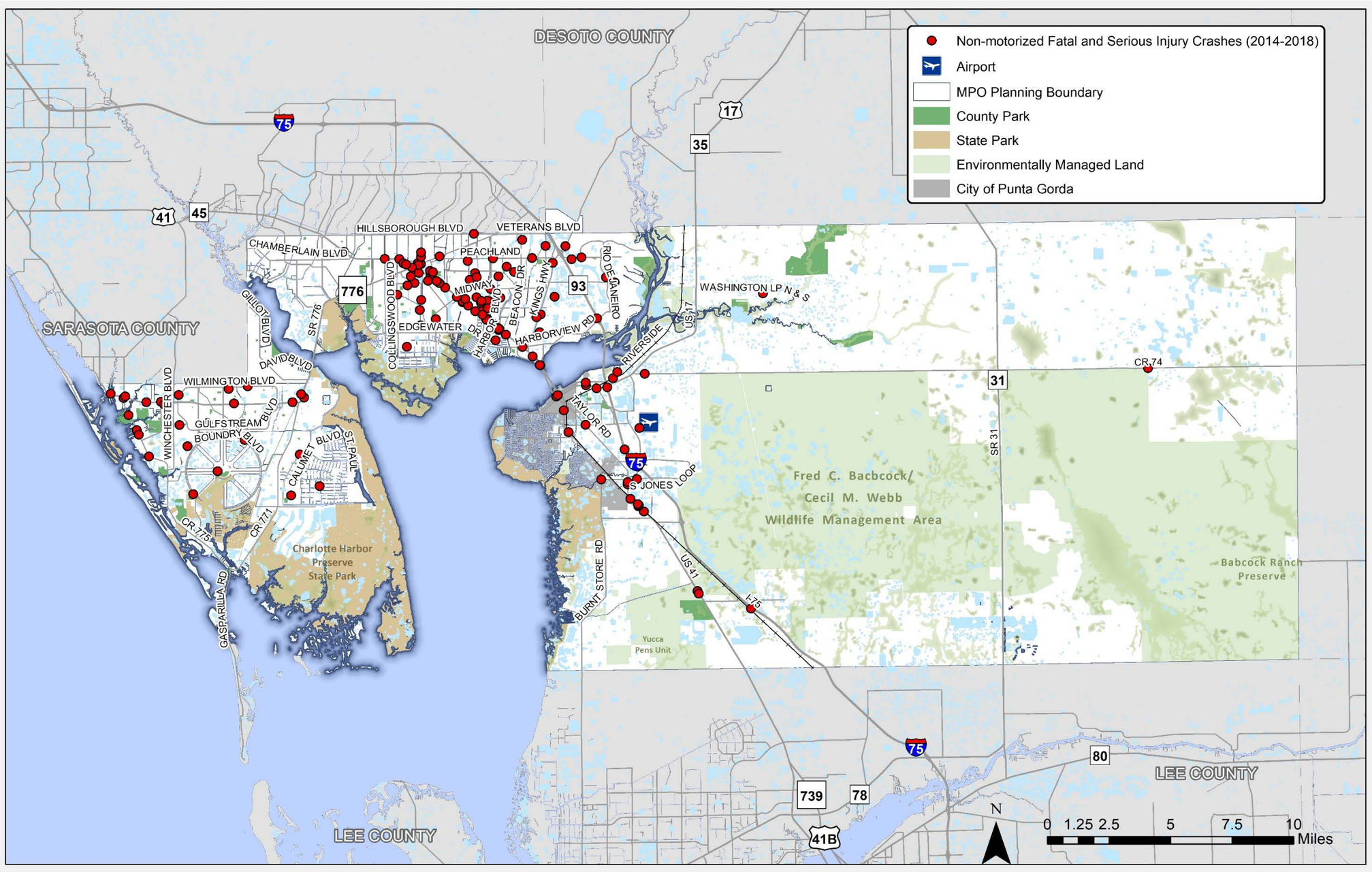


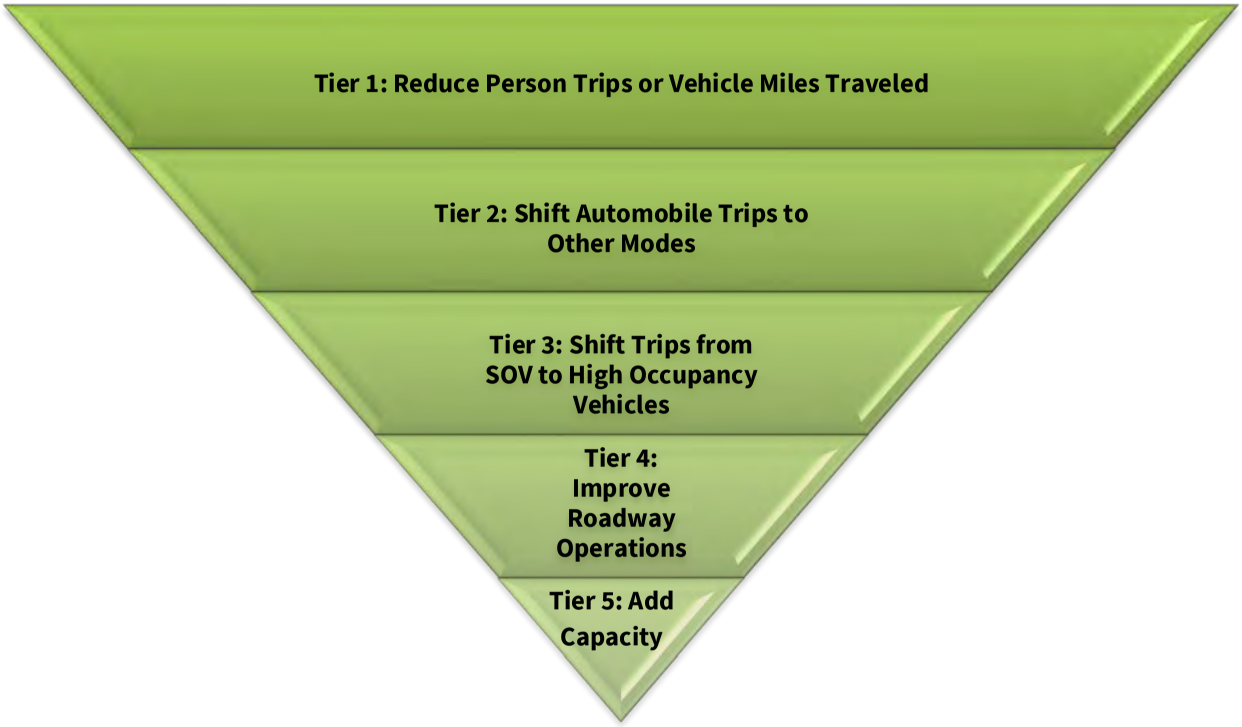
Figure 6-10: Non-Motorized Fatal and Serious Injury Crash Locations in Charlotte County (2014-2018)



6.4 Congestion Reduction Strategies

The CMP uses a toolbox of strategies with multiple tiers to identify the most appropriate and effective projects for addressing congestion. The following approach used by other MPOs and promoted by FHWA is arranged so that the measures at the top take precedence over those at the bottom. The CMP Toolbox of Strategies is presented in **Figure 6-11**.

Figure 6-11: CMP Toolbox of Strategies



The top-down approach promotes the growing sentiment in today's transportation planning arena and follows FHWA's clear direction to consider all available solutions before recommending additional roadway capacity. The CMP Toolbox of Strategies is divided into tiers, strategies, and specific examples.

Tier 1: Strategies to Reduce Person Trips or Vehicle Miles Traveled

- Transportation Demand Management (TDM) Strategies – These strategies are used to reduce the use of SOVs, as the overall objective of TDM is to reduce the miles traveled by automobile or to shift automobile travel outside the peak travel hours.
- Land Use/Growth Management Strategies – These strategies include policies and regulations that would decrease the total number of auto trips and trip lengths while promoting transit and non-motorized transportation options.

Tier 2: Strategies to Shift Automobile Trips to Other Modes

- Public Transit Strategies – Two types of strategies, capital improvements and operating improvements, are used to enhance the attractiveness of public transit services to shift auto trips to transit. Transit capital improvements generally modernize the transit systems and improve their efficiency; operating improvements make transit more accessible and attractive.
- Non-Motorized Transportation Strategies – Non-motorized strategies include bicycle, pedestrian, and multiuse path facility improvements that encourage non-motorized modes of transportation instead of Single-Occupant Vehicles (SOVs) trips.

Tier 3: Strategies to Shift Trips from Single-Occupant Vehicles (SOVs) to High-Occupancy Vehicles (HOVs)

- Transportation Demand Management Strategies – In addition to the TDM Strategies included in Tier 1, additional strategies are available in Tier 3 that encourage the use of ride-sharing and other forms of HOV implementation.

Tier 4: Strategies to Improve Roadway Operations

- Autonomous, Connected, Electric, and Shared-Use(ACES) – The strategies in ACES use new and emerging technologies to mitigate congestion while improving safety and environmental impacts. Typically, these systems are made up of many components, including sensors, electronic signs, cameras, controls, and communication technologies. ACES strategies are sets of components working together to provide information and allow greater control of the operation of the transportation system.
- Transportation Systems Management (TSM) strategies identify operational improvements to enhance the capacity of the existing system. These strategies typically are used together with ACES technologies to better manage and operate existing transportation facilities.
- Freeway Incident Detection and Management – This strategy addresses primarily non-recurring congestion, which typically includes video monitoring and dispatch systems and may also include roving service patrol vehicles.
- Access Management – This strategy includes adoption of policies to regulate driveways and limit curb cuts and/or policies that require continuity of sidewalk, bicycle, and multiuse path networks.
- Corridor Preservation – This strategy includes implementing, where applicable, land acquisition techniques such as full title purchases of future rights-of-way and purchase of easements to plan proactively in anticipation of future roadway capacity demands.
- Corridor Management – This strategy is applicable primarily in moderate- to high-density areas and includes strategies to manage corridor rights-of-way. The strategies range from land-use regulations to landowner agreements such as subdivision reservations, which are mandatory dedications of portions of subdivided lots that lie in the future right-of-way.

Tier 5: Strategies to Add Capacity

Strategies to add capacity are the costliest and least desirable strategies and should be considered as last-resort methods for reducing and managing congestion. As the strategy of cities trying to “build”

themselves out of congestion has not provided the intended results, capacity-adding strategies should be applied after determining the demand and operational management strategies identified earlier are not feasible or are insufficient in their mitigative impact. The key strategy in Tier 5 is to increase the capacity of congested roadways through additional general-purpose travel lanes.

6.5 Selected Strategies for the LRTP

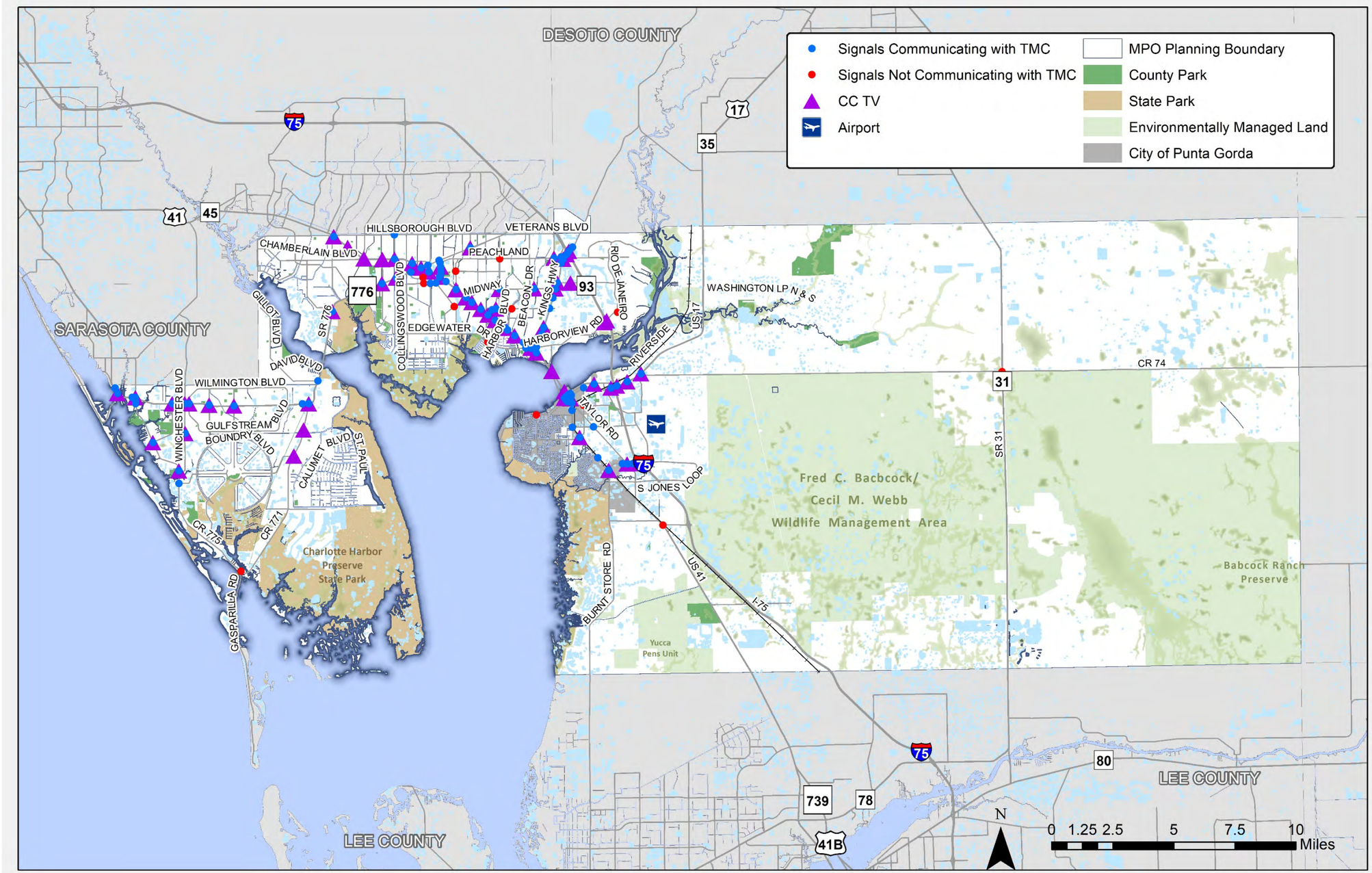
This step involves implementing and managing the defined strategies. The congested corridors can be screened for application of the strategies above. However, New strategies may be added and/or removed based on the prevailing conditions and local decisions.

