

Traffic Impact Statement for Waterside Excavation Modification Punta Gorda, FL

Prepared For:

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Prepared By:

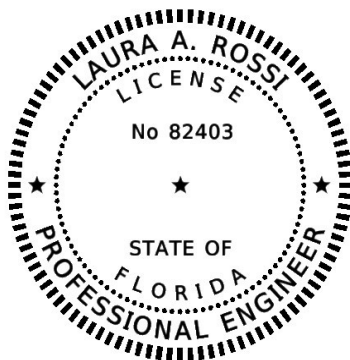
Protean Design Group, Inc.
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On the date adjacent to the seal

Signature must be verified on any electronic copies



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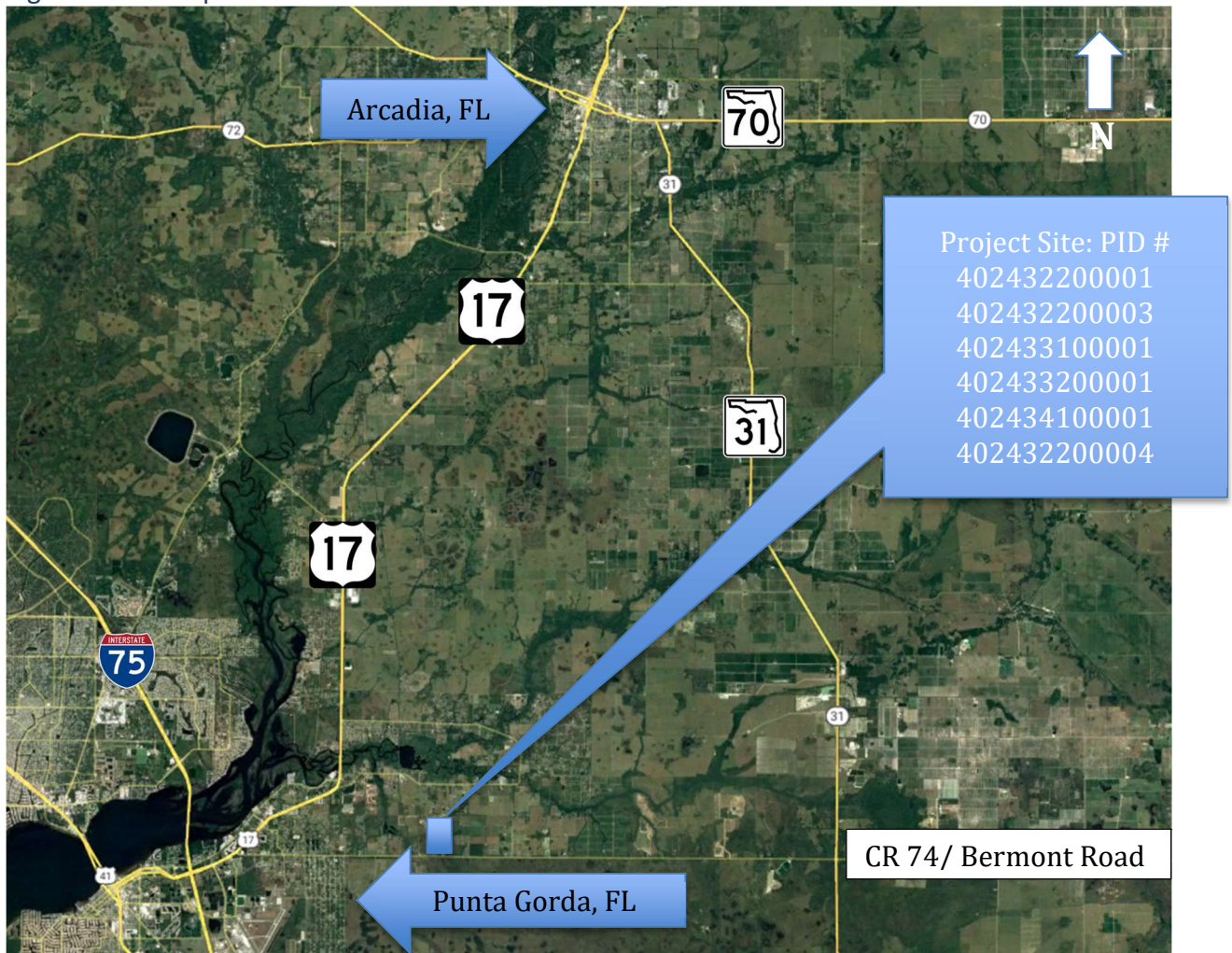
Appendix C- Email Communication with Southwest Engineering and Design

Overview

This Traffic Impact Statement (TIS) has been prepared to evaluate the transportation impacts associated with Phase 1 of the Waterside Community Planned Development (PD), a Rural Community Mixed Use subdivision located at 32030 Bermont Road (CR 74), Punta Gorda, Florida (PID #402432200001, 402432200003, 402433100001, 402433200001, 402434100001, 402432200004).

Phase 1 consists of approximately 283.75 acres and represents the initiation of the excavation and restoration component of the overall Waterside Community development. The excavation and restoration activities will occur concurrently. This Traffic Impact Statement evaluates the temporary and operational traffic impacts generated by these activities on the surrounding roadway network.

Figure 1: Development Location



1. Project Description

Phase 1 of the restoration project includes the following primary activities

- Clearing of approximately 240 acres of abandoned citrus grove.
- Excavation and restoration of approximately 63.37 acres to a depth of approximately 13 feet.
- Backfilling of the excavated area to existing grade $\pm$ 2 feet using clean fill or clean debris in accordance with Florida Department of Environmental Protection (FDEP) requirements.
- Designation of the restored area as Green/Open Space, to be replanted with native vegetative communities including Oak Hammocks, Pine Flatwoods, and Cypress Heads (per approved Landscape Plan).
- Construction of 8- to 10-foot-high perimeter landscape berms.
- Possible installation of approximately 25 acres of sod for berm stabilization.
- Establishment of a 40-acre tree nursery to support replanting efforts and provide supplemental project revenue.

2. Existing Property Condition

The existing property currently contains pine flatwoods, abandoned citrus groves, agricultural ditches, dirt roads, an existing reservoir, and wetlands that are not anticipated to be impacted, as illustrated in Figure 2. The site is located approximately 5.3 miles east of the intersection of S.R. 35 / U.S. 17 and Bermont Road (CR-74).

The Phase 1 excavation and restoration area is directly adjacent to an existing excavation (07-EX-15) that has previously been modified to continue operations while Phase 1 begins construction. This Traffic Impact Statement (TIS) modifies the Phase 1 previously approved excavation and restoration areas and volumes.

The existing excavation outside of Phase 1 was permitted under Charlotte County LD-Excavation Type III Permit No. 07-EX-15 to excavate 72.98 acres, resulting in a total of 3,227,259 cubic yards (CY) of fill material. That excavation remains operational and no changes are proposed within this TIS.

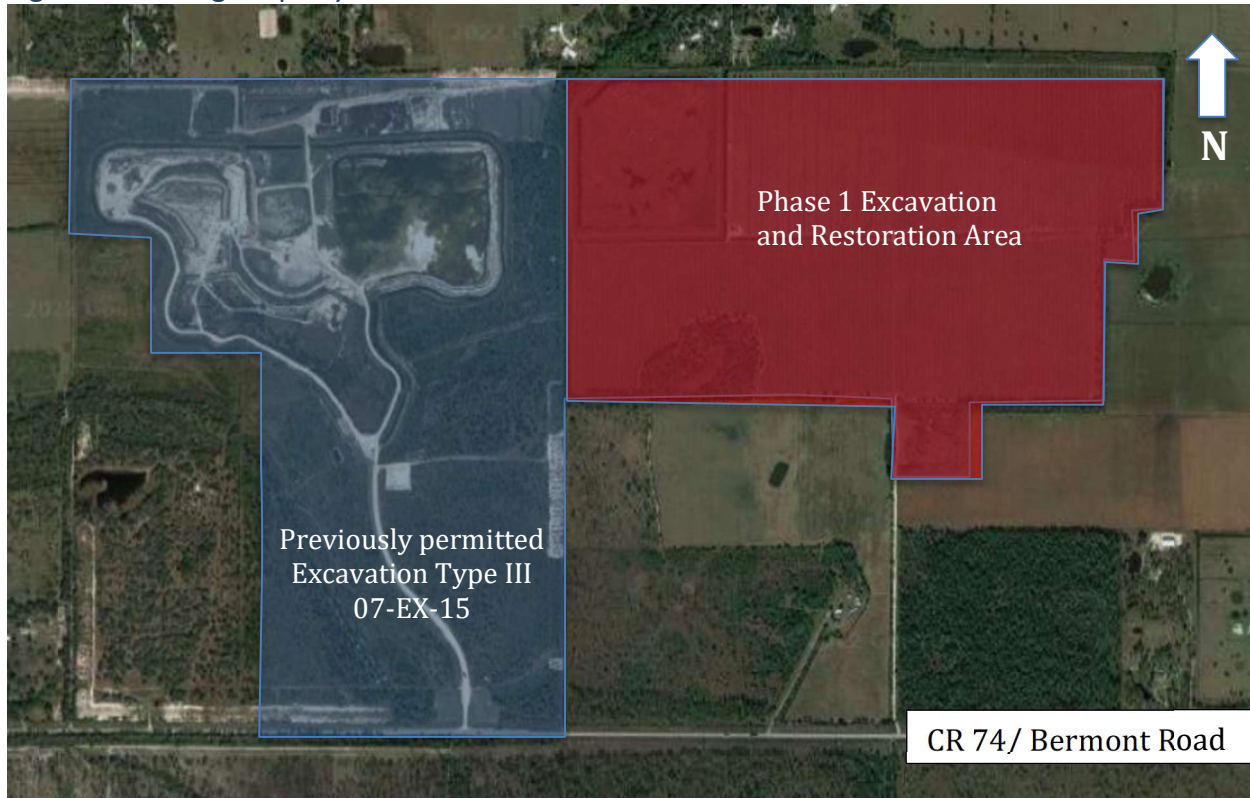
Phase 1 was previously evaluated in a TIS assuming excavation of 63.37 acres and removal of 2,767,655.65 CY of fill dirt, topsoil, and shell. This updated TIS replaces those previously approved Phase 1 excavation and restoration volumes. Under the revised plan, Phase 1 will now excavate approximately 1,146,402 cubic yards of material.

To restore the excavated area, approximately 1,604,988 cubic yards of yard waste will be imported and placed within the excavation footprint. This volume reflects the application of a 1.4 conversion factor to

account for material compaction and settlement vs actual hauled volume ($1,146,402 \text{ CY} \times 1.4 = 1,604,988 \text{ CY}$).

These revised Phase 1 excavation and restoration volumes form the basis for the updated trip generation and Level of Service analysis contained herein.