Managers of the CMP should work closely with the operating agencies that have participated in the CMP. Information developed throughout the process should be applied to establish priorities in the TIP, thereby facilitating the implementation of the CMP. This ensures a linkage between the CMP and funding decisions either through a formal ranking and weighting of strategies and projects, or through other formal or informal approaches.

6.5.1 Traffic Signals and Intelligent Transportation Systems

An essential component to provide for safe and effective operation of a transportation system includes the traffic control devices that impact capacity of the roadway network but can improve safety and efficiency through traffic signal timing and incident management via adjustments made by the Charlotte County Traffic Management Center (TMC) staff. As a study prioritized by the MPO and funded for completion next year, the ITS Master Plan will provide guidance for relevant ITS technologies and discuss project implementation priorities throughout the County. ITS technology projects that should be considered within the ITS Master Plan should provide congestion mitigation and safety improvements. These types of projects include but are not limited to dynamic messaging, advanced traveler information systems, integrated corridor management, transit signal priority, and support for operational strategies and improvements. **Figure 6-12** provides an overview of the 100 traffic signals currently communicating with the TMC, 13 isolated signals that are not connected and the location of 65 Closed Circuit Television (CCTV) cameras used for traffic monitoring.

Figure 6-12: Traffic Signals and ITS



6.5.2 Priority Intersections and Corridors

To improve how traffic operates and the safety of those using the transportation system, strategies for improving the function of roads or reducing travel demand were identified. The MPO has prioritized improvements at intersections and along key corridors consistent with the crash and congestion analysis. **Figure 6-13** shows the specific intersection along SR 776, US 41 and US 17 at SR 31 where the MPO has prioritized funding for intersection improvements.

FDOT has conducted the US 41 Corridor Vision Plan which includes a series of mobility and safety related strategies for the corridor that align with the community's vision. Strategies identified in the study were grouped into categories of Design, Traffic/Speed/Safety, Planning and Project Development, Aesthetics and Landscaping, Transit and Bicycle/Pedestrian Improvements, and Freight. Additional information on the study recommendations is available at the project website (http://www.swflroads.com/us41charlottevision/).

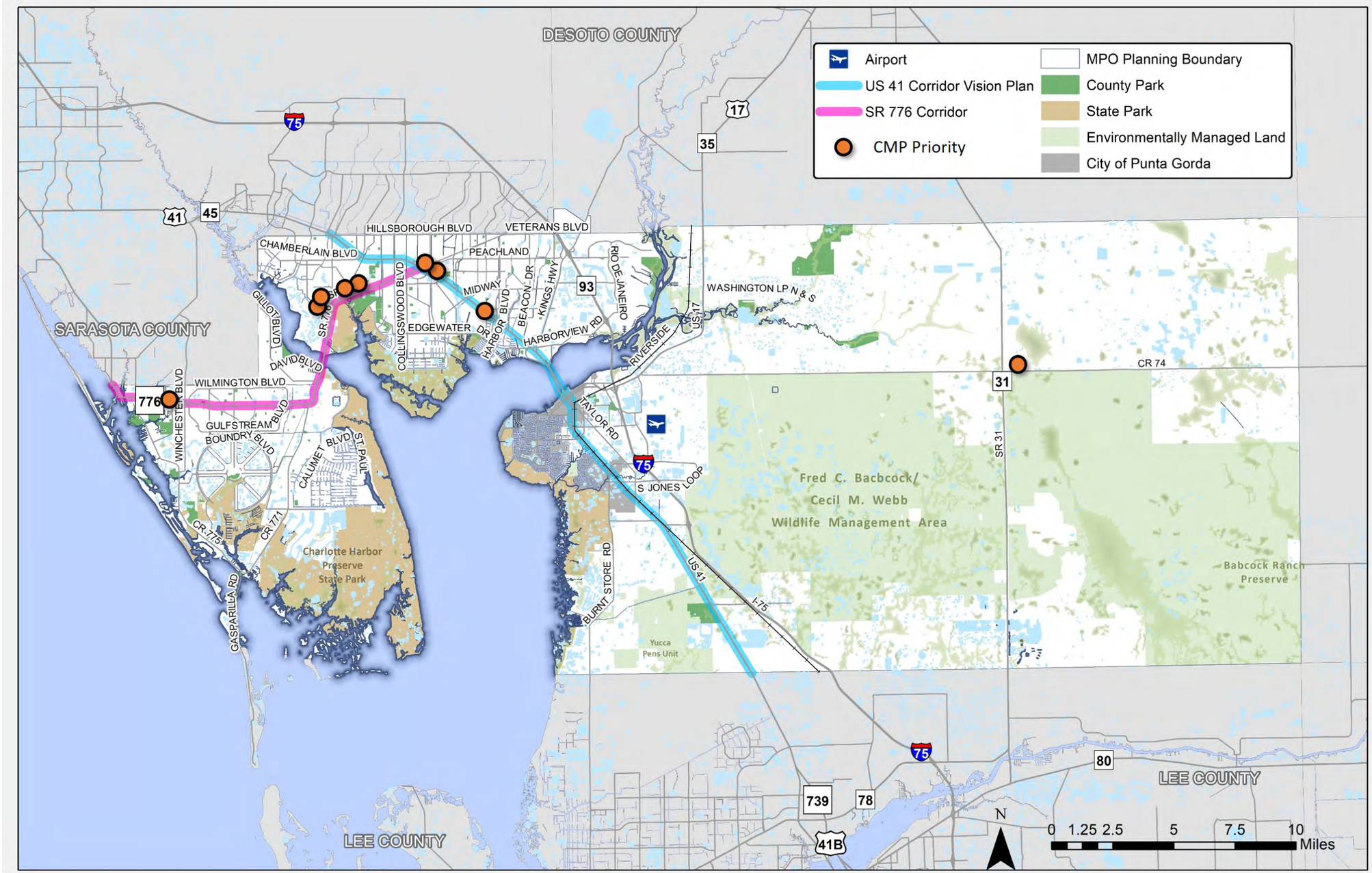
SR 776 serves as the only connection in Charlotte County across the Myakka River. The MPO has identified this critical transportation corridor as a priority. Future study and evaluation of this corridor will provide the MPO and FDOT with the specific strategies and locations for future transportation investments.

A list of the CMP Projects included in the Cost Feasible Plan are listed below in **Table 6-2.** Additional information on project costs and timing are included in **Chapter 8**.

Table 6-2: Cost Feasible Congestion Management Projects

Facility	From	Project Description
SR 776 Future Corridor Study	From Pine Street/Placida Rd to US 41	Future Corridor Study
Taylor Rd	From Airport Rd to US 41	Complete Streets
Marion Avenue / Olympia Avenue	From US 41 to Marlympia Way	Lane Repurposing - resurface and striping
US 41 Corridor Vision Plan		Corridor & Safety Improvements
SR 31	@ CR 74	Roundabout
SR 776	@ Flamingo Blvd	Intersection - turn lanes
US 41	@ Easy Street	Intersection - turn lanes
US 41	@ Forrest Nelson	Intersection - turn lanes
SR 776	@ Jacobs St	Intersection - turn lanes
US 41	@ Carousel Plaza	Intersection - turn lanes
SR 776	@ Charlotte Sports Park	Intersection - turn lanes
ITS Master Plan Implementation		
SR 776	@ Gulfstream Blvd / Wilmington Blvd	Intersection - turn lanes
SR 776	@ Biscayne Blvd	Intersection - turn lanes
SR 776	@ Cornelius	Intersection - turn lanes
Kings Hwy / Peachland / Veterans		Intersection Modification

Figure 6-13:MPO Prioritized Traffic Signals and ITS Projects



4.3 Access Management

The access management classification of the project corridor, obtained from FDOT RCI data (provided in **Appendix H**), is summarized in **Table 4-3**. The required minimum distances (based on access management standards) between median openings as required by Florida Administrative Code Rule 14-97 for the access management classes on the project corridor are summarized in **Table 4-4**.

TABLE 4-3: ACCESS MANAGEMENT CLASSIFICATION

Roadway Segment	From		To		Access Class
	Cross Street	M.P.	Cross Street	M.P.	
01060000	Sarasota County Line	10.385	Placida Road/Pine Street	9.23	7
01050000	Placida Road/Pine Street	2.237	Oyster Creek	4.447	5
01050000	Oyster Creek	4.447	Gasparilla Road/Sailors Way	9.405	2
01050000	Gasparilla Road/Sailors Way	9.405	River Beach Drive	11.641	3
01050000	River Beach Drive	11.641	Hollis Avenue	12.347	5
01050000	Hollis Avenue	12.347	Charlotte Sports Park Entrance	15.036	2
01050000	Charlotte Sports Park Entrance	15.036	US 41	17.549	5

Source: FDOT RCI Data

TABLE 4-4: ACCESS MANAGEMENT STANDARDS

Access Class	Speed (mph)	Minimum Spacing (ft)			
		Signal	Full	Directional	Connection
2	n/a	2,640	2,640	1,320	1,320
3	n/a	2,640	2,640	1,320	660
5	>45	2,640	2,640	660	440
7	n/a	1,320	660	330	125

Source: Access Management Guidebook (November 2019)

Based on the information for the programmed and recently completed resurfacing projects, the following modifications will be completed on SR 776:

- Modify the median openings at Sturkie Avenue to a dual-directional median opening. This will prevent the left-out movements from Sturkie Avenue and Pambar Avenue.
- Close the median opening just to the north of Pambar Ave.
- Add a northbound directional median opening and a left turn lane to accommodate U-turns at Woodstock Road.

4.3.1 Existing Access Classification Review

A review of the existing spacings for the SR 776 study corridor (the access class check summary table provided in **Appendix H**) was conducted as described below:

- SR 776 from Bay Heights Road to Pine Street under Access Class 7 has seven full median openings and four signals. Only one full median opening and one signal satisfy the Access Class 7 spacing standards.
- SR 776 from east of Pine Street to Gulfstream Boulevard/Willmington Boulevard W under Access Class 5 has eight full median openings, one dual-directional median opening, one-directional median opening, and four signals. One full median opening and one dual-directional median opening satisfy the Access Class 5 spacing standards.
- SR 776 from east of Gulfstream Boulevard/Willmington Boulevard W to Gasparilla Road/Sailors Way under Access Class 2 has seven full median openings, four dual directional median openings, one-directional median opening, and four signals. Two full median openings, two dual directional median openings, and two signals satisfy the Access Class 2 spacing standards.
- SR 776 from east of Gasparilla Road/Sailors Way to River Beach Drive under Access Class 3 has three full median openings, one-directional median opening, and one signal. One full median opening and one signal satisfy the Access Class 3 spacing standards.
- SR 776 from east of River Beach Drive to Hollis Avenue under Access Class 5 has four full median openings and two-directional median openings. None of the median openings satisfy the Access Class 5 spacing standards.
- SR 776 from east of Hollis Avenue to Charlotte Sports Park entrance under Access Class 2 has five full median openings and four directional median openings. Three full median openings satisfy the Access Class 2 spacing standards.
- SR 776 from east of Charlotte Sports Park entrance to US 41 under Access Class 5 has two full median openings, three dual-directional median openings, two directional median openings, and four signals. One full median opening and two signals satisfy the Access Class 5 spacing standards.

4.4 Right-of-Way (ROW) Information

ROW information was provided by FDOT. The ROW data for the study corridor was taken from the following projects:

- Project No. 01060-2511 – Bay Heights Road to Placida Road/Pine Street
- Project No. 01050-2522 – Placida Road/Pine Street to Oriole Boulevard
- Project No. 01050-2523 – Oriole Boulevard to Sunnybrook Boulevard
- Project No. 01050-2525 – Sunnybrook Boulevard to Coliseum Boulevard/Pinedale Street
- Project No. 01050-2521 – Coliseum Boulevard/Pinedale Street to Riverwood Drive
- Project No. 01050-2508 – Riverwood Drive to Collingswood Boulevard
- Project No. 01050-2150 – Collingswood Boulevard to US 41

This data provides information on the available existing ROW along the SR 776 corridor. Due to the length of the corridor, the project is separated into 20 segments, as shown in **Table 4-5**.

It should be noted that while most of the ROW data for the study corridor is from the 1990s, the only data available in the ROW maps for the segment from Collingswood Boulevard to US 41 is from 1958 and is therefore unlikely to still be accurate. Based on the Charlotte County Property Appraisers GIS map, the ROW width in this segment varies between 200 feet and 230 feet.

TABLE 6-1: CRASH TYPE SUMMARY BY INTERSECTION (2014-2018)

Intersections along SR 776	Crash Type								
	Rear End	Head On	Sideswipe	Roll Over	Angle	Hit Traffic Barrier	Off Road	Pedestrian & Bicycle	Other
Bay Heights Road	10	1	0	0	0	0	2	0	1
Beach Road	27	4	8	0	9	0	6	3	5
Point of Pines Road	3	0	0	0	1	0	0	1	2
Merchants Ent	0	0	0	0	1	0	0	0	0
Pine Street/Placida Road	14	1	5	0	4	0	1	0	4
San Casa Drive	47	0	2	0	6	0	0	1	1
Oriole Boulevard	19	1	2	0	5	0	0	1	3
Winchester Boulevard	56	6	10	1	11	0	2	0	7
Willmington Boulevard/Gulfstream Boulevard (West)	28	1	2	0	18	2	2	0	2
Spinnaker Boulevard	26	0	2	0	3	0	0	0	4
Sunnybrook Boulevard	22	1	1	1	3	1	0	0	5
Willmington Boulevard/Gulfstream Boulevard (East)	6	2	1	1	10	0	0	0	7
Coliseum Boulevard/Pinedale Drive	5	6	5	1	9	0	1	2	5
CR 771/Gasparilla Road/Sailors Way	32	2	11	7	11	0	14	0	2
Gillot Boulevard	15	1	9	0	10	1	2	0	8
Riverwood Drive	5	0	2	0	7	0	0	1	3
Jacobs Street	7	0	1	0	1	0	0	0	4
Cornelius Boulevard	2	0	5	1	1	1	0	0	4
Biscayne Drive	10	2	5	3	13	0	0	1	5
Charlotte Sports Park Ent	0	0	0	0	0	0	0	0	0
Flamingo Boulevard	16	0	6	0	2	1	0	0	7
Toledo Blade Boulevard	26	3	3	1	18	1	3	3	8
Murdock Circle/Enterprise Drive	14	2	4	0	14	0	0	3	6
US 41	42	3	6	0	14	0	2	0	8
TOTALS	**432**	**36**	**90**	**16**	**171**	**7**	**35**	**16**	**101**
Percentages	**47.8%**	**4.0%**	**10.0%**	**1.8%**	**18.9%**	**0.8%**	**3.9%**	**1.8%**	**11.2%**

TABLE 6-2: CRASH SEVERITY SUMMARY BY INTERSECTION (2014-2018)

Intersections along SR 776	5 Year Crash Type Summary									
	Total Crashes	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Daylight Condition Crashes	Dark without Lighted Condition Crashes	Dusk Condition Crashes	Dawn Condition Crashes	Dry Condition Crashes	Wet Condition Crashes
Bay Heights Road	14	0	7	7	13	1	0	0	11	3
Beach Road	62	0	26	36	49	11	2	0	55	7
Point of Pines Road	7	0	7	0	6	1	0	0	7	0
Merchants Entrance	1	0	1	0	1	0	0	0	1	0
Pine Street/Placida Road	29	0	12	17	23	5	1	0	28	1
San Casa Drive	57	0	18	39	52	4	1	0	51	6
Oriole Boulevard	31	0	11	20	26	2	1	2	27	4
Winchester Boulevard	93	0	34	59	65	19	3	5	75	16
Willmington Boulevard/Gulfstream Boulevard (West)	55	0	18	37	48	5	0	1	47	8
Spinnaker Boulevard	35	1	11	23	27	6	2	0	20	15
Sunnybrook Boulevard	34	0	11	23	30	3	1	0	25	9
Willmington Boulevard/Gulfstream Boulevard (East)	27	0	16	11	22	3	1	0	23	4
Coliseum Boulevard/Pinedale Drive	34	1	17	16	21	12	1	0	29	5
CR 771/Gasparilla Rd/Sailors Way	79	2	28	49	54	20	4	1	66	13
Gillot Boulevard	46	1	14	31	35	9	1	1	42	4
Riverwood Drive	18	0	12	6	13	5	0	0	16	2
Jacobs Street	13	0	7	6	11	0	1	0	11	2
Cornelius Boulevard	14	1	5	8	7	7	0	0	13	1
Biscayne Drive	39	0	16	23	29	9	1	0	31	8
Charlotte Sports Park Ent	0	0	0	0	0	0	0	0	0	0
Flamingo Boulevard	32	0	13	19	25	5	1	1	27	5
Toledo Blade Boulevard	66	1	40	25	44	15	5	2	56	10
Murdock Circle/Enterprise Drive	43	0	20	23	30	12	0	1	34	9
US 41	75	1	35	39	53	19	2	1	58	17
TOTALS	**904**	**8**	**379**	**517**	**684**	**173**	**28**	**15**	**753**	**149**
PERCENT CRASHES		**0.90%**	**41.90%**	**57.20%**	**75.70%**	**19.10%**	**3.10%**	**1.70%**	**83.30%**	**16.50%**

TABLE 6-3: INTERSECTION CRASH RATES (2014-2018)

Intersecting Road	Intersection Type	Statewide Average Crash Rate	Crash Frequency and Rate				
			Severity	No. of Crashes	Daily Entering Volume	Total Crash Frequency	Total Crash Rate
Bay Heights Road	4-leg	0.587	**Total**	**14**	28,600	2.8	0.27
			FI	7			
			PDO	7			
Beach Road	3-leg	0.394	**Total**	**62**	35,750	12.4	0.95
			FI	26			
			PDO	36			
Point of Pines Road	4-leg	0.587	**Total**	**7**	32,050	1.4	0.12
			FI	7			
			PDO	0			
Merchants Ent	4-leg	0.587	**Total**	**1**	35,250	0.2	0.02
			FI	1			
			PDO	0			
Pine Street/Placida Road	4-leg	0.587	**Total**	**29**	49,250	5.8	0.32
			FI	12			
			PDO	17			
San Casa Drive	4-leg	0.587	**Total**	**57**	37,900	11.4	0.82
			FI	18			
			PDO	39			
Oriole Boulevard	4-leg	0.587	**Total**	**31**	39,150	6.2	0.43
			FI	11			
			PDO	20			
Winchester Boulevard	4-leg	0.587	**Total**	**93**	45,150	18.6	1.13
			FI	34			
			PDO	59			
Willmington Boulevard/Gulfstream Boulevard (West)	4-leg	0.587	**Total**	**55**	37,700	11.0	0.80
			FI	18			
			PDO	37			
Spinnaker Boulevard	4-leg	0.587	**Total**	**35**	30,100	7.0	0.64
			FI	12			
			PDO	23			
Sunnybrook Boulevard	4-leg	0.587	**Total**	**34**	32,950	6.8	0.57
			FI	11			
			PDO	23			
Willmington Boulevard/Gulfstream Boulevard (East)	4-leg	0.587	**Total**	**27**	31,400	5.4	0.47
			FI	16			
			PDO	11			
Coliseum Boulevard/Pinedale Drive	4-leg	0.587	**Total**	**34**	30,050	6.8	0.62
			FI	18			
			PDO	16			
CR 771/Gasparilla Rd/Sailors Way	4-leg	0.587	**Total**	**79**	39,950	15.8	1.08
			FI	30			
			PDO	49			
Gillot Boulevard	3-leg	0.394	**Total**	**46**	36,250	9.2	0.70
			FI	15			
			PDO	31			
Riverwood Drive	3-leg	0.394	**Total**	**18**	39,400	3.6	0.25
			FI	12			
			PDO	6			
Jacobs Street	3-leg	0.394	**Total**	**13**	38,900	2.6	0.18
			FI	7			
			PDO	6			
Cornelius Boulevard	3-leg	0.394	**Total**	**14**	37,150	2.8	0.21
			FI	6			
			PDO	8			
Biscayne Drive	3-leg	0.394	**Total**	**39**	35,250	7.8	0.61
			FI	16			
			PDO	23			
Charlotte Sports Park Ent	4-leg	0.587	**Total**	**0**	34,850	0.0	0.00
			FI	0			
			PDO	0			
Flamingo Boulevard	3-leg	0.394	**Total**	**32**	35,500	6.4	0.49
			FI	13			
			PDO	19			
Toledo Blade Boulevard	4-leg	0.587	**Total**	**66**	37,850	13.2	0.96
			FI	41			
			PDO	25			
Murdock Circle/Enterprise Drive	4-leg	0.587	**Total**	**43**	34,900	8.6	0.68
			FI	20			
			PDO	23			
US 41	4-leg	0.587	**Total**	**75**	59,250	15.0	0.69
			FI	36			
			PDO	39			

FI – Fatalities and Injuries; PDO – Property Damage Only
**Highlighted rows represent the top ten "crash hotspot" intersections*

6.3 Crash Summary – Study segments

A detailed review of crashes was performed for study segments. Out of the 1,337 crashes in the study area, 433 were found to have occurred within the segments excluding the influence areas of the 24 study intersections. **Table 6-4** below summarizes the crash types and **Table 6-5** summarizes the crash severities for each segment. The crash summary and pie diagrams for all the segments are included in **Appendix O**.

Out of 433 crashes, rear-end (33.5%), angle (29.8%) and sideswipe (12.0%) crashes represent the greatest majority. Out of the 433 crashes, there was a total of two fatal crashes, 206 injury crashes, and 225 property damage only crashes. A total of 334 crashes occurred during the daylight hours and a total of 378 crashes occurred during dry roadway conditions.

As shown in **Table 6-6**, the crash rates of each segment were compared to the latest available statewide average crash rates: 3.41 for urban, 4-5 lane, two-way, divided, raised median segments. Crash rates were computed per the following equation:

$$Segment\ Crash\ Rate = \frac{Number\ of\ Crashes * 1{,}000{,}000}{Daily\ Entering\ Volume * 365\ days * 5\ years * Segment\ Length\ (miles)}$$

As demonstrated in the following table, none of the 24 segments in the study area show crash rates exceeding the statewide average of 3.41. In comparison, the crash rates are substantially lower than typical segment crash rates.