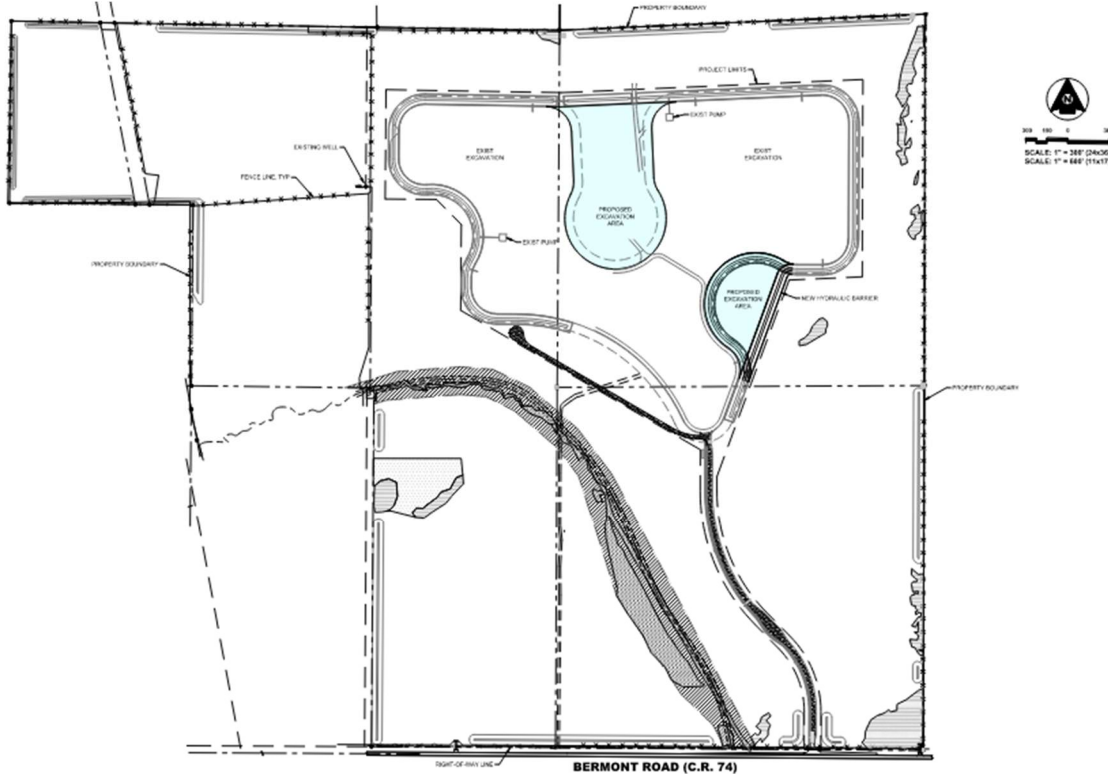
Figure 2: Existing Property



3. Proposed Property Condition

The proposed condition will include both the modification to the Phase 1 excavation and restoration project considering operation at the same time as the existing excavation (07-EX-15). As previously stated, this updated TIS replaces previously approved Phase 1 excavation volumes. Under the revised plan, Phase 1 will now involve excavation of approximately 1,146,402 cubic yards of material. To restore the excavated area, approximately 1,604,988 cubic yards of yard waste will be imported and placed within the excavation footprint. This volume reflects the application of a 1.4 conversion factor to account for material compaction and settlement vs actual hauled volume ($1,146,402 \text{ CY} \times 1.4 = 1,604,988 \text{ CY}$). The existing haul road will continue to service the excavation and restoration and the existing driveway along CR-74/ Bermont Road will remain.

Figure 3: Proposed Excavation Modification (Appendix A)



4. Existing Roadway Condition

Bermont Road (CR 74) is a rural undivided arterial roadway serving agricultural, rural residential, and limited commercial uses east of U.S. 17 (S.R. 35). The roadway generally consists of two travel lanes with paved shoulders and accommodates a mix of passenger vehicles, agricultural equipment, and heavy trucks.

The surrounding area is characterized by low-density rural development, with traffic volumes primarily influenced by agricultural operations and through-traffic traveling between Punta Gorda and inland communities. The speed limit on CR-74/ Bermont Road is posted 55 mph and has an annual truck percentage of 32.1%. Cr-74/ Bermont Road has a Context Classification of C3R between US 17 and Happy Hollow Road and C2 east of Happy Hollow Road (CR-74/ Bermont Road Historical AADT and Charlotte County 2025 Roadway Level of Service Data, Appendix B).

5. Projected Traffic Characteristics

Traffic associated with Phase 1 will primarily consist of:

- Construction personnel vehicles
- Heavy truck traffic associated with clearing and excavation
- Dump trucks delivering clean fill or removing materials
- Equipment delivery vehicles
- Yard debris hauling trucks

- Occasional nursery-related delivery vehicles

The excavation and backfilling operations will run concurrently. Truck traffic will fluctuate based on the stage of excavation, depth achieved, and rate of backfill placement. Operational traffic associated with composting, mulch processing, and nursery activities will be moderate and consistent with agricultural operations in rural Charlotte County. Employee and delivery vehicle volumes are not directly considered since they are insignificant volumes in relation to the trucks servicing the material on site.

6. Trip Generation

Existing

Trucks are allowed to arrive and leave between 7 AM and 3:30 PM, Monday through Friday. Due to the nature of the site, trips generated are directly related to the estimated volume of material being serviced by the excavation and existing landscape berms. As previously stated, during times of hurricanes material volumes can significantly increase during hurricane clean up phases but it is important to note that the existing volumes of materials serviced include three hurricanes (Ian (2022), Helene/ Milton (2024)). Note all material volumes were provided by Southwest Engineering and Design (Appendix C).

Existing Materials Volumes Serviced by Property from 2021 to 2025

YEAR	Cubic Yards of Material per year				
	2021	2022	2023	2024	2025
Land Debris brought on site (CY) by 33.5 CY trucks	334,524	297,303	233,070	206,343	89,201
Mulch brought on site (CY) by 33.5 CY trucks		98,512	538,277	39,027	29,235
Fill Dirt leaving (CY) by 16 CY trucks			28,400	61,581	265,131
Rock leaving (CY) by 16 CY trucks		6,820			
	341,344	395,815	799,747	306,951	383,567

Calculation 1: Existing Average Trucks Volumes

YEAR	Trucks of Material per year				
	2021	2022	2023	2024	2025
Land Debris Trucks Entering	9,986	8,875	6,957	6,159	2,663
Mulch Trucks Entering	-	2,941	16,068	1,165	873
Fill Dirt trucks Leaving			1,775	3,849	16,571
Rock trucks Leaving		426			
	10,412	11,815	24,800	11,173	20,106

Average trucks per hour per year entering:	5	5	11	5	9
Average trucks per hour per year leaving:	5	5	11	5	9
Average trucks Entering and Leaving per hour per year:	9	11	22	10	18

14 trucks entering/ leaving per hour

Note that there is an average of 14 trucks entering and leaving per hour per weekday calculated over the last 5 years. This average does not encompass large fluctuations in truck volume during the day and assumes an evenly distribution of trucks. To simulate busier existing operational time frames the existing average trucks leaving and entering the property is multiplied by 2, for a worst-case scenario analysis, with 28 trucks leaving and entering the property within an hour.

Proposed

Under the revised plan, Phase 1 will now involve excavation of approximately 1,146,402 cubic yards of shell/ topsoil, rock with 16 cubic yard trucks. To restore the excavated area, approximately 1,604,988 cubic yards of yard waste will be brought in with 33.5 cubic yard (CY) trucks and placed within the excavation footprint. This volume reflects the application of a 1.4 conversion factor to account for material compaction and settlement vs actual hauled volume ($1,146,402 \text{ CY} \times 1.4 = 1,604,988 \text{ CY}$). These proposed volume numbers were provided by Southwest Engineering and Design (Appendix C).

Calculation 2: Proposed Excavation Trucks Volumes

Excavation:

Volume of Material to be removed: 1,146,402 cubic yards
Permitted Life Span of Excavation: 10 years

Trips per work day Leaving (Monday through Friday):

$$28 \quad \text{Trucks/ work day} = \frac{1,146,402 \text{ CY}}{10 \text{ YR}} * \frac{1 \text{ Truck}}{16 \text{ CY}} * \frac{1 \text{ YR}}{52.18 \text{ weeks}} * \frac{1 \text{ week}}{42.5 \text{ work hours}} * 8.5 \text{ work hours (Monday through Friday)}$$

$$\text{Weekday Trips per hour leaving} = \frac{28 \text{ Trucks}}{\text{work day}} * \frac{1 \text{ work day}}{8.5 \text{ hours}} = 4 \quad \text{trucks leaving/ hour}$$

8 trucks entering and leaving/ hour for the excavation

Calculation 3: Proposed Yard Waste/ Mulch Trucks Volumes

Yard Waste/ Mulch:

Volume of Material to be brought in: 1,604,988 cubic yards
Permitted Life Span of Excavation: 10 years

Trips per work day Leaving (Monday through Friday):

$$19 \quad \text{Trucks/ work day} = \frac{1,604,988 \text{ CY}}{10 \text{ YR}} * \frac{1 \text{ Truck}}{33.5 \text{ CY}} * \frac{1 \text{ YR}}{52.18 \text{ weeks}} * \frac{1 \text{ week}}{42.5 \text{ work hours}} * 8.5 \text{ work hours (Monday through Friday)}$$

$$\text{Weekday Trips per hour leaving} = \frac{19 \text{ Trucks}}{\text{work day}} * \frac{1 \text{ work day}}{8.5 \text{ hours}} = 3 \quad \text{trucks leaving/ hour}$$

6 trucks entering and leaving/ hour for the yard waste/ mulch

Based on the updated excavation and restoration volumes, the calculated average haul rate equates to approximately 7 trucks entering (4 trucks leaving per hour for the excavation and 3 trucks leaving for the reclamation which is yard waste/ mulch) and 7 trucks leaving the site per hour during active operations. These trips represent both excavation export activity and yard waste import activity associated with restoration.

To ensure a conservative evaluation of transportation impacts, a worst-case scenario analysis was performed. Under this approach, the calculated average haul rate is multiplied by a factor of two to account for potential short-term surges in truck activity, seasonal fluctuations, or periods of concentrated hauling operations.

Applying this conservative multiplier results in:

- 14 trucks entering per hour
- 14 trucks leaving per hour

28 total two-way peak-hour truck trips

This worst-case volume of 28 two-way peak-hour truck trips was utilized in the Future (Build) roadway Level of Service analysis to evaluate potential impacts to Bermont Road (CR-74) and the surrounding transportation network.

7. Temporary Construction Traffic Impacts

This construction period will be analyzed over a 10-year time frame where construction activities related to the excavation and restoration activities will generate temporary increases in heavy truck traffic along CR-74/ Bermont Road. These impacts will be limited in duration and associated solely with the restoration phase. Note that during times of hurricanes these volumes can significantly increase during hurricane clean up phases.

Key considerations include:

- Heavy truck ingress/egress at the haul road connection
- Potential short-term peak hour truck platooning
- Interaction with existing agricultural traffic

All trucks will access the site via CR-74/ Bermont Road and utilize the established haul route. No residential streets will be used for construction access.

8. Long-term Traffic Impacts

Upon completion of Phase 1 restoration, the primary land use will consist of:

- Green/Open Space
- Landscape berms
- Tree nursery

These uses generate minimal daily trip activity compared to future residential or mixed-use development phases. The restoration phase does not include residential units or commercial buildings; therefore, long-term traffic impacts are expected to be low.

The nursery operations will generate periodic delivery and service trips but will function similarly to agricultural operations typical of the area.

9. Adjacent Roadway Level of Service

This study analyses the traffic impact to the surrounding roadways during the excavation and restoration where a level of service analysis has been completed for Bermont Road / CR-74 for the opening year of 2026 and a 10 year build out of 2036. Since the existing traffic is already considered within the traffic volumes on Bermont Road the proposed 28 total two-way peak-hour truck trips will be analyzed as the maximum total number of external trips being added to Bermont Road / CR-74 equals 24 peak two-way trips.

A total of **28 two-way peak-hour truck trips** were analyzed and converted to **37 two-way peak- hour passenger car trips equivalents (PCEs)** for capacity evaluation.