TABLE 6-4: CRASH TYPE SUMMARY BY SEGMENTS (2014-2018)

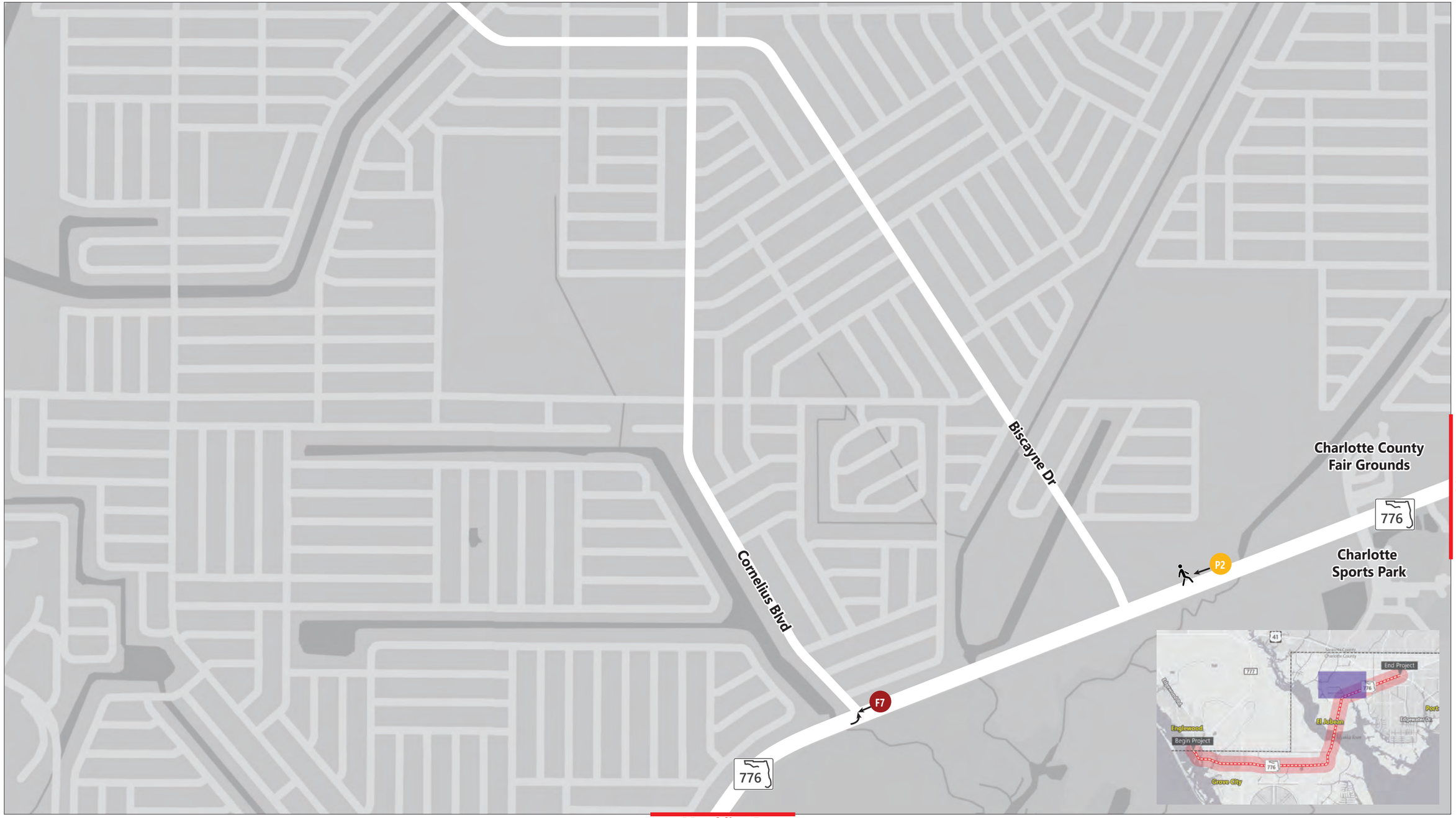
Segments along SR 776	Crash Type								
	Rear End	Head On	Sideswipe	Roll Over	Angle	Hit Traffic Barrier	Off Road	Pedestrian & Bicycle	Other
b/w Sarasota County Line & Bay Heights Road	2	1	3	0	7	0	1	0	1
b/w Bay Heights Road & Beach Road	2	0	1	0	2	0	0	0	0
b/w Beach Road & Point of Pines Road	0	0	0	0	0	0	0	0	0
b/w Point of Pines Road & Merchants Ent	8	0	2	0	8	0	0	1	3
b/w Merchants Ent & Pine Street	6	0	0	0	4	0	0	0	1
b/w Pine Street & San Casa Drive	36	3	13	0	30	0	2	2	24
b/w San Casa Drive & Oriole Boulevard	0	0	0	0	0	0	0	0	0
b/w Oriole Boulevard & Winchester Boulevard	0	0	0	0	0	0	0	0	0
b/w Winchester Boulevard & Willmington Boulevard/Gulfstream Boulevard (West)	0	0	0	0	0	0	0	0	0
b/w Willmington Boulevard/Gulfstream Boulevard (West) & Spinnaker Boulevard	7	0	2	0	3	0	2	0	2
b/w Spinnaker Boulevard & Sunnybrook Boulevard	5	0	0	1	6	0	1	0	2
b/w Sunnybrook Boulevard & Willmington Boulevard/Gulfstream Boulevard (East)	19	9	6	0	35	0	1	0	8
b/w Willmington Boulevard/Gulfstream Boulevard (East) & Coliseum Boulevard/Pinedale Drive	4	0	1	0	1	0	0	0	0
b/w Coliseum Boulevard/Pinedale Drive & CR 771/Gasparilla Rd/Sailors Way	8	1	3	0	1	0	0	0	2
b/w CR 771/Gasparilla Rd/Sailors Way & Gillot Boulevard	5	0	3	0	1	0	1	1	5
b/w Gillot Boulevard & Riverwood Drive	19	0	12	2	10	2	1	0	12
b/w Riverwood Dr & Jacobs Street	0	0	0	0	0	0	0	0	0
b/w Jacobs Street & Cornelius Boulevard	0	0	0	0	0	0	0	0	0
b/w Cornelius Boulevard & Biscayne Drive	0	0	0	0	0	0	0	0	0
b/w Biscayne Drive & Charlotte Sports Park Ent	0	0	0	0	1	0	0	0	1
b/w Charlotte Sports Park Ent & Flamingo Boulevard	3	0	4	0	2	1	1	0	1
b/w Flamingo Boulevard & Toledo Blade Boulevard	11	0	1	1	3	0	0	1	1
b/w Toledo Blade Boulevard & Murdock Circle/Enterprise Drive	4	3	1	0	14	0	0	1	4
b/w Murdock Circle/Enterprise Drive & US 41	6	0	0	0	1	0	0	0	0
TOTALS	**145**	**17**	**52**	**4**	**129**	**3**	**10**	**6**	**67**
Percentages	**33.50%**	**3.90%**	**12.00%**	**0.90%**	**29.80%**	**0.70%**	**2.30%**	**1.40%**	**15.50%**

TABLE 6-6: SEGMENT CRASH RATES (2014-2018)

Segments along SR 776	Crash Frequency & Rate					
	Severity	No. of Crashes	AADT	Segment Length (Miles)	Total Crash Frequency	Total Crash Rate
b/w Sarasota County Line & Bay Heights Road	**Total**	**15**	27,500	0.109	3.0	2.74
	FI	8				
	PDO	7				
b/w Bay Heights Road & Beach Road	**Total**	**5**	28,000	0.252	1.0	0.39
	FI	3				
	PDO	2				
b/w Beach Road & Point of Pines Road	**Total**	**0**	31,000	0.205	0.0	0.00
	FI	0				
	PDO	0				
b/w Point of Pines Road & Merchants Ent	**Total**	**22**	32,000	0.454	4.4	0.83
	FI	11				
	PDO	11				
b/w Merchants Ent & Pine Street	**Total**	**11**	34,000	0.135	2.2	1.31
	FI	6				
	PDO	5				
b/w Pine Street & San Casa Drive	**Total**	**110**	32,750	1.562	22.0	1.18
	FI	48				
	PDO	62				
b/w San Casa Drive & Oriole Boulevard	**Total**	**0**	34,000	0.193	0.0	0.00
	FI	0				
	PDO	0				
b/w Oriole Boulevard & Winchester Boulevard	**Total**	**0**	35,500	0.318	0.0	0.00
	FI	0				
	PDO	0				
b/w Winchester Boulevard & Willmington Boulevard/Gulfstream Boulevard (West)	**Total**	**0**	37,000	0.174	0.0	0.00
	FI	0				
	PDO	0				
b/w Willmington Boulevard/Gulfstream Boulevard (West) & Spinnaker Boulevard	**Total**	**16**	29,450	0.836	3.2	0.36
	FI	5				
	PDO	11				
b/w Spinnaker Boulevard & Sunnybrook Boulevard	**Total**	**15**	28,500	1.013	3.0	0.28
	FI	7				
	PDO	8				
b/w Sunnybrook Boulevard & Willmington Boulevard/Gulfstream Boulevard (East)	**Total**	**78**	27,500	2.196	15.6	0.71
	FI	43				
	PDO	35				
b/w Willmington Boulevard/Gulfstream Boulevard (East) & Coliseum Boulevard/Pinedale Drive	**Total**	**6**	29,000	0.616	1.2	0.18
	FI	2				
	PDO	4				
b/w Coliseum Boulevard/Pinedale Drive & CR 771/Gasparilla Rd/Sailors Way	**Total**	**15**	26,000	0.258	3.0	1.23
	FI	6				
	PDO	9				
b/w CR 771/Gasparilla Rd/Sailors Way & Gillot Boulevard	**Total**	**16**	33,500	1.094	3.2	0.24
	FI	8				
	PDO	8				
b/w Gillot Boulevard & Riverwood Drive	**Total**	**58**	36,250	2.894	11.6	0.30
	FI	26				
	PDO	32				
b/w Riverwood Drive & Jacobs Street	**Total**	**0**	39,000	0.151	0.0	0.00
	FI	0				
	PDO	0				
b/w Jacobs Street & Cornelius Boulevard	**Total**	**0**	36,500	0.474	0.0	0.00
	FI	0				
	PDO	0				
b/w Cornelius Boulevard & Biscayne Drive	**Total**	**0**	33,500	0.565	0.0	0.00
	FI	0				
	PDO	0				
b/w Biscayne Drive & Charlotte Sports Park Ent	**Total**	**2**	34,500	0.5	0.4	0.06
	FI	2				
	PDO	0				
b/w Charlotte Sports Park Ent & Flamingo Boulevard	**Total**	**12**	35,000	0.741	2.4	0.25
	FI	3				
	PDO	9				
b/w Flamingo Boulevard & Toledo Blade Boulevard	**Total**	**18**	31,000	0.627	3.6	0.51
	FI	10				
	PDO	8				
b/w Toledo Blade Boulevard & Murdock Circle/Enterprise Drive	**Total**	**27**	29,500	0.635	5.4	0.79
	FI	18				
	PDO	9				
b/w Murdock Circle/Enterprise Drive & US 41	**Total**	**7**	23,500	0.465	1.4	0.35
	FI	2				
	PDO	5				

FI – Fatalities and Injuries; PDO – Property Damage Only

Source: Google Maps



N.T.S.

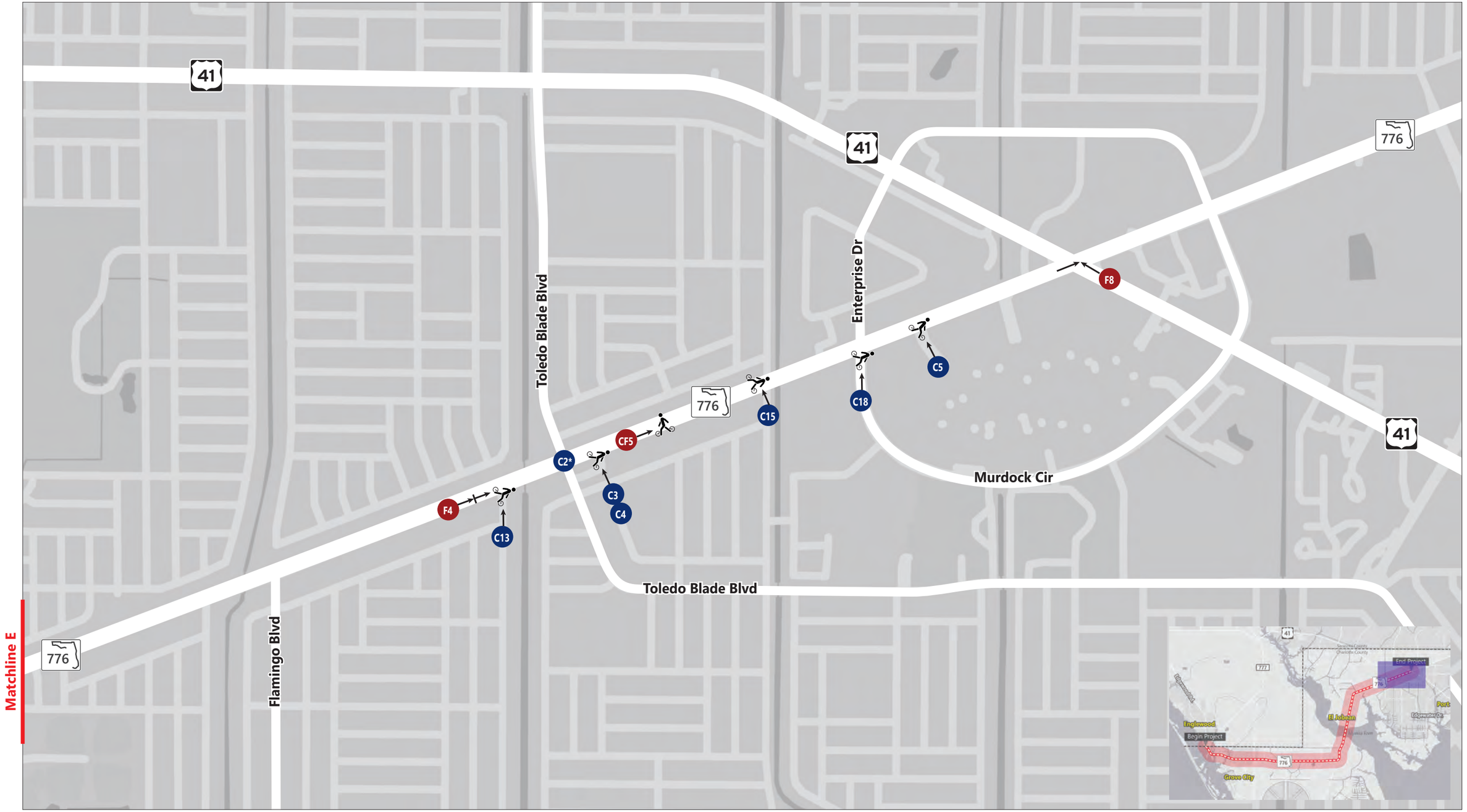
- Fatalities
- Pedestrian Accident
- Collision w/ Bicycle
- Collision w/ Pedestrian
- Fixed Object
- Rear End Crash
- Left Turn Crash
- Head-on Crash
- Sideswipe
- Off Road
- Overturned Vehicle
- Angle Crash
- Right Turn Crash

Figure 6-2

Fatality Bike and Pedestrian Crash Locations Map E

SR 776 Corridor Planning Study

Source: Google Maps



N.T.S.