To account for the operational impact of trucks on traffic flow, a conversion factor of **1.3 passenger cars per truck** was applied. This factor represents the inverse of the Highway Capacity Manual (HCM) mixed-flow heavy vehicle adjustment factor for a basic freeway segment (see HCM Chapter 26, Equations 26-2 and 26-5).

The Charlotte County 2025 Roadway Level of Service Data recognizes Bermont Road as a C3R – Suburban Residential/ C2 - Rural corridor with an adopted target Level of Service (LOS) of D. The FDOT District One 2022 LOS Spreadsheet for Charlotte County and the Charlotte County Roadway Concurrency for 2025 lists the peak hour two-way volume/ LOS target for C3R and C2 corridors as 1,616 vehicle per hour (vph) and 1,330 vph. Table 1 shows the peak hour volume and percent capacity used during the build out year of 2036, with a 5% annual growth rate over the next 10 years.

Table 1 identifies the percent capacity used for Bermont Road / CR-74 during the build out year of 2036, including the 5.0% annual growth rate if 28 vph are added to the existing traffic along Bermont Road / CR-74 during the peak hour due to the operation of the restoration and excavation concurrently with the current operational volumes, the resultant peak hour volume is shown in Table 1.

Table 1 and 2: No-Build vs. Build LOS CR-74/ Bermont Road/ CR-74 Analysis

Bermont Road/ CR-74 from U.S. 17 to Happy Hollow Rd (45 MPH)				
Analysis Year	<i>Peak Hour Two-way Volume (vph) (100th Hourly Volume)</i>	<i>Trips added from Excavation and Restoration (vph)</i>	<i>LOS Limit (Pk. Hr. Two- way Vol.)*</i>	Percent Capacity Used
2026 No-Build*	721	0	1,616**	44.6%
2036 No-Build* (w/ 5% annual growth rate)	1,174	0		72.6%
2036 Build	1,211	37		75%

Bermont Road/ CR-74 from Happy Hollow Rd to S.R. 31 (55 MPH)				
Analysis Year	<i>Peak Hour Two-way Volume (vph) (100th Hourly Volume)</i>	<i>Trips added from Excavation and Restoration (vph)</i>	<i>LOS Limit (Pk. Hr. Two- way Vol.)*</i>	Percent Capacity Used
2026 No-Build*	394	0	1,330**	29.6%
2036 No-Build* (w/ 5% annual growth rate)	642	0		48.3%
2036 Build	679	37		51.1%

* 5% annual growth rate was applied to the 2025 Peak Hourly Volume for a build out year of 2026.

** The FDOT District One 2022 LOS Spreadsheet for Charlotte County lists the peak hour two-way volume/ LOS target for C3R corridors as 1,616 (2,020 vph with a 0.80 adjustment factor for a two lane undivided

roadway without exclusive left turn lanes, 2023 Multimodal Quality/Level of Service Handbook), and C2 1,330 vph.

The analysis concluded that Bermont Road / CR-74 would result in 25% to 48.9% available capacity during the construction of the excavation and restoration and would not change the existing Level of Service of Bermont Road / CR-74.

10. Turn Lane Analysis

The existing driveway connection along Bermont Road (CR-74) will continue to serve both the excavation and restoration operations. The existing access configuration includes:

- A westbound **420-foot-long right-turn lane** , and
- An eastbound **400-foot-long left-turn lane** .

(See Figure 4.)

Bermont Road is posted at **55 mph** in the vicinity of the site. In accordance with the **FDOT Design Manual (FDM) Exhibit 212-1** , the total required deceleration length for a left-turn lane on a 55-mph facility is **350 feet**, exclusive of queue storage. The existing left-turn lane provides 400 feet of total length, which meets the required deceleration length and includes approximately **50 feet of queue storage** , thereby satisfying FDOT design criteria.

Similarly, the existing right-turn lane provides 420 feet of total length. Based on FDM Exhibit 212-1, the required deceleration length for a 55-mph facility is 350 feet. Therefore, the existing right-turn lane **exceeds the required deceleration distance by approximately 70 feet** , providing additional operational buffer and storage capacity.

Given the projected peak-hour truck volumes associated with the excavation and restoration operations, the existing turn lane's deceleration length is adequate for the roadway's posted speed and no modifications are required.

Figure 4: Existing Turn Lanes at the entrance



11. Conclusion

It has been concluded that the additional trips generated by the proposed excavation and restoration will not be significant enough to affect the LOS of Bermont Road / CR-74. In addition, the existing exclusive eastbound left-turn lane and exclusive westbound right-turn lane at the excavation's entrance meet all applicable design requirements and therefore do not require any modifications.

Appendix A- Site Plan

DEVELOPMENT PLANS FOR WATERSIDE RESTORATION

SUMMARY:

PROPOSED IS THE WATERSIDE RESTORATION. THE PROPERTY CONTAINS 293.31AC WITH A PROJECT LIMITS OF 281.25AC. THREE CELLS WILL BE EXCAVATED AND THEN BACKFILLED OVER A 10 YEAR PERIOD.

ZONING:

SUBJECT PROPERTY AGRICULTURE ESTATES (AE)
CONSTRUCTION LIMITS EXCAVATION & MINING (EM)

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TOM FLOOD (OWNER)
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NAPLES, FL 34102
PHONE: 416-967-9146

ENGINEER:

SOUTHWEST ENGINEERING & DESIGN, INC.
25450 AIRPORT ROAD, SUITE B
PUNTA GORDA, FLORIDA 33950
PHONE: 941-637-9655

SURVEYOR:

BANKS ENGINEERING.
4161 TAMiami TRAIL-BLDG5, UNIT 501
PORT CHARLOTTE, FLORIDA. 33952
PHONE: (941) 625-1149

ENVIRONMENTAL:

SOUTHWEST ENGINEERING & DESIGN, INC.
25450 AIRPORT ROAD, SUITE B
PUNTA GORDA, FLORIDA 33950
PHONE: 941-637-9655

CONTRACTOR:

ENVIRONMENTAL UNDERGROUND
BOX 510206
PUNTA GORDA, FL 33951
PHONE: (941) 575-9700

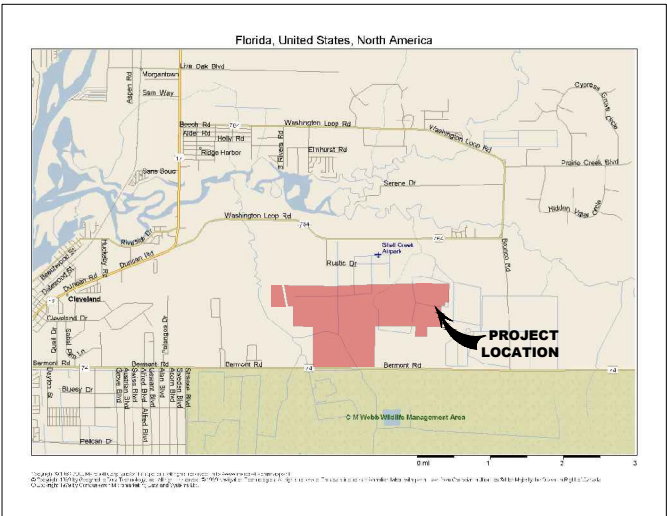
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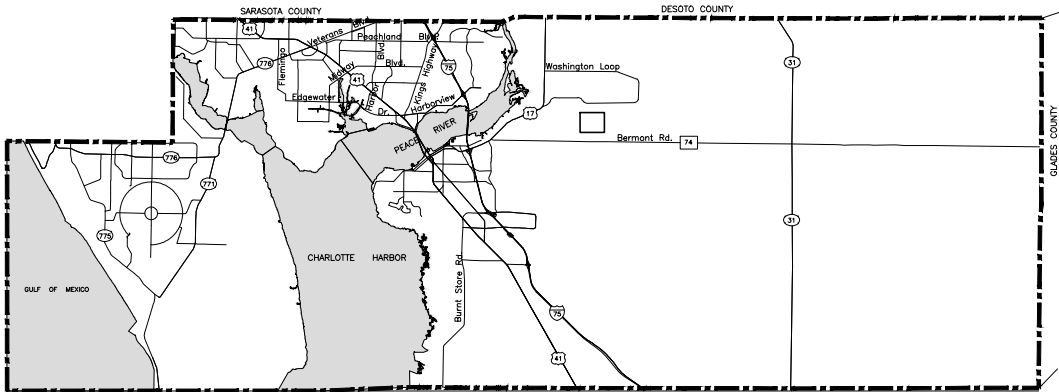
UTILITY NOTIFICATION

UTILITY LOCATIONS DEPICTED WITHIN THIS CONSTRUCTION PLAN SET HAVE BEEN COMPILED FROM FIELD SURVEYS AND DOCUMENTS SUPPLIED BY THE VARIOUS UTILITY COMPANIES. THE ENGINEER MAKES NO CLAIM TO THE ACCURACY OF THE UTILITY LOCATIONS SHOWN ON THESE PLANS. THE CONTRACTOR SHALL NOTIFY ALL UTILITIES AND IS RESPONSIBLE FOR VERIFYING THE DEPTHS AND FIELD LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION. ACTUAL UTILITY LOCATIONS AND DEPTHS MAY VARY FROM THOSE DEPICTED WITHIN THIS CONSTRUCTION PLAN SET. PROTECTION OF ALL UTILITIES WITHIN THE AREA OF CONSTRUCTION AND ALL COSTS TO REMEDY DAMAGES TO EXISTING UTILITIES AND DISTURBED AREAS SHALL BE BORNE BY THE CONTRACTOR.

SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST
CHARLOTTE COUNTY, FLORIDA



VICINITY MAP



CHARLOTTE COUNTY MAP

DESCRIPTION: (AS PROVIDED)

PARCEL 1:
THAT PART OF THE WEST 1/4 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 30, TOWNSHIP 40 SOUTH, RANGE 24 EAST, LYING WEST OF MYRTLE CREEK, CHARLOTTE COUNTY, FLORIDA.
PARCEL 2:
SOUTHWEST 1/4 OF THE NORTHEAST 1/4 AND NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 30, TOWNSHIP 40 SOUTH, RANGE 24 EAST, CHARLOTTE COUNTY, FLORIDA.
PARCEL 3:
WEST 25 FEET OF THE EAST 125 FEET OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 AND THE NORTH 25 FEET OF THE EAST 125 FEET OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 30, TOWNSHIP 40 SOUTH, RANGE 24 EAST, CHARLOTTE COUNTY, FLORIDA. LESS AND EXCEPT ANY PORTION THEREOF CONTAINED IN THE ORDER OF TAKING AND FINAL JUDGMENT RECORDED IN O.R. BOOK 247, PAGE 655 AND O.R. BOOK 265, PAGE 686, PUBLIC RECORDS OF CHARLOTTE COUNTY, FLORIDA

TOGETHER WITH:

PARCEL A

A PARCEL OR TRACT OF LAND LYING IN SECTION 30, TOWNSHIP 40 SOUTH, RANGE 24 EAST, CHARLOTTE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 30, TOWNSHIP 40 SOUTH, RANGE 24 EAST, CHARLOTTE COUNTY, FLORIDA; THENCE RUN S01°06'39"E ALONG THE WEST LINE OF SAID NORTHEAST QUARTER FOR 6.86 FEET TO THE SOUTH RIGHT-OF-WAY FOR WASHINGTON LOOP ROAD; THENCE RUN N88°57'31"E ALONG SAID SOUTH RIGHT-OF-WAY FOR 60.04 FEET TO THE POINT OF BEGINNING; THENCE RUN S89°44'19"E FOR 50.01 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S89°44'19"E FOR 1098.90 FEET; THENCE RUN S11°33'07"W FOR 62.31 FEET; THENCE RUN N89°44'19"W FOR 1086.70 FEET; THENCE RUN N00°15'41"E FOR 61.10 FEET TO THE POINT OF BEGINNING. CONTAINING 1.53 ACRES, MORE OR LESS.