- Fatalities
- Cyclist Accident
- Collision w/ Bicycle
- Collision w/ Pedestrian
- Fixed Object
- Rear End Crash
- Left Turn Crash
- Head-on Crash
- Sideswipe
- Off Road
- Overturned Vehicle
- Angle Crash
- Right Turn Crash

Figure 6-2

Fatality Bike and Pedestrian Crash Locations Map F

SR 776 Corridor Planning Study

TABLE 7-20: QUALITATIVE ASSESSMENT – SR 776 AT CHARLOTTE SPORTS PARK ENTRANCE

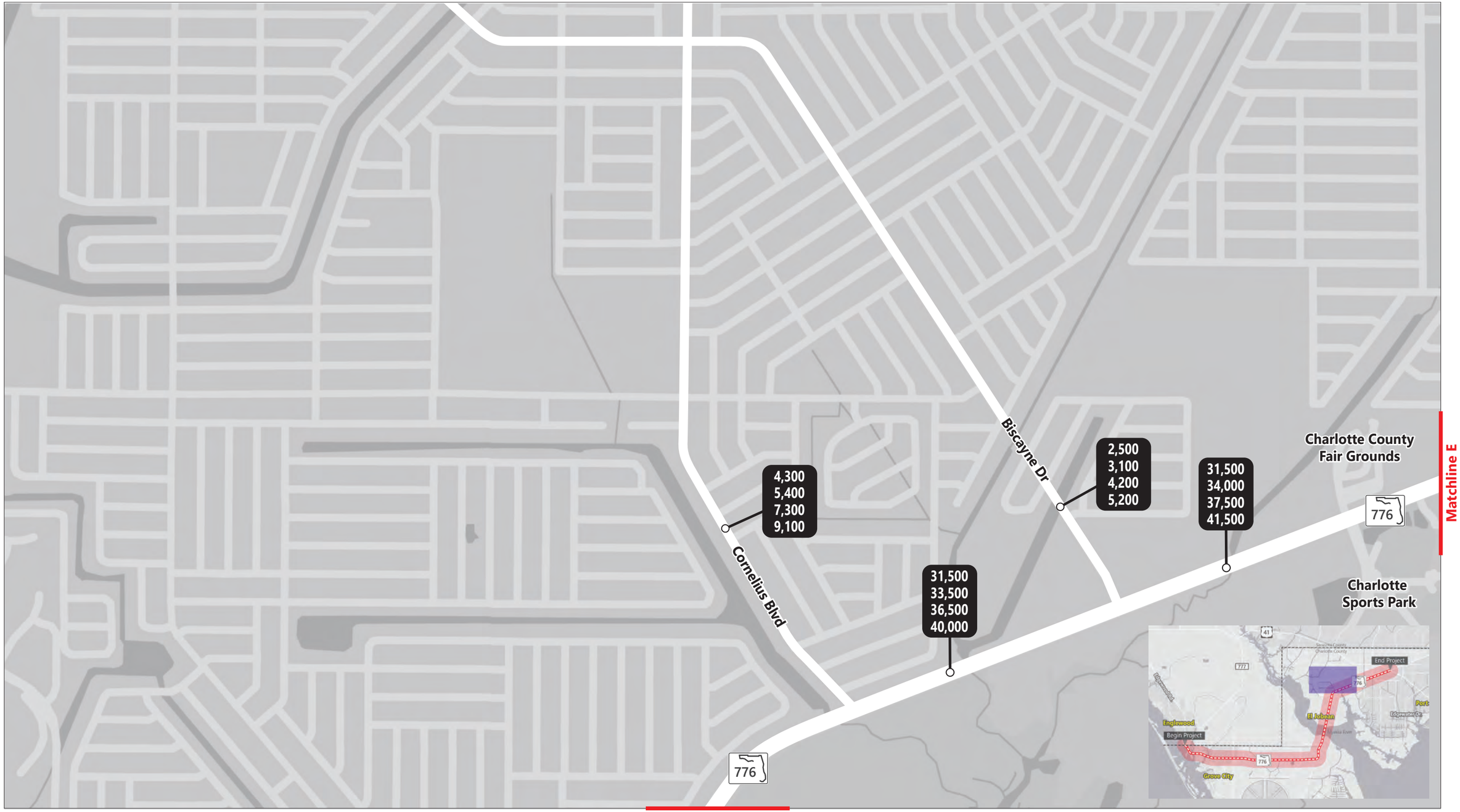
Feature	Observation
Observation Timings	7:30 AM to 8:30 AM, 12:30 PM to 1:30 PM, 4:30 PM to 5:30 PM
Traffic	1. Significant traffic along the mainline, but no observed congestion. 2. This intersection is unsignalized, no queues or congestion was observed. 3. This is the spring training facility for the Tampa Bay Rays. At the time of observation, there were no events occurring at the facility. Special event traffic likely produces different operating conditions. 4. No major issues with glare.
Pedestrian/Bicycle	1. No bicyclists or pedestrians were observed. 2. Sidewalk available along SR 776 on southern side along with crosswalk and curb ramps. The configuration of this is unsafe overall, as there are two potential crossing locations across the Sports Park entrance (one is unmarked), and the curb ramps are aligned for both the E/W and N/S crossings, though N/S pedestrian crossing facilities are not available. 3. Sidewalk along SR 776 has grassy separation between curb and sidewalk. 4. Four-foot marked bike lanes exist along both sides of SR 776.
Pavement & Signage	Signage and markings in acceptable condition.
Roadway Lighting	Lighting provided along the south edge of the roadway and along both sides of the south leg. Lighting is provided in the NW and NE corners of intersection on the County Fair Grounds property
ADA concerns	1. Tactile warning pads are available on the marked crosswalk across the Sports Park Entrance. 2. Note the issue with the N/S curb ramps is very hazardous to vulnerable users.

TABLE 7-21: QUALITATIVE ASSESSMENT – SR 776 AT FLAMINGO BOULEVARD

Feature	Observation
Observation Timings	7:30 AM to 8:30 AM, 12:30 PM to 1:30 PM, 4:30 PM to 5:30 PM
Traffic	1. Significant traffic along the mainline and moderate traffic on the side street. However, there was no congestion. 2. Moderate queuing observed in the AM, with roughly 250 ft queues in the NB and EB, and up to roughly 400 ft queues in the WB. Queues in the PM are similar with slightly longer queueing on NB of up to roughly 350 ft. 3. Potential sight issues for NB-RTOR due to overgrown vegetation on the SW corner. 4. No major glare issues observed.
Pedestrian/Bicycle	1. Very few bicyclists or pedestrians were observed. 2. Crosswalks and pushbuttons are present on all corners of the intersection. 3. Sidewalk available along both sides of SR 776. 4. Sidewalks along SR 776 have grassy separation between curb and sidewalk. 5. Four-foot marked bike lanes exist along both sides of SR 776.
Pavement & Signage	Signage and markings are in excellent condition.
Roadway Lighting	Lighting is available on southern, western, and eastern legs.
ADA concerns	Curb ramps and tactile warning pads are present and in good shape.

\\vhb\gbl\proj\Orlando\62498.07 SR 776 CorridorPlanStudy\Graphics\FIGURES\AI

Source: Google Maps



N.T.S.

YR 2019
YR 2025
YR 2035
YR 2045

Annual Average Daily Traffic (AADT)

Figure 8-1

Existing AADTs Map E

SR 776 Corridor Planning Study

Source: Google Maps

N.T.S.

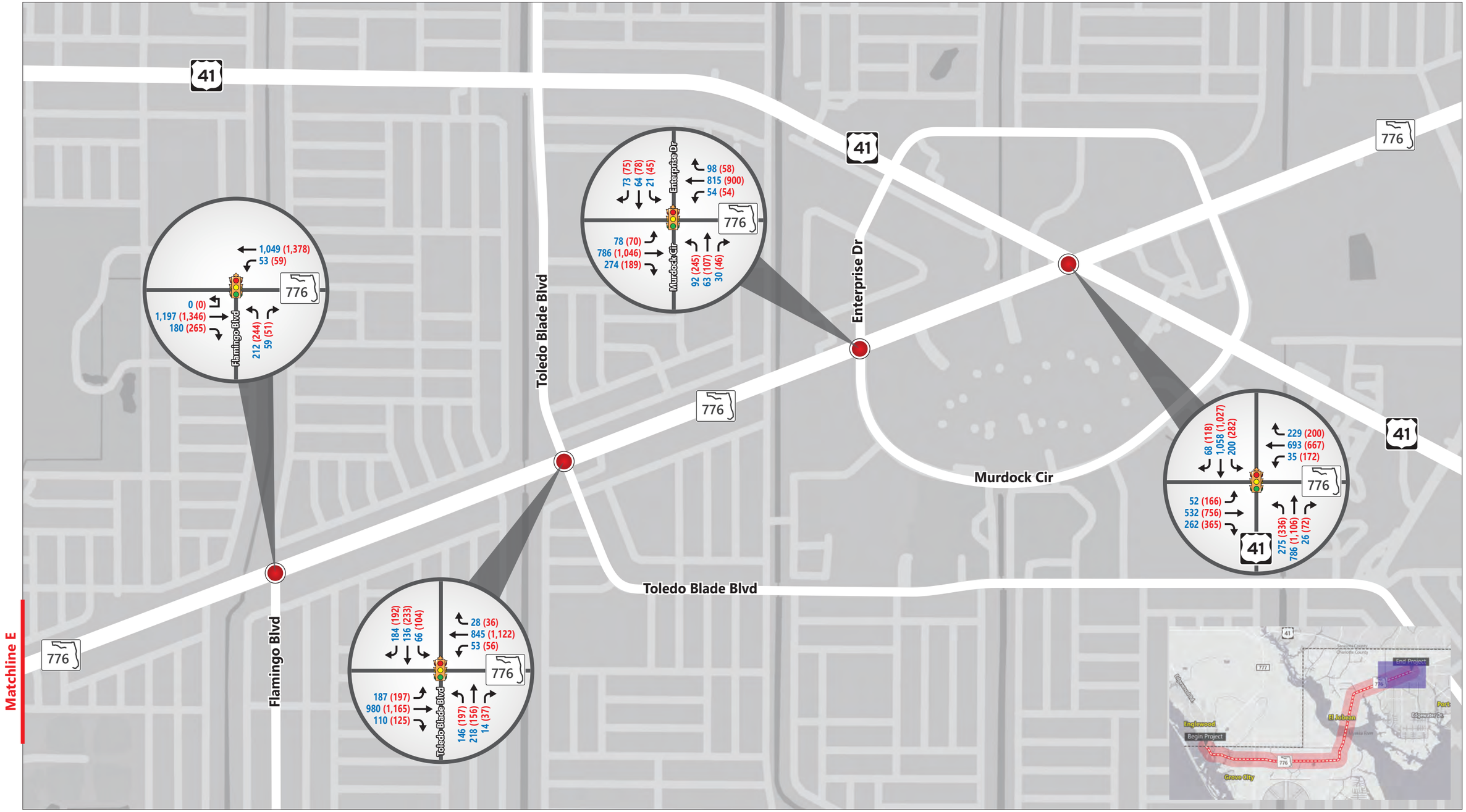
- Study Intersections
- AM (PM) Peak Hour Traffic Volumes
- STOP Stop-Controlled Intersection
- Signalized Intersection
- Traffic Movement

Figure 8-2

2025 AM (PM) Turning Movement Volumes Map E

SR 776 Corridor Planning Study

Source: Google Maps



N.T.S.