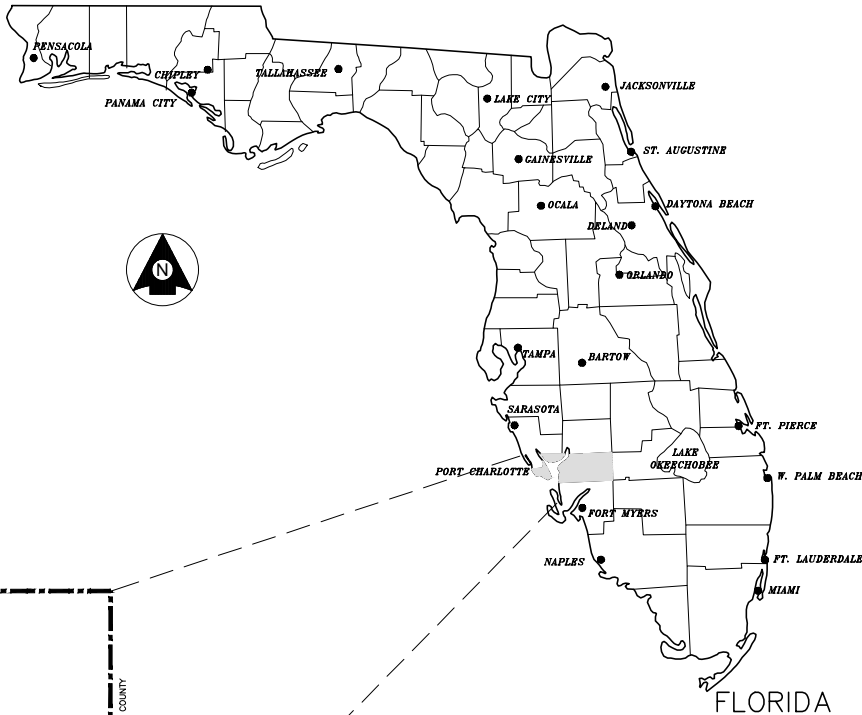
LESS AND EXCEPT:

PARCEL B

A PARCEL OR TRACT OF LAND LYING IN SECTION 30, TOWNSHIP 40 SOUTH, RANGE 24 EAST, CHARLOTTE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 30, TOWNSHIP 40 SOUTH, RANGE 24 EAST, CHARLOTTE COUNTY, FLORIDA; THENCE RUN S01°06'39"E ALONG THE WEST LINE OF SAID NORTHEAST QUARTER FOR 6.86 FEET TO THE SOUTH RIGHT-OF-WAY FOR WASHINGTON LOOP ROAD; THENCE RUN N88°57'31"E ALONG SAID SOUTH RIGHT-OF-WAY FOR 60.04 FEET; THENCE RUN S01°06'39"W FOR 1331.16 FEET; THENCE RUN S89°44'19"E FOR 50.01 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S89°44'19"E FOR 1098.90 FEET; THENCE RUN S11°33'07"W FOR 62.31 FEET; THENCE RUN N89°44'19"W FOR 1086.70 FEET; THENCE RUN N00°15'41"E FOR 61.10 FEET TO THE POINT OF BEGINNING. CONTAINING 1.53 ACRES, MORE OR LESS.

This item has been digitally signed and sealed by:
Gary W. Bayne, P.E. on the date adjacent to the seal.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



SHEET INDEX

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PLANS PREPARED BY:



25450 Airport Road, Suite B
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Certificate of Authorization No. 26551

JOB NUMBER : 13-0191.04

NOTES:

- 1) ALL EASEMENTS, PER RECORD PLAT, ARE SHOWN.
- 2) SLOPE EASEMENTS, IF REQUIRED, WILL BE OBTAINED BY THE OWNER.
- 3) ELEVATIONS SHOWN ARE BASED ON NAVD, 88 (NGVD 29 DATUM - 1.13 = NAVD 88 DATUM)
- 4) OFF SITE DRAINAGE WILL BE ACCOMMODATED ON THIS SITE.
- 5) CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES.
- 6) ALL CONSTRUCTION SHALL BE IN COMPLIANCE WITH O.S.H.A SAFETY STANDARDS, INCLUDING O.S.H.A. TRENCH SAFETY STANDARDS.
- 7) CONTRACTOR SHALL NOTIFY ENGINEER OF RECORD OF ANY ERRORS OR DISCREPANCIES ON THE PLANS PRIOR TO CONSTRUCTION.
- 8) MAINTENANCE OF TRAFFIC THROUGH WORK ZONES WILL CONFORM TO FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS.
- 9) SIGNAGE AND PAINT MARKINGS WILL CONFORM TO FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS, DCA ACCESSIBILITY REQUIREMENTS AND THE LATEST ADA REQUIREMENTS.
- 10) HANDICAP ACCESS TO MEET LATEST ADA REQUIREMENTS.
- 11) A) TOTAL PROJECT AREA = 281.25 ACRES
B) TOTAL PROPERTY BOUNDARY = 293.31 ACRES
C) THERE ARE NO WETLANDS LOCATED WITHIN THE PROJECT BOUNDARY
D) FLOOD ZONE "X" PANEL NO. 0258G & 0259G, COMMUNITY MAP NO. 12015C, DATED DECEMBER 14, 2022

HOURS OF OPERATION NOTE:

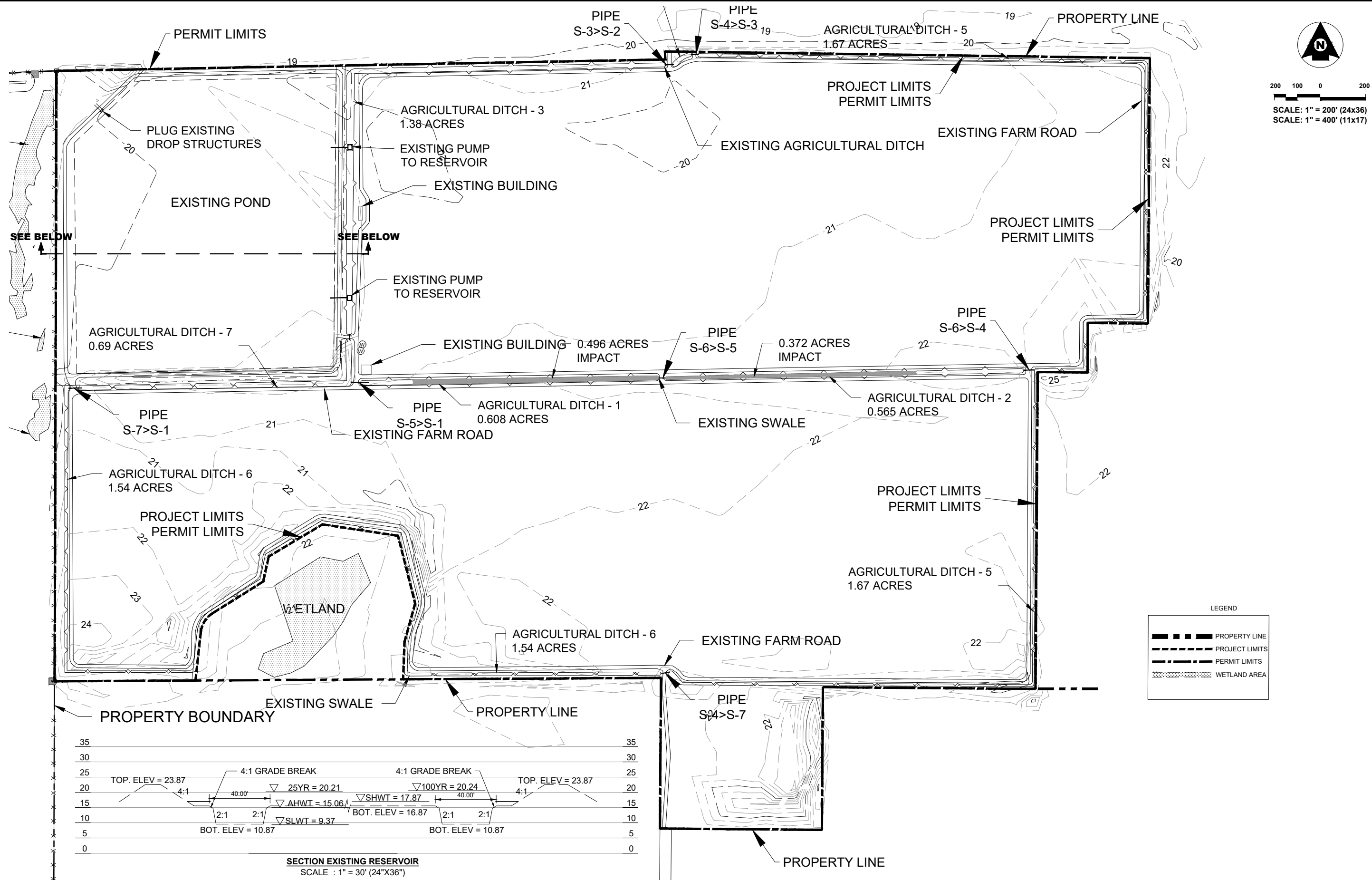
EXCAVATION HOURS OF OPERATION SHALL BE 7:00 A.M. TO 6:00 P.M. MONDAY THROUGH FRIDAY, 7:00 A.M. TO NOON ON SATURDAY.

10/23/2025 12:15:08 PM - P:13-0191.04 - WATERSIDE EAST EXCAVATION DESIGN/CADD/PLAN SET/02- AERIAL MAP.DWG - REED MCKOWN



 SED Southwest Engineering & Design	25450 Airport Road, Suite B Punta Gorda, Florida 33950 Tel. (941) 637-9655 Fax (941) 637-1149 www.sedfl.com Certificate of Authorization No. 26551				Project No.: 13-0191.04	WATERSIDE RESTORATION AERIAL MAP - 2020	GARY W. BOYNE, P.E. State of Florida, Professional Engineer License No. 62474 This item has been digitally signed and sealed by: Gary W. Boyne, P.E. on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	DATE: OCT 2025	DATUM: NAVD 88	
					Project Manager: G W B			PROJECT No.: 13-0191.04		
					Project Engineer: G W B					
					Project Designer: -					
					Checked By: -					
	REV.	DATE	BY	CK'D	DESCRIPTION	Approved By: G W B	CHARLOTTE COUNTY	SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST	FLORIDA	SHEET: 2

10/23/2025 12:15:16 PM - P:\13-0191.04 - WATERSIDE EAST EXCAVATION\DESIGN\CADD\PLAN SET\03- EXISTING CONDITION.DWG - REED MCKOWN



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Project No.:	13-0191.04
Project Manager:	G W B
Project Engineer:	G W B
Project Designer:	-
Checked By:	-
Approved By:	G W B