Study Intersections

AM (PM) Peak Hour Traffic Volumes

STOP Stop-Controlled Intersection

Signalized Intersection

Traffic Movement

Figure 8-2

2025 AM (PM) Turning Movement Volumes Map F

SR 776 Corridor Planning Study

Source: Google Maps

N.T.S.

- Study Intersections
- AM (PM) Peak Hour Traffic Volumes
- STOP Stop-Controlled Intersection
- Signalized Intersection
- Traffic Movement

Figure 8-3

2035 AM (PM) Turning Movement Volumes Map E

SR 776 Corridor Planning Study

Source: Google Maps

N.T.S.

- Study Intersections
- AM (PM) Peak Hour Traffic Volumes
- STOP Stop-Controlled Intersection
- Signalized Intersection
- Traffic Movement

Figure 8-4

2045 AM (PM) Turning Movement Volumes Map E

SR 776 Corridor Planning Study

9 NO BUILD ALTERNATIVE OPERATIONAL ANALYSIS

This section presents the results of the traffic operations analysis conducted for the No Build alternative. A detailed operational evaluation of the study intersections using Synchro software version 11 was performed for the study corridor and intersections. Analysis techniques used in the study include the signalized and unsignalized intersection evaluations in Synchro based on the HCM 6th Edition methods.

The analysis evaluated the No Build and Build alternatives under three separate planning horizons: opening year (2025), mid design year (2035) and design year (2045).

No Build Alternative: The No Build alternative will represent the existing roadway and intersection configuration and any programmed and planned improvements as defined below:

- Programmed improvements described in section 2.2.
- Planned improvements:
  - Edgewater Drive / Flamingo Boulevard Extension from SR 776 to Collingswood Boulevard – widen from 2 to 4 lanes (construction 2026-30).
  - Flamingo Boulevard (new 4 lane road) from SR 776 to US 41 (construction 2031 -35).
  - Toledo Boulevard from SR 776 to Whitney Avenue – widen from 2 to 4 lanes (construction 2026-30).

9.1 No Build Alternative Intersection LOS

Table 9-1 shows overall HCM 6th Edition based delay and LOS information for signalized intersections and worst movement delay and LOS for unsignalized intersections. It is noted that Synchro delay and LOS information were reported for Merchants Crossing Entrance, Sunnybrook Boulevard and Flamingo Boulevard intersections (since HCM 6th Edition results are either not available or reasonable at these locations). The V/C ratios, 95th percentile queues for all movements of all study intersections, along with the Synchro outputs were provided in **Appendix R**.

9.1.1 2025 No Build Conditions

It is expected that all signalized intersections will operate at target LOS D or better during AM conditions. In the case of stop-controlled intersections, the minor movement at the intersections of SR 776 and Willmington Boulevard/Gulfstream Boulevard (East), SR 776 and Cornelius Boulevard, SR 776 and Biscayne Drive, and SR 776 and Charlotte Sports Park are projected to operate at LOS E or F during AM conditions.

During PM conditions, the signalized intersections at SR 776 and Pine Street, SR 776 and CR 771, SR 776 and Toledo Boulevard, SR 776 and Murdock Circle/Enterprise Drive, and SR 776 and US 41 are projected to operate at LOS E. The other signalized intersections are projected to operate at LOD D or better during PM conditions. The same stop-controlled intersections with failing LOS for the minor movements in AM conditions are also projected to exceed LOS D in PM conditions.

9.1.2 2035 No Build Conditions

In addition to the intersections that were projected to operate at LOS E or F during 2025 No Build AM conditions, the intersections at SR 776 and Point of Pines Road (minor approach), SR 776 and Jacobs Street (minor approach), SR 776 and Flamingo Boulevard, and SR 776 and US 41 are projected to operate at LOS E or F in the year 2035 AM conditions.

In addition to the intersections that were projected to operate at LOS E or F during 2025 No Build PM conditions, the intersections at SR 776 and Point of Pines Road (minor approach), SR 776 and Jacobs Street (minor approach), and SR 776 and Flamingo Boulevard are projected to operate at LOS E or F in the year 2035 PM conditions.

9.1.3 2045 No Build Conditions

It is projected that the majority of the signalized and unsignalized intersections (minor approach) will operate at LOS E or F except for SR 776 and Bay Heights Road, SR 776 and Merchant's Crossing, SR 776 and San Casa Drive, SR 776 and Oriole Boulevard, SR 776 and Winchester Boulevard, SR 776 and Spinnaker Boulevard, SR 776 and Sunnybrook Boulevard, SR 776 and Coliseum Boulevard, SR 776 and Gillot Boulevard, SR 776 and Riverwood Drive, and SR 776 and Murdock Circle/Enterprise Drive during AM conditions.

During PM conditions, it is projected that the majority of the signalized and unsignalized intersections will operate at LOS E or F except for SR 776 and Bay Heights Road, SR 776 and Beach Road, SR 776 and Merchant's Crossing, SR 776, and San Casa Drive, SR 776 and Willmington Boulevard/Gulfstream Boulevard (West), SR 776 and Spinnaker Boulevard, SR 776 and Coliseum Boulevard, SR 776 and Gillot Boulevard, and SR 776 and Riverwood Drive – which are projected to operate at LOS D or better during PM conditions.

9.2 No Build Alternative Roadway Segment LOS

The roadway arterial operational analysis was performed using Synchro 11. The LOS reported in **Table 9-2** is based on an average travel speed of 50 MPH and is based on Exhibit 18-1 of HCM 6th Edition. As shown in **Table 9-2**, the SR 776 study corridor was projected to operate at LOS B or C for the overall condition during both AM and PM peak hours. It is noted that few segments were projected to operate at LOS E or F due to the proximity of signalized intersections.

TABLE 9-1: NO BUILD INTERSECTION LOS ANALYSIS

SR 776 at	Year 2025 No Build AM Peak		Year 2025 No Build PM Peak		Year 2035 No Build AM Peak		Year 2035 No Build PM Peak		Year 2045 No Build AM Peak		Year 2045 No Build PM Peak	
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Bay Heights Road	8.3	A	8.7	A	9.2	A	9.4	A	10.2	B	10.2	B
Beach Road	27.9	C	35.3	D	40.5	D	39.5	D	64.4	E	46.8	D
Point of Pines Road*	29.0	D	30.6	D	41.5	E	41.9	E	72.6	F	61.9	F
Merchants Crossing#	9.6	A	17.0	B	12.5	B	19.7	B	16.2	B	23.2	C
Placida Road/Pine Street	43.1	D	76.9	E	51.4	D	77.7	E	62.9	E	78.9	E
San Casa Drive	26.7	C	47.5	D	30.2	C	49.9	D	37.0	D	52.7	D
Oriole Boulevard	32.3	C	48.5	D	34.4	C	51.7	D	36.7	D	55.6	E
Winchester Boulevard	33.0	C	45.1	D	37.4	D	49.2	D	43.5	D	55.1	E
Willmington Boulevard/Gulfstream Boulevard (West)	40.0	D	17.2	B	54.0	D	19.8	B	80.1	F	23.8	C
Spinnaker Boulevard	22.1	C	23.2	C	24.0	C	24.9	C	27.0	C	27.0	C
Sunnybrook Boulevard#	25.3	C	36.7	D	29.9	C	41.2	D	36.5	D	48.5	D
Willmington Boulevard/Gulfstream Boulevard (East)*	40.1	E	208.4	F	100.2	F	244.5	F	>300.0	F	>300.0	F
Coliseum Boulevard/Pinedale Drive	21.0	C	30.6	C	23.4	C	31.7	C	27.8	C	33.0	C
CR 771/Gasparilla Road/Sailors Way	46.3	D	55.8	E	49.9	D	63.3	E	63.6	E	73.8	E
Gillot Boulevard	13.7	B	11.2	B	16.6	B	12.1	B	21.8	C	13.2	B
Riverwood Drive	9.6	A	10.1	B	15.5	B	13.7	B	27.5	C	18.0	B
Jacobs Street*	21.9	C	29.3	D	43.6	E	44.1	E	145.2	F	79.7	F
Cornelius Boulevard*	100.1	F	>300.0	F	>300.0	F	>300.0	F	>300.0	F	233.3	F
Biscayne Drive*	134.9	F	>300.0	F	>300.0	F	>300.0	F	>300.0	F	>300.0	F
Charlotte Sports Park Ent*	41.8	E	55.7	F	68.4	F	71.6	F	136.5	F	98.8	F
Flamingo Boulevard#	41.4	D	42.1	D	63.5	E	109.6	F	119.1	E	137.5	F
Toledo Blade Boulevard	44.7	D	61.9	E	51.2	D	63.9	E	81.9	F	82.5	F
Murdock Circle/Enterprise Drive	42.8	D	55.6	E	45.0	D	56.2	E	48.6	D	57.6	E
US 41	49.1	D	59.2	E	60.1	E	64.3	E	100.8	F	79.9	E

Notes:
*1. *Worst movement delay & LOS are reported for unsignalized intersections*
2. # Synchro results are reported because of the restrictions for HCM 6th Edition based results

11 BUILD ALTERNATIVE

11.1 Intersection Improvements

As mentioned before, the Build alternative will keep the existing four lanes on SR 776 but with intersection-specific improvements. For the purposes of this study, if the existing traffic control with turn lane improvements is expected to provide target LOS or better for the year 2045 then that option was kept as the recommended intersection configuration. When a roundabout option is expected to provide comparable LOS by the year 2045 at a study intersection, a SIDRA roundabout analysis was conducted at that intersection and results are provided. Other innovative options were considered, and results provided at SR 776 and Point of Pines Road, SR 776 and Jacobs Street, and SR 776 and US 41. Moreover, potential alternative intersections were noted at the study intersections as needed (in the improvement figures) for consideration in the formal ICE that must be conducted to determine the appropriate configuration.

Signalization was considered at the unsignalized intersections based on stakeholder input and operational analysis results and other relevant factors. Furthermore, an ICE must be conducted to figure out the most appropriate traffic control at this intersection.

Figures 11-1 through 11-24 show the list of operational, capacity, multimodal, safety and ADA improvements for the short-term (2025), mid-term (2035) and design year (2045) conditions developed based on discussion provided in Section 10. The arranging of the proposed improvements by the short-, mid-, and long-term periods was based on factors including stakeholder input, field observations, safety concerns, potential ROW needs, and programmed and planned improvements published in the current MPO's TIP and LRTP, respectively.

The below discussion provides information on special cases.

11.1.1 Roundabouts

Based on CAP-X analysis, stakeholder input, SIDRA analysis and recognizing the benefits of a roundabout in improving safety and providing speed management, a roundabout was considered (in addition to the current traffic control) at the following intersections:

- SR 776 and Beach Road
- SR 776 and Spinnaker Boulevard
- SR 776 and Gillot Boulevard
- SR 776 and Biscayne Drive

11.1.2 SR 776 and Charlotte Sports Park & SR 776 and Torrence Street/Centennial Boulevard

Based on the stakeholder input received from the MPO and County throughout the course of this project, this section provides a list of potential improvements for these two intersections.

SR 776 and Charlotte Sports Park

Charlotte Sports Park is a baseball stadium located in Port Charlotte, Florida. The stadium is the home field for Tampa Bay Rays spring training operations and hosts games from the end of February through March of every year. Exclusive eastbound and westbound right turn lanes are programmed for the design phase at this intersection for the short-term period (by 2025). In the mid-term (2026-2035), the same improvements are planned for the construction phase.

To address the issue of emergency vehicle access at this location during game days, the project team coordinated with FDOT, Charlotte County, and the Charlotte County Sheriff's Office to review the current operations plan for the game days. Based on this coordination, it was noted that emergency vehicles currently navigate the study intersection without any issues with help from the police officers who are present during all the game days. It should also be noted that the provision of positive offset, identified as part of intersection improvements for this location, can be used as eastbound and westbound bypass lanes for the emergency vehicles.

SR 776 and Torrence Street/Centennial Boulevard

This intersection provides access to the Harley-Davidson Dealership and the Twisted Fork Restaurant to the south and the West Port Development (aka Murdock Village Development) to the north. It should be noted that this intersection is not one of the original 24 study intersections, but was later evaluated at a high level based on stakeholder input. Exclusive eastbound left turn and westbound right turn lanes were recently constructed at this intersection.

In addition, to understand the existing traffic patterns, in coordination with the stakeholders, TMCs were collected on an event day (April 10, 2021) from 7 AM to 11 PM at the locations listed here.

- SR 776 and Charlotte Sports Park
- SR 776 and Wooster Street
- SR 776 and Ester Avenue
- SR 776 and Torrence Street
- SR 776 and Tea Street

Based on this data, an eastbound right turn lane and advance street signs on SR 776 for the side street are suggested for this intersection.

ICE Study

To address the request for a signal or an additional westbound left turn lane at SR 776 and Charlotte Sports Park, and the need for a signalized full median opening at SR 776 and Torrence Street, this study team recommends that an ICE be completed for the group of intersections including SR 776 and Charlotte Sports Park, SR 776 and Wooster Street, SR 776 and Ester Avenue, SR 776 and Torrence Street, SR 776 and Tea Street, and SR 776 and Flamingo Boulevard. The reason for selecting a group of intersections instead of these two individual intersections is because of the influence of each of these intersections on the other.

11 BUILD ALTERNATIVE

11.1 Intersection Improvements

As mentioned before, the Build alternative will keep the existing four lanes on SR 776 but with intersection-specific improvements. For the purposes of this study, if the existing traffic control with turn lane improvements is expected to provide target LOS or better for the year 2045 then that option was kept as the recommended intersection configuration. When a roundabout option is expected to provide comparable LOS by the year 2045 at a study intersection, a SIDRA roundabout analysis was conducted at that intersection and results are provided. Other innovative options were considered, and results provided at SR 776 and Point of Pines Road, SR 776 and Jacobs Street, and SR 776 and US 41. Moreover, potential alternative intersections were noted at the study intersections as needed (in the improvement figures) for consideration in the formal ICE that must be conducted to determine the appropriate configuration.

Signalization was considered at the unsignalized intersections based on stakeholder input and operational analysis results and other relevant factors. Furthermore, an ICE must be conducted to figure out the most appropriate traffic control at this intersection.

Figures 11-1 through 11-24 show the list of operational, capacity, multimodal, safety and ADA improvements for the short-term (2025), mid-term (2035) and design year (2045) conditions developed based on discussion provided in Section 10. The arranging of the proposed improvements by the short-, mid-, and long-term periods was based on factors including stakeholder input, field observations, safety concerns, potential ROW needs, and programmed and planned improvements published in the current MPO's TIP and LRTP, respectively.

The below discussion provides information on special cases.

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- SR 776 and Gillot Boulevard
- SR 776 and Biscayne Drive

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Based on the stakeholder input received from the MPO and County throughout the course of this project, this section provides a list of potential improvements for these two intersections.

SR 776 and Charlotte Sports Park

Charlotte Sports Park is a baseball stadium located in Port Charlotte, Florida. The stadium is the home field for Tampa Bay Rays spring training operations and hosts games from the end of February through March of every year. Exclusive eastbound and westbound right turn lanes are programmed for the design phase at this intersection for the short-term period (by 2025). In the mid-term (2026-2035), the same improvements are planned for the construction phase.

To address the issue of emergency vehicle access at this location during game days, the project team coordinated with FDOT, Charlotte County, and the Charlotte County Sheriff's Office to review the current operations plan for the game days. Based on this coordination, it was noted that emergency vehicles currently navigate the study intersection without any issues with help from the police officers who are present during all the game days. It should also be noted that the provision of positive offset, identified as part of intersection improvements for this location, can be used as eastbound and westbound bypass lanes for the emergency vehicles.

SR 776 and Torrence Street/Centennial Boulevard

This intersection provides access to the Harley-Davidson Dealership and the Twisted Fork Restaurant to the south and the West Port Development (aka Murdock Village Development) to the north. It should be noted that this intersection is not one of the original 24 study intersections, but was later evaluated at a high level based on stakeholder input. Exclusive eastbound left turn and westbound right turn lanes were recently constructed at this intersection.

In addition, to understand the existing traffic patterns, in coordination with the stakeholders, TMCs were collected on an event day (April 10, 2021) from 7 AM to 11 PM at the locations listed here.

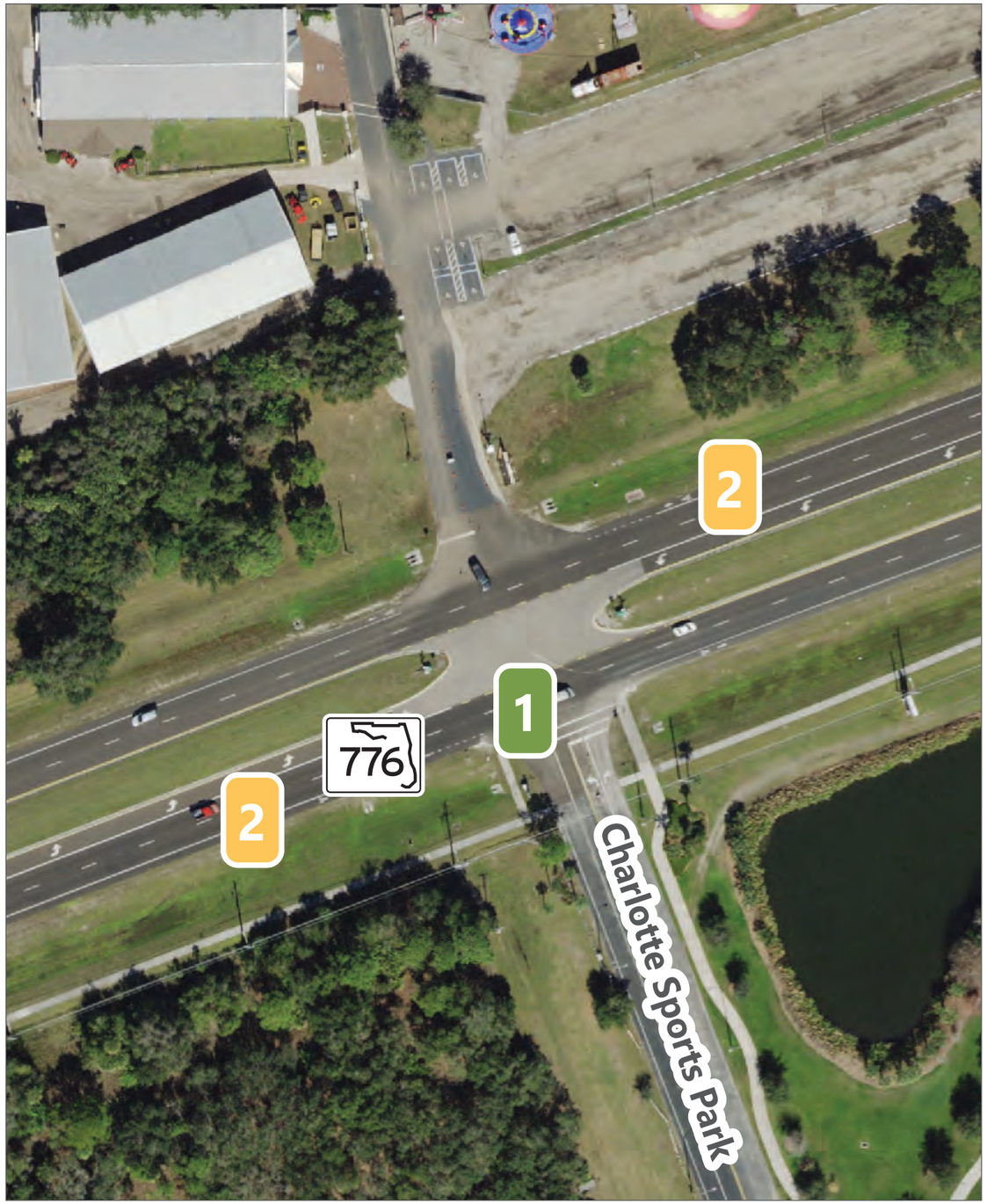
- SR 776 and Charlotte Sports Park
- SR 776 and Wooster Street
- SR 776 and Ester Avenue
- SR 776 and Torrence Street
- SR 776 and Tea Street

Based on this data, an eastbound right turn lane and advance street signs on SR 776 for the side street are suggested for this intersection.

ICE Study

To address the request for a signal or an additional westbound left turn lane at SR 776 and Charlotte Sports Park, and the need for a signalized full median opening at SR 776 and Torrence Street, this study team recommends that an ICE be completed for the group of intersections including SR 776 and Charlotte Sports Park, SR 776 and Wooster Street, SR 776 and Ester Avenue, SR 776 and Torrence Street, SR 776 and Tea Street, and SR 776 and Flamingo Boulevard. The reason for selecting a group of intersections instead of these two individual intersections is because of the influence of each of these intersections on the other.

Currently, the southbound movement at SR 776 and Torrence Street which takes a westbound U-turn at SR 776, and Charlotte Sports Park to travel east on SR 776 will only increase as the West Port Development reaches its build-out stage. During the game days, this movement may experience additional delays because of the game day traffic going into the Sports Park. In addition, based on the input from FDOT and the County, there may be a potential connection from West Port Development to Flamingo Boulevard to the north (when the fourth leg of Flamingo Boulevard is completed).



	Capacity/Operational Improvements	Safety/ADA/Multimodal Improvements
Year 2025 Short Term Improvements	**1** - Signal warrant study/pedestrian signal/HAWK evaluation **2** - Add exclusive Eastbound and Westbound Right turn lanes along SR 776 (PE phase)	▪ Extend detectable warning surface on Southeast corner ▪ Consider providing positive offset for Westbound and Eastbound Left turns (or protected phasing if signalized) ▪ Remove extraneous curb ramps on the south side of the intersection
Year 2035 Mid Term Improvements	**3** - Add exclusive Eastbound and Westbound Right turn lanes along SR 776 (CST Phase)	
Year 2045 Long Term Improvements		

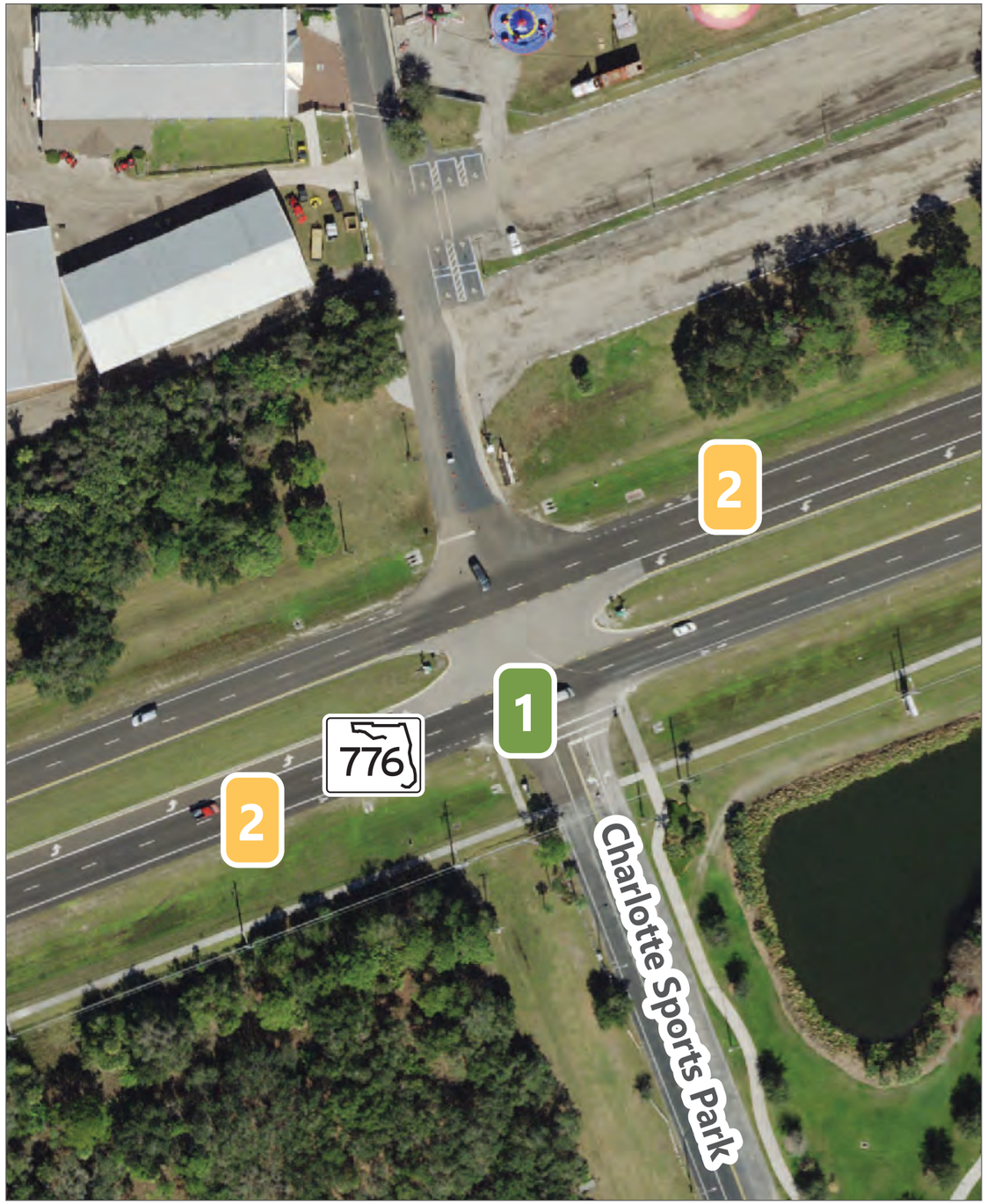
N

N.T.S.