REV.	DATE	BY	CK'D	DESCRIPTION

WATERSIDE RESTORATION EXISTING CONDITIONS/DEMOLITION PLAN

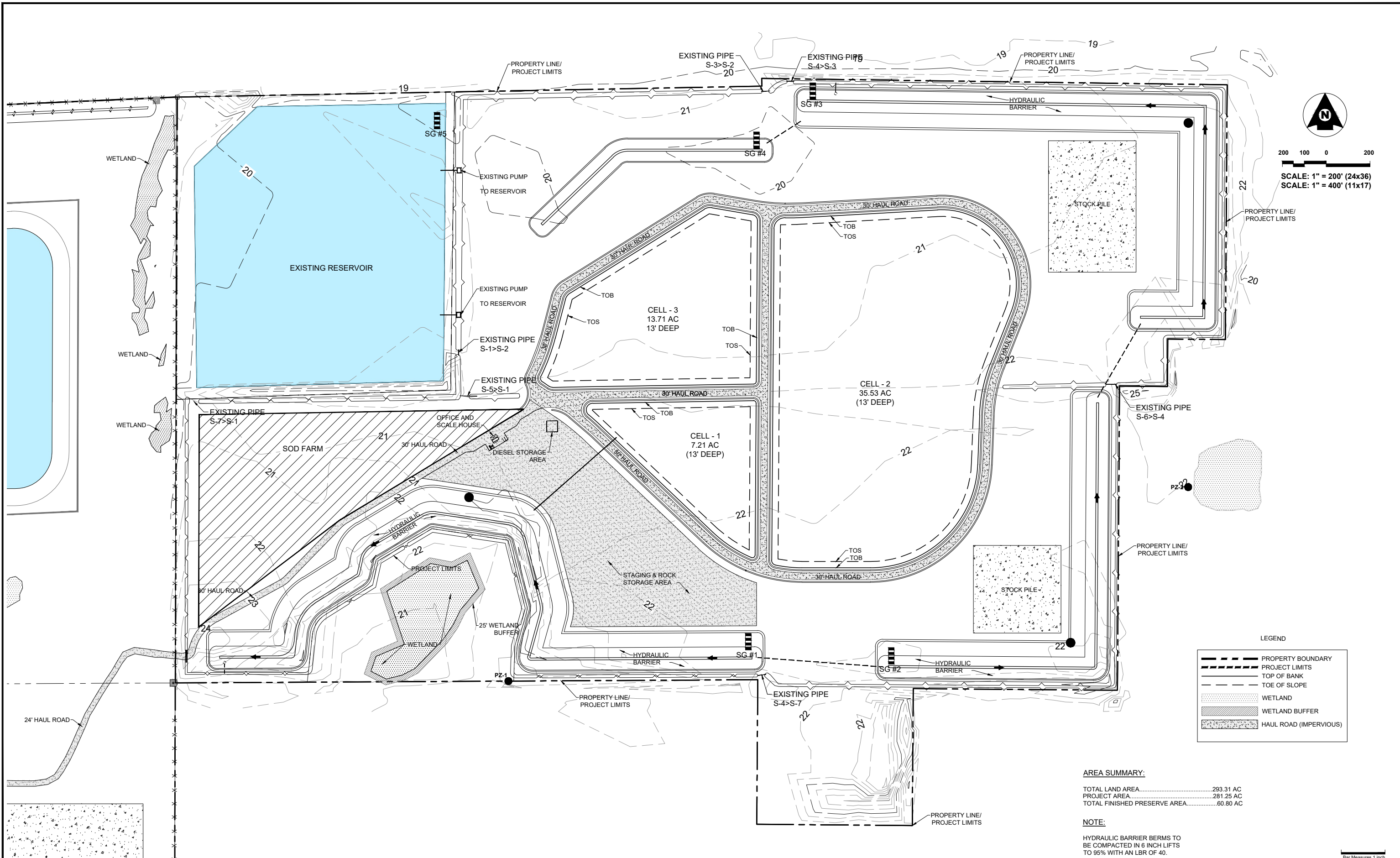
CHARLOTTE COUNTY SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

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PROJECT No.:	13-0191.04	SHEET:	3

10/23/2025 12:15:25 PM - P:115-0191.04 - WATERSIDE EAST EXCAVATION DESIGN/CADD/PLAN SET04 - OVERALL PHASING EXCAVATION PLAN.DWG - REED MCKOWN





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REV.	DATE	BY	CK'D	DESCRIPTION

Project No.:	13-0191.04
Project Manager:	G W B
Project Engineer:	G W B
Project Designer:	-
Checked By:	-
Approved By:	G W B

**WATERSIDE RESTORATION
OVERALL EXCAVATION PLAN**

CHARLOTTE COUNTY SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

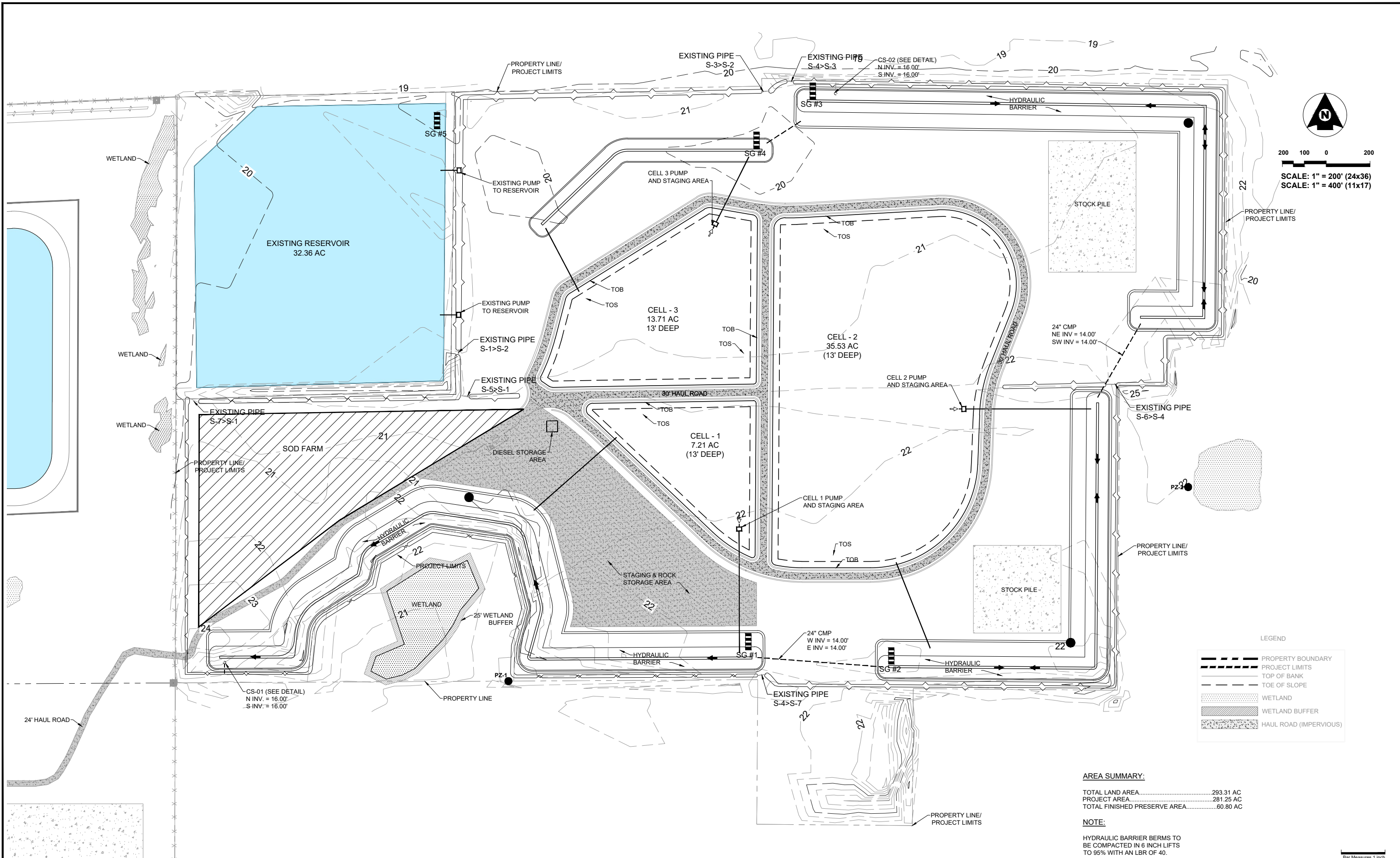
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DATE:	OCT 2025	DATUM:	NAVD 88
PROJECT No.:	13-0191.04		
SHEET:	4		

10/23/2025 12:15:34 PM - P:13-0191.04 - WATERSIDE EAST EXCAVATION DESIGN/CADD/PLAN SET/05 - OVERALL DEWATERING PLAN.DWG - REED MCKOWN



LEGEND

- PROPERTY BOUNDARY
- PROJECT LIMITS
- TOP OF BANK
- TOE OF SLOPE
- WETLAND
- WETLAND BUFFER
- HAUL ROAD (IMPERVIOUS)

AREA SUMMARY:

TOTAL LAND AREA.....293.31 AC
PROJECT AREA.....281.25 AC
TOTAL FINISHED PRESERVE AREA.....60.80 AC

NOTE:

HYDRAULIC BARRIER BERMS TO
BE COMPACTED IN 6 INCH LIFTS
TO 95% WITH AN LBR OF 40.

Bar Measures 1 inch



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REV.	DATE	BY	CK'D	DESCRIPTION

Project No.:	13-0191.04
Project Manager:	G W B
Project Engineer:	G W B
Project Designer:	-
Checked By:	-
Approved By:	G W B

WATERSIDE RESTORATION
OVERALL DEWATERING PLAN

CHARLOTTE COUNTY

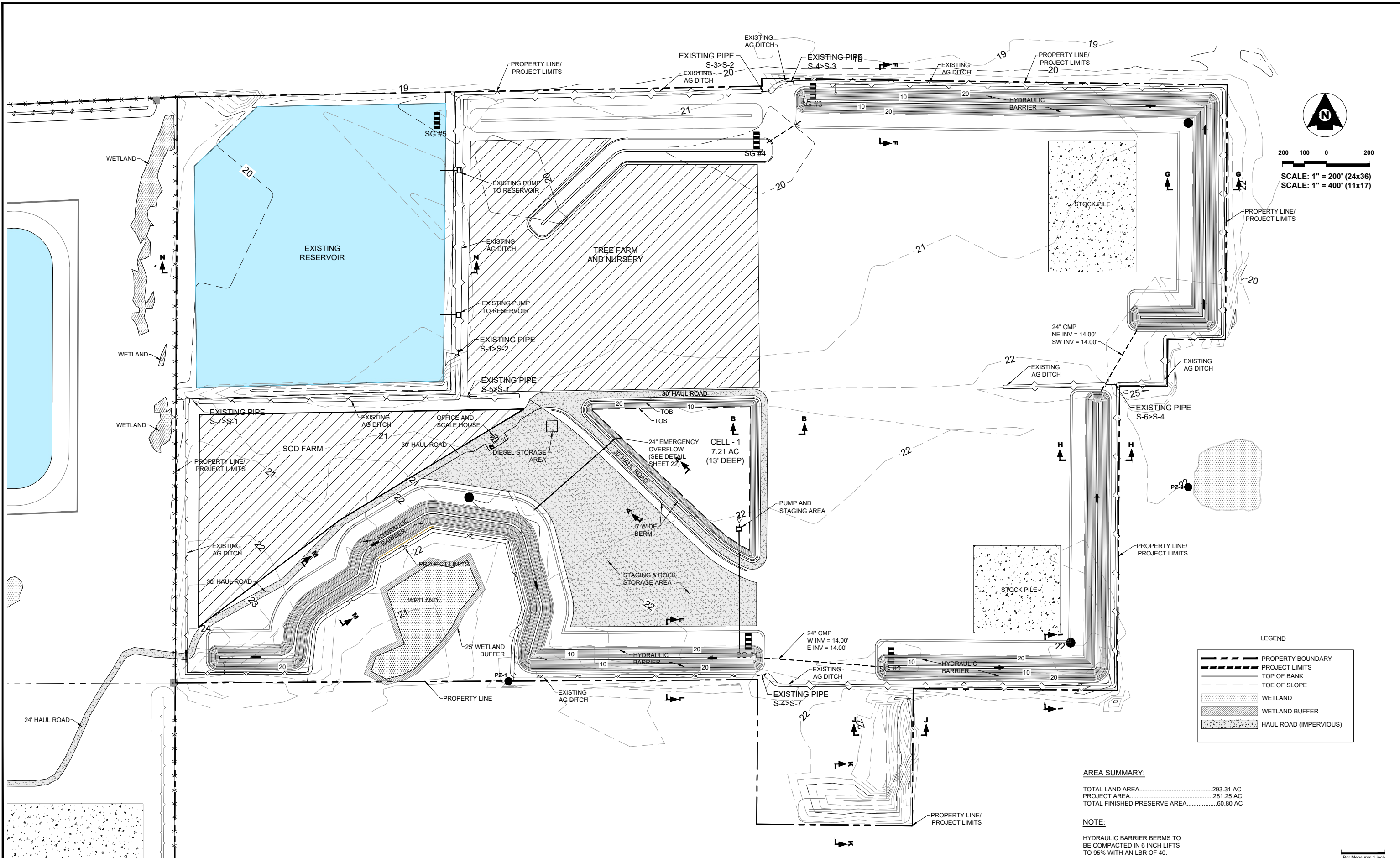
SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

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DATE:	OCT 2025	DATUM:	NAVD 88
PROJECT No.:	13-0191.04	SHEET:	5

10/23/2025 12:15:43 PM - P:\13-0191.04 - WATERSIDE EAST EXCAVATION\DESIGN\CADD\PLAN SET\06 - CELL 1 EXCAVATION PLAN.DWG - REED MCKOWN





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REV.	DATE	BY	CK'D	DESCRIPTION

Project No.:	13-0191.04
Project Manager:	G W B
Project Engineer:	G W B
Project Designer:	-
Checked By:	-
Approved By:	G W B

WATERSIDE RESTORATION CELL 1 EXCAVATION PLAN

SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

FLORIDA

DATE: OCT 2025
PROJECT No.: 13-0191.04
SHEET: 6

DATUM: NAVD 88

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License No. 62474

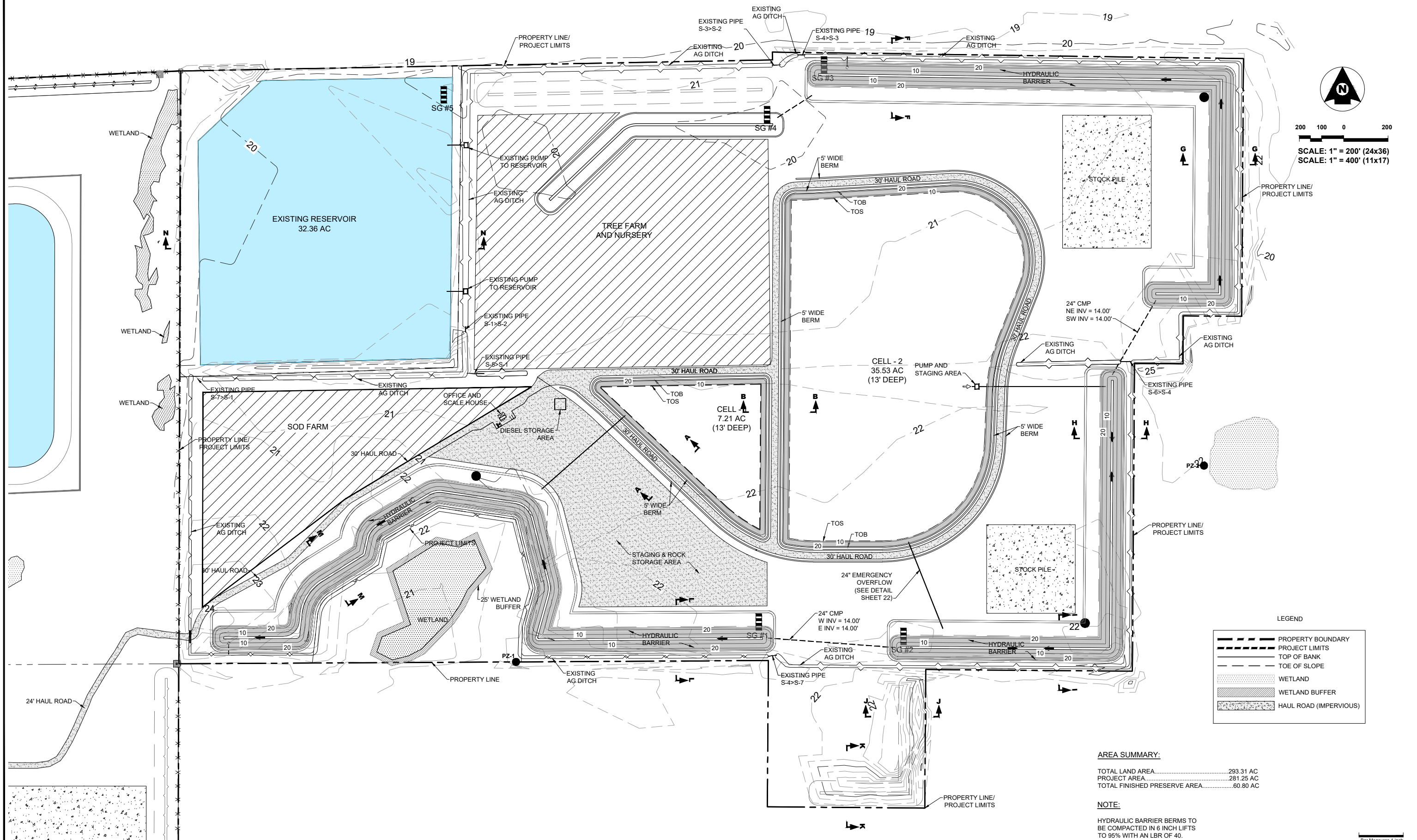
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AREA SUMMARY:

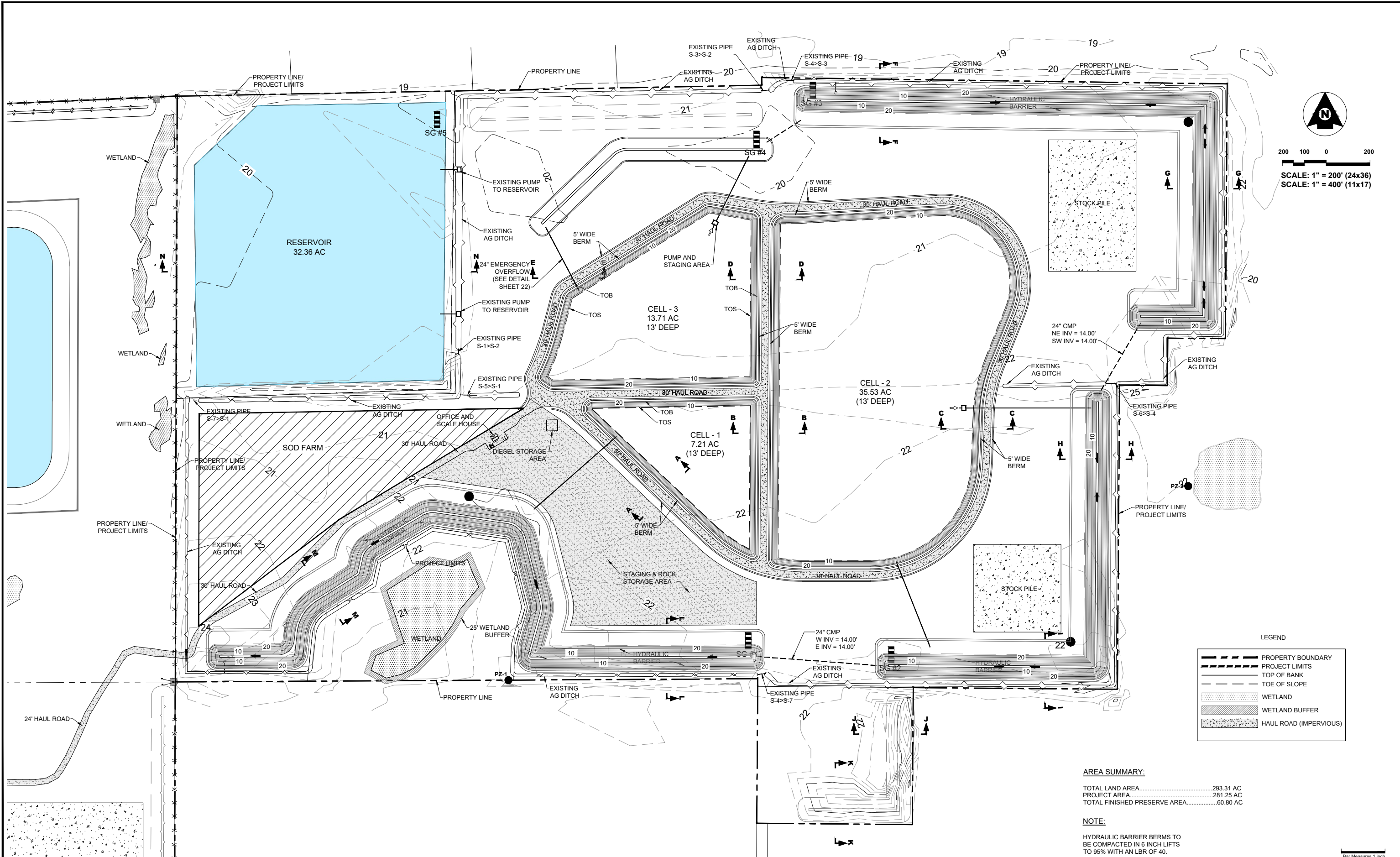
TOTAL LAND AREA	293.31 AC
PROJECT AREA	281.25 AC
TOTAL FINISHED PRESERVE AREA	60.80 AC

NOTE:

HYDRAULIC BARRIER BERMS TO
BE COMPACTED IN 6 INCH LIFTS
TO 95% WITH AN LBR OF 40.



10/23/2025 12:16:00 PM - P:13-0191.04 - WATERSIDE EAST EXCAVATION DESIGN/CADD/PLAN SET/08 - CELL 3 EXCAVATION PLAN.DWG - REED MCKOWN



LEGEND	
	PROPERTY BOUNDARY
	PROJECT LIMITS
	TOP OF BANK
	TOE OF SLOPE
	WETLAND
	WETLAND BUFFER
	HAUL ROAD (IMPERVIOUS)

AREA SUMMARY:

TOTAL LAND AREA	293.31 AC
PROJECT AREA	281.25 AC
TOTAL FINISHED PRESERVE AREA	60.80 AC

NOTE:

HYDRAULIC BARRIER BERMS TO BE COMPACTED IN 6 INCH LIFTS TO 95% WITH AN LBR OF 40.