Figure 11-20

SR 776 & Charlotte Sports Park

SR 776 Corridor Planning Study



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Year 2045 Long Term Improvements		

N

N.T.S.

Figure 11-20

SR 776 & Charlotte Sports Park

SR 776 Corridor Planning Study

LIGHTING IMPROVEMENTS (CONTINUED)

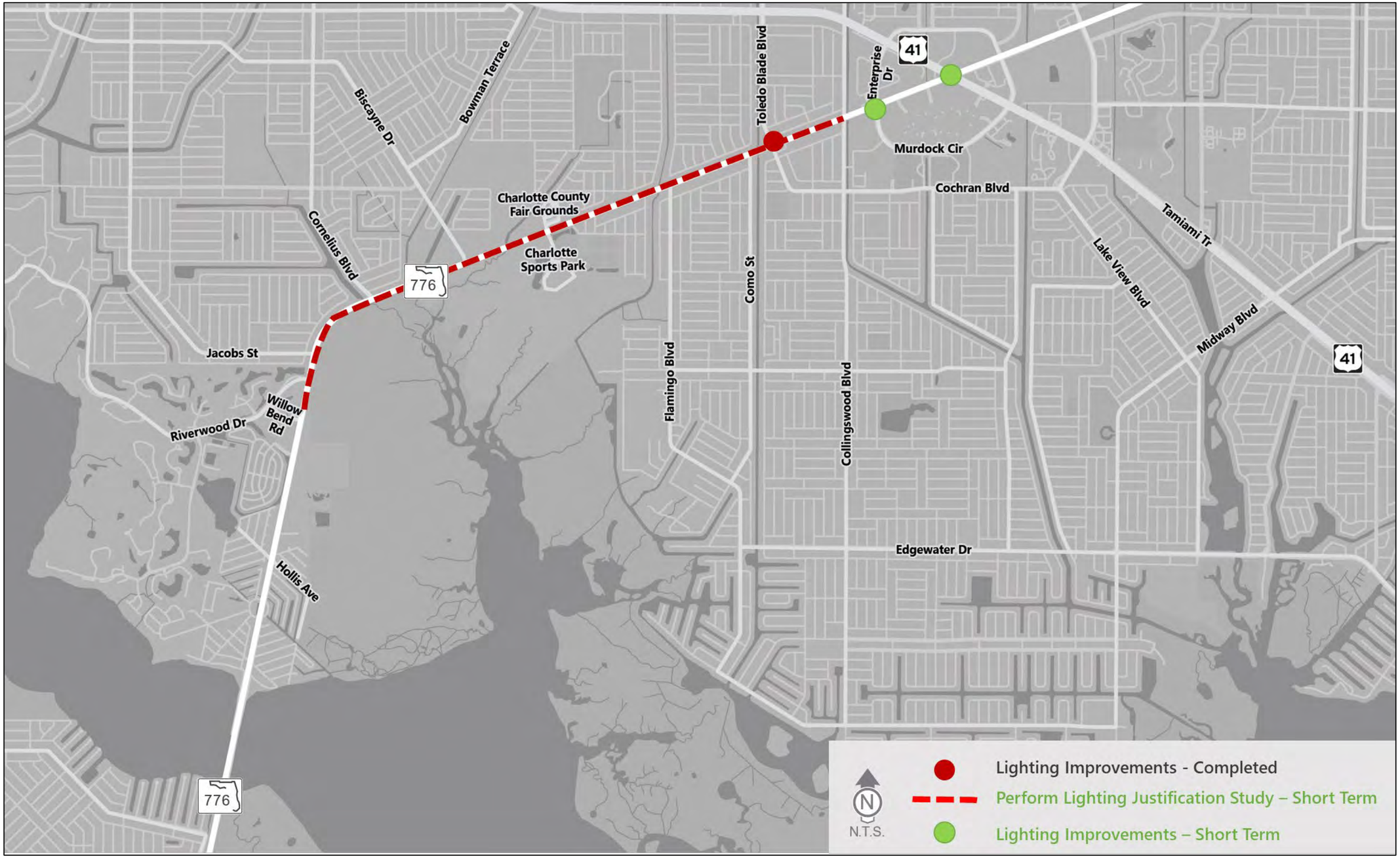

TABLE 14-1: PREDICTED AVERAGE CRASH FREQUENCY FOR 2045 CONDITIONS (CRASHES/YEAR)

Facility	Fatal and injury (FI)		Total	
	No Build	Build	No Build	Build
Roadway Segment on SR 776				
b/w Sarasota County Line & Bay Heights Road	1.492	0.598	4.991	2.063
b/w Bay Heights Road & Beach Road	3.018	1.076	10.029	3.684
b/w Beach Road & Point of Pines Road	1.974	0.805	6.611	2.777
b/w Point of Pines Road & Merchants Ent	5.807	2.171	19.320	7.439
b/w Merchants Ent & Pine Street	0.524	0.524	1.800	1.800
b/w Pine Street & San Casa Drive	8.649	8.649	29.644	29.644
b/w San Casa Drive & Oriole Blvd	0.936	0.936	3.201	3.201
b/w Oriole Blvd & Winchester Blvd	1.396	1.396	4.805	4.805
b/w Winchester Blvd & Willmington Blvd/Gulfstream Blvd (West)	0.688	0.688	2.397	2.397
b/w Willmington Blvd/Gulfstream Blvd (West) & Spinnaker Blvd	2.548	2.548	8.835	8.835
b/w Spinnaker Blvd & Sunnybrook Blvd	2.678	2.678	9.278	9.278
b/w Sunnybrook Blvd & Willmington Blvd/Gulfstream Blvd (East)	6.861	6.861	23.691	23.691
b/w Willmington Blvd/Gulfstream Blvd (East) & Coliseum Blvd/Pinedale Drive	1.611	1.611	5.568	5.568
b/w Coliseum Blvd/Pinedale Drive & CR 771/Gasparilla Rd/Sailors Way	0.653	0.653	2.247	2.247
b/w CR 771/Gasparilla Rd/Sailors Way & Gillot Blvd	3.947	3.947	13.708	13.708
b/w Gillot Blvd & Riverwood Dr	17.357	17.357	60.256	60.256
b/w Riverwood Dr & Jacobs St	0.728	0.666	2.548	2.329
b/w Jacobs St & Cornelius Blvd	2.069	1.891	7.210	6.590
b/w Cornelius Blvd & Biscayne Drive	2.358	2.155	8.220	7.512
b/w Biscayne Drive & Charlotte Sports Park Ent	2.278	2.082	7.916	7.234
b/w Charlotte Sports Park Ent & Flamingo Blvd	3.842	3.511	13.384	12.231
b/w Flamingo Blvd & Toledo Blade Blvd	2.806	2.564	9.741	8.902
b/w Toledo Blade Blvd & Murdock Circle/Enterprise Dr	2.229	2.037	7.685	7.023
b/w Murdock Circle/Enterprise Dr & US 41	1.536	1.536	5.297	5.297
SR 776 at (intersection)				
Bay Heights Road	3.353	1.531	5.654	3.564
Beach Road	0.796	1.309	9.035	5.128
Point of Pines Road	1.436	0.328	1.664	0.791
Merchants Ent	0.770	1.554	6.571	3.945
Pine Street	1.067	2.031	6.563	5.742
San Casa Drive	0.691	0.715	6.227	2.302
Oriole Blvd	0.851	0.970	6.698	2.919
Winchester Blvd	0.593	0.971	6.443	3.143
Willmington Blvd/Gulfstream Blvd (West)	2.048	1.001	6.309	3.009
Spinnaker Blvd	2.821	0.715	3.935	2.452
Sunnybrook Blvd	0.637	0.714	4.934	2.195
Willmington Blvd/Gulfstream Blvd (East)	2.354	0.645	2.478	1.985
Coliseum Blvd/Pinedale Drive	2.319	1.459	4.556	4.161
CR 771/Gasparilla Rd/Sailors Way	2.232	1.035	7.650	3.167
Gillot Blvd	2.398	1.126	7.272	4.127
Riverwood Dr	2.305	2.305	7.631	6.951
Jacobs St	2.265	1.751	5.513	7.389
Cornelius Blvd	1.406	1.900	4.187	6.056
Biscayne Drive	1.729	0.515	3.445	1.952
Charlotte Sports Park Ent	1.068	0.279	1.562	0.698
Flamingo Blvd	1.595	2.194	6.930	6.061
Toledo Blade Blvd	2.693	2.039	7.153	5.711
Murdock Circle/Enterprise Dr	2.429	1.449	4.484	4.086
US 41	2.529	1.255	8.409	2.956
Total	**120.370**	**98.731**	**403.685**	**329.001**

15 INTERSECTION PRIORITY RANKINGS

As described in the previous sections, improvements at each study intersection are categorized by three time periods: short-, mid-, and long-terms. Additionally, priority rankings were given to each study intersection to help facilitate the incorporation of these improvements into FDOT and MPO's work programs. A quantifiable ranking process will provide relative priorities of intersection improvements. The ranking process was based on the following key parameters, but importance was given to safety and stakeholder input.

- Operational analysis results for the No Build alternative,
- Crash rates,
- Programmed and planned improvement projects,
- Stakeholder input, and
- Engineering judgement

The following methodology was used in general, but the final rankings were adjusted based on stakeholder input.

- Calculate LOS Score
  - Signalized intersections: 1 point for LOS A, 2 for LOS B, up to 6 for LOS F and sum for all six analysis periods
  - Stop-controlled intersections: 2 points for minor approach delay less than 200 seconds/vehicle, 4 points for minor approach delay less than 300 seconds/vehicle, and 6 points for minor approach delay more than 300 seconds/vehicle
- Calculate Crash Score
  - 5 points for intersections with average crash rate lower than the statewide rate, 10 points if average crash rate exceeds but within 100% of the statewide rate, and 15 points if average crash rate exceeds statewide rate by more than 100%
- Programmed Improvements (included in the TIP)
  - 20 points
- Planned Improvements
  - 1 through 4 points based on the timeline in the LRTP for a particular intersection.
- Adjust score based on stakeholder input and engineering judgment
- Rank based on composite score.

The priority rankings are shown in **Table 15-1**.

TABLE 15-1: INTERSECTION PRIORITY RANKINGS

SR 776 at	Rank
Flamingo Boulevard	1
Charlotte Sports Park Ent	2
Biscayne Drive	3
Willmington Boulevard/Gulfstream Boulevard (East)	4
Toledo Blade Boulevard	5
Winchester Boulevard	6
US 41	6
Beach Road	8
CR 771/Gasparilla Road/Sailors Way	9
Murdock Circle/Enterprise Drive	10
Placida Road/Pine Street	11
San Casa Drive	12
Sunnybrook Boulevard	13
Cornelius Boulevard	14
Willmington Boulevard/Gulfstream Boulevard (West)	15
Coliseum Boulevard/Pinedale Drive	16
Oriole Boulevard	17
Spinnaker Boulevard	18
Gillot Boulevard	19
Jacobs Street	20
Point of Pines Road	21
Merchants Crossing	22
Riverwood Drive	23
Bay Heights Road	24

16 STAKEHOLDER PRESENTATIONS & NEXT STEPS

The team presented the study findings at critical stages of the project to gather feedback from the stakeholders and refine the draft recommendations. The presentations were divided into two broad categories. The first one was to present an overview of the existing conditions of the study corridor and the second one was to present the draft study findings.

The following presentations were completed to date:

- Steering Committee Meeting #1 to present the existing conditions overview on February 26, 2021
- Internal FDOT meeting to present the draft recommendations on April 29, 2021
- Steering Committee Meeting #2 to present the draft recommendations on May 14, 2021
- FDOT Executive Management Team meeting to present the draft recommendations on June 18, 2021
- Technical Advisory Committee (TAC) meeting to present the draft recommendations on June 30, 2021
- Citizens Advisory Committee (CAC) meeting to present the draft recommendations on June 30, 2021
- CC-PG MPO Board Meeting to present the draft recommendations on July 19, 2021

The relevant presentations are provided in **Appendix V**.

16.1 Next Steps

Based on the priority rankings identified for the study intersections in **Table 15-1**, Charlotte County and Charlotte County-Punta Gorda MPO will coordinate with FDOT in programming the improvements to the study intersections as funding becomes available. Also, the Charlotte County-Punta Gorda MPO will amend the LRTP based on these priority rankings.

ITS IMPROVEMENTS (CONTINUED)