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REV.	DATE	BY	CK'D	DESCRIPTION

Project No.:	13-0191.04
Project Manager:	G W B
Project Engineer:	G W B
Project Designer:	-
Checked By:	-
Approved By:	G W B

**WATERSIDE RESTORATION
CELL 3 EXCAVATION PLAN**

SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

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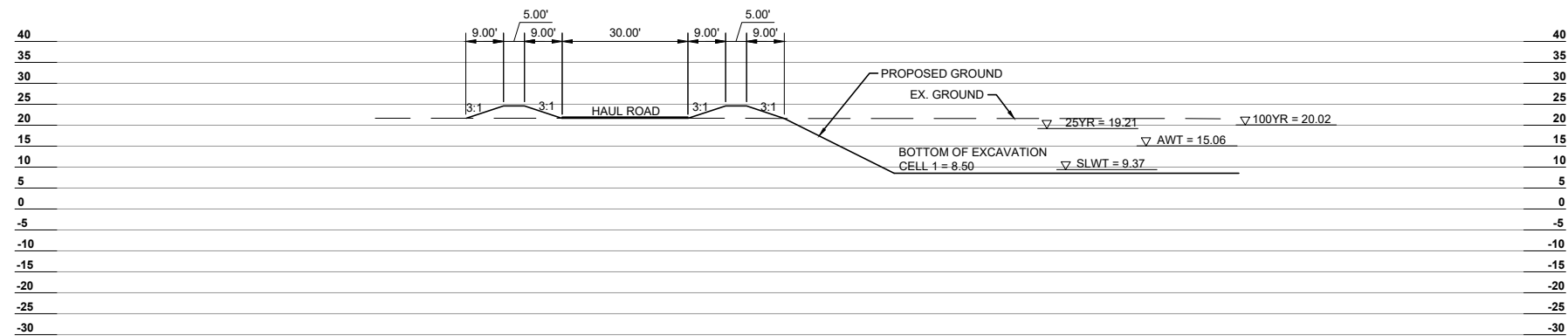
DATE: **OCT 2025** DATUM: **NAVD 88**

PROJECT No.: **13-0191.04**

SHEET: **8**

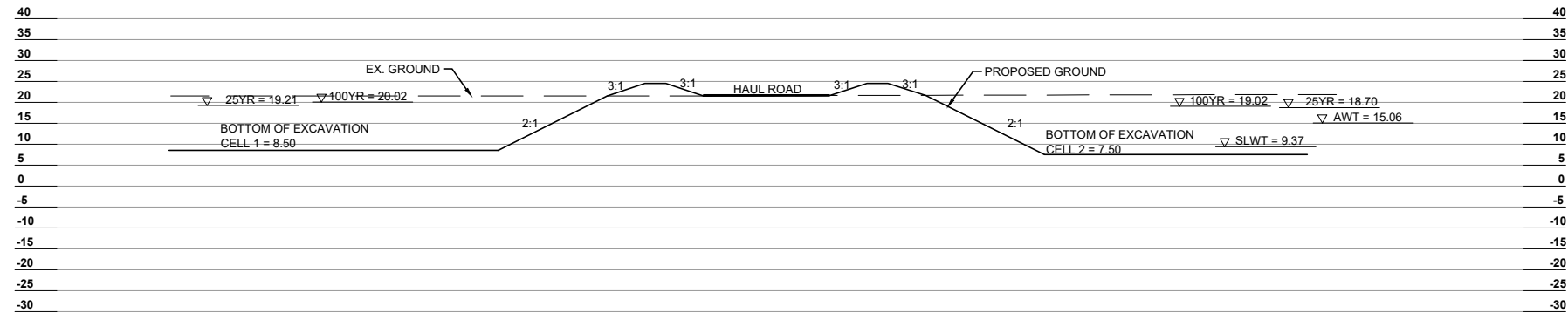
FLORIDA

10/23/2025 12:16:05 PM - P:13-0191.04 - WATERSIDE EAST EXCAVATIONDESIGNCADD\PLAN SET\09-13- EXCAVATION CROSS SECTIONS.DWG - REED MCKOWN



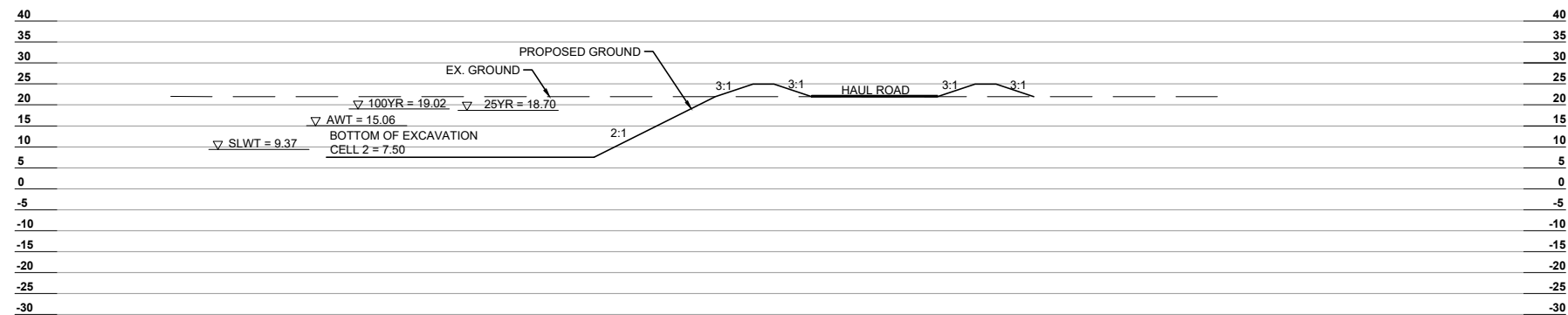
SECTION A-A

SCALE : 1" = 20' (24"X36")



SECTION B-B

SCALE : 1" = 20' (24"X36")



SECTION C-C

SCALE : 1" = 20' (24"X36")



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REV.	DATE	BY	CK'D	DESCRIPTION

Project No.:	13-0191.04
Project Manager:	G W B
Project Engineer:	G W B
Project Designer:	-
Checked By:	-
Approved By:	G W B

WATERSIDE RESTORATION EXCAVATION CROSS SECTIONS

CHARLOTTE COUNTY

SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

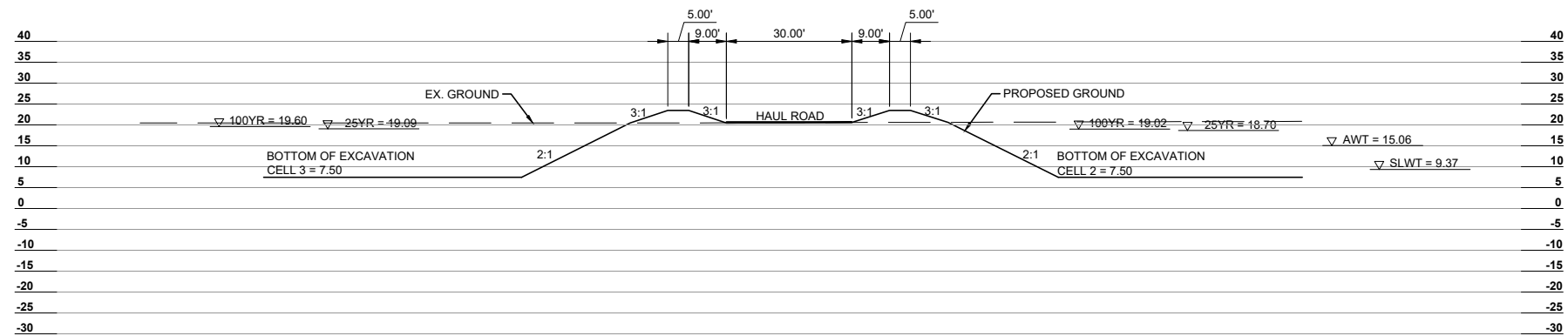
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DATE:	OCT 2025	DATUM:	NAVD 88
PROJECT No.:	13-0191.04		
	SHEET:	9	

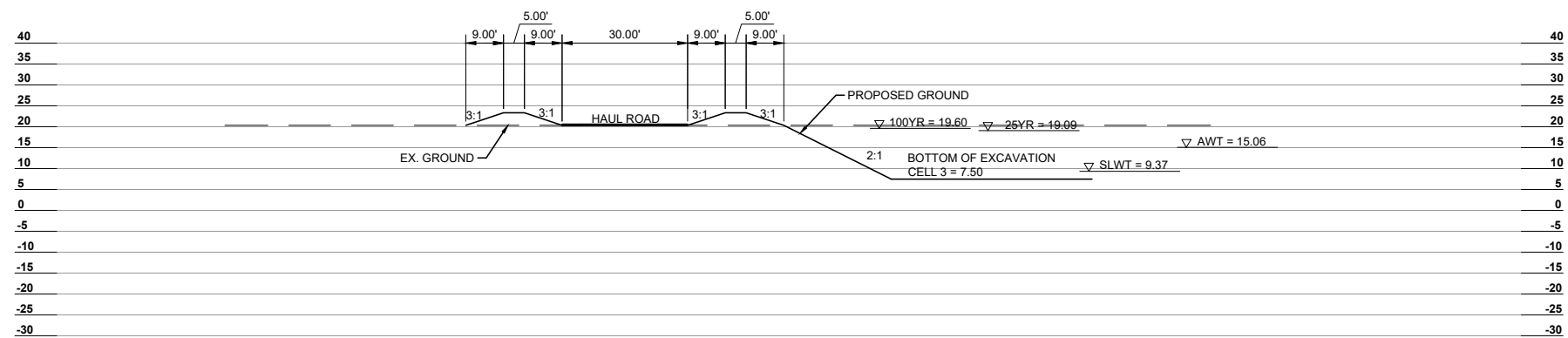
Bar Measures 1 inch

10/23/2025 12:16:06 PM - P:\13-0191.04 - WATERSIDE EAST EXCAVATION\DESIGN\CADD\PLAN SET\09-13- EXCAVATION CROSS SECTIONS.DWG - REED MCKOWN



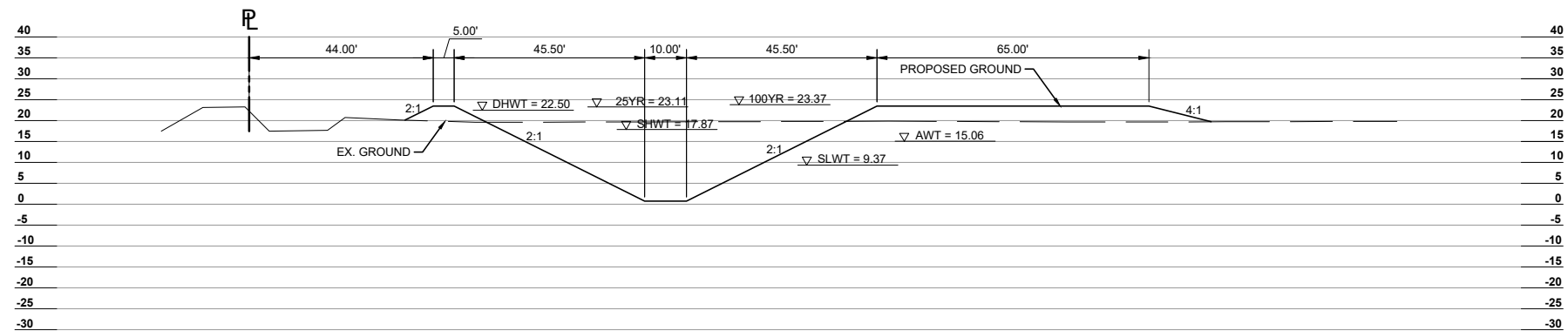
SECTION D-D

SCALE : 1" = 20' (24"x36")



SECTION E-E

SCALE : 1" = 20' (24"x36")



SECTION F-F

SCALE : 1" = 20' (24"x36")



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REV.	DATE	BY	CK'D	DESCRIPTION

Project No.:	13-0191.04
Project Manager:	G W B
Project Engineer:	G W B
Project Designer:	-
Checked By:	-
Approved By:	G W B

WATERSIDE RESTORATION EXCAVATION CROSS SECTIONS

CHARLOTTE COUNTY

SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

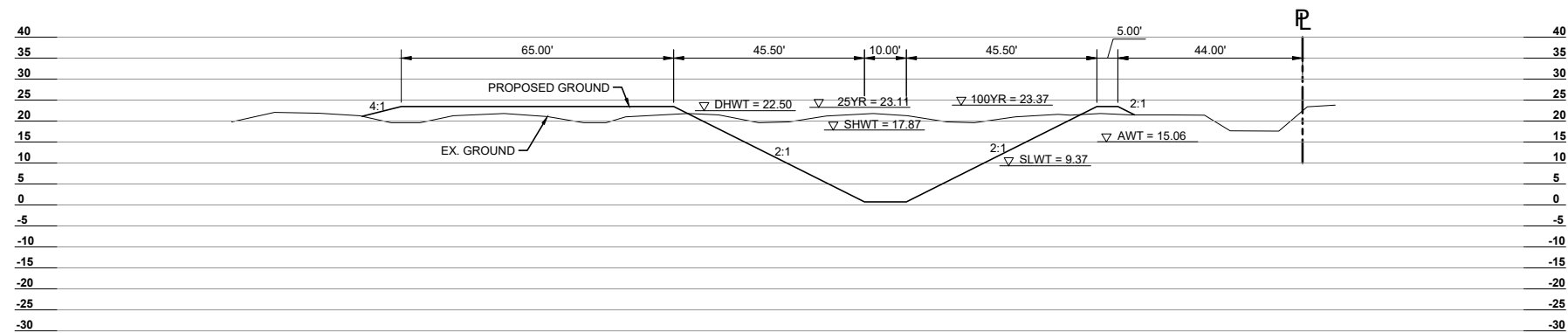
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PROJECT No.:	13-0191.04		
SHEET:	10		

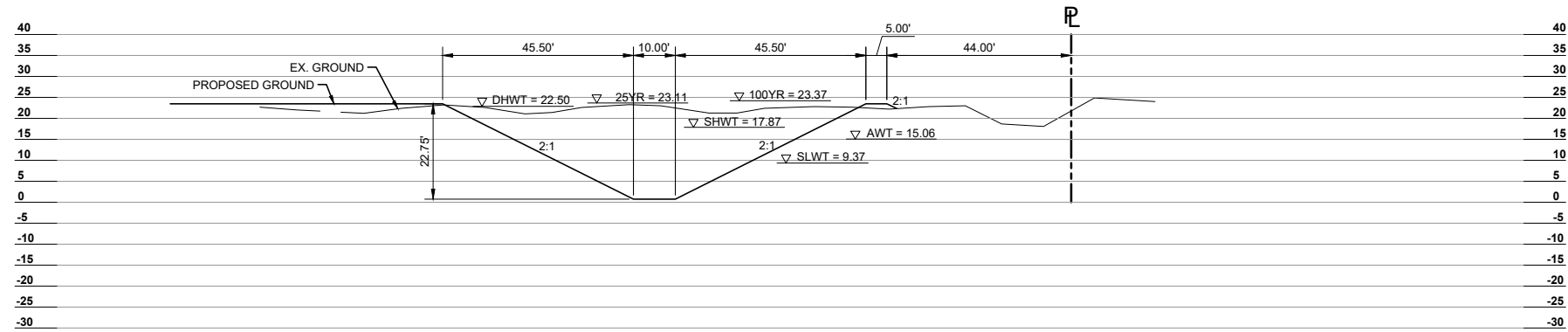
Bar Measures 1 inch

10/23/2025 12:16:07 PM - P:\13-0191.04 - WATERSIDE EAST EXCAVATION\DESIGN\CADD\PLAN SET\09-13- EXCAVATION CROSS SECTIONS.DWG - REED MCKOWN



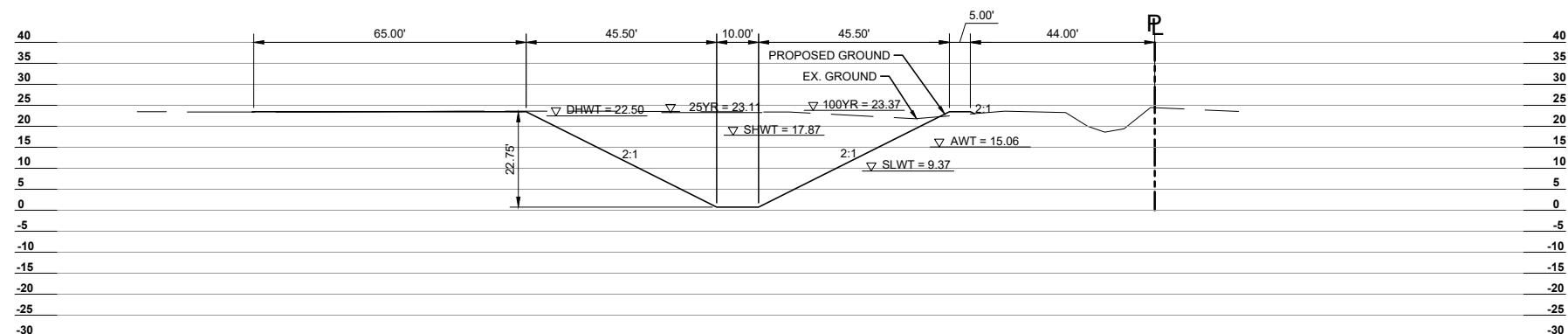
SECTION G-G

SCALE : 1" = 20' (24"x36")



SECTION H-H

SCALE : 1" = 20' (24"x36")



SECTION I-I

SCALE : 1" = 20' (24"x36")



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					Project No.: 13-0191.04
					Project Manager: G W B
					Project Engineer: G W B
					Project Designer: -
					Checked By: -
					Approved By: G W B
REV.	DATE	BY	CK'D	DESCRIPTION	

WATERSIDE RESTORATION EXCAVATION CROSS SECTIONS

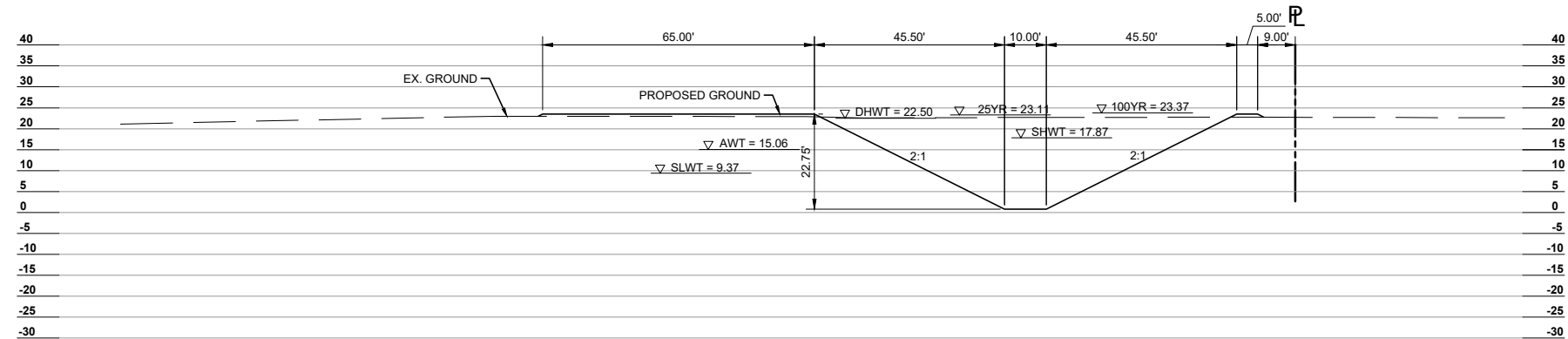
CHARLOTTE COUNTY SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

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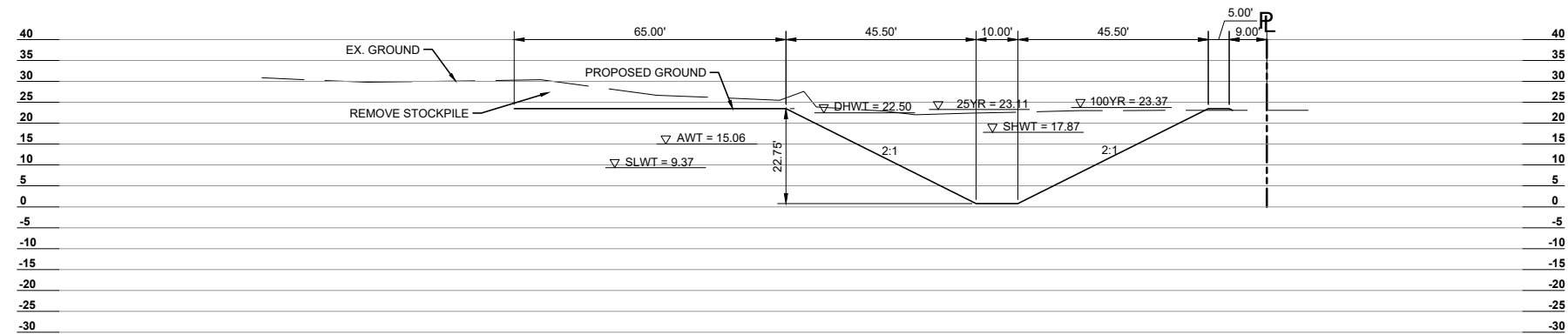
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PROJECT No.: 13-0191.04	
SHEET: 11	

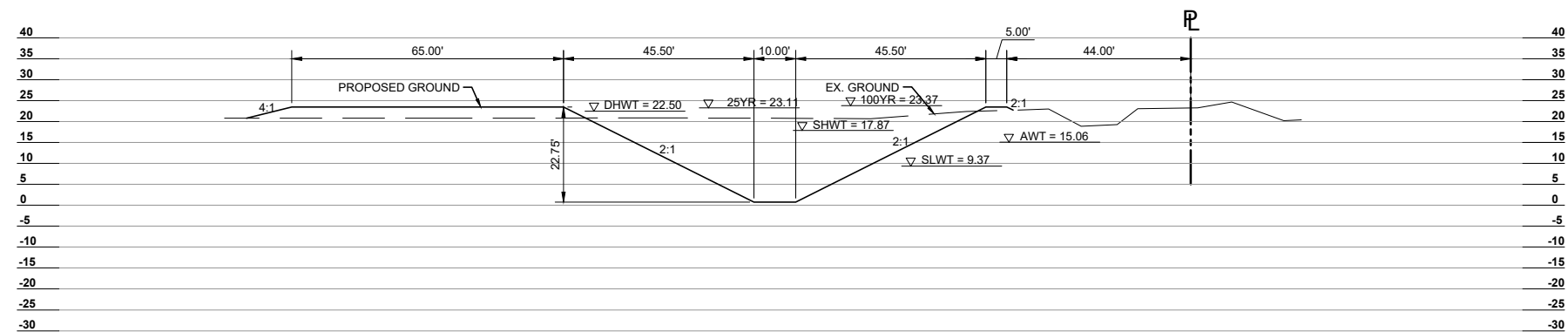
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SECTION J-J
SCALE : 1" = 20' (24"X36")



SECTION K-K
SCALE : 1" = 20' (24"X36")



SECTION L-L
SCALE : 1" = 20' (24"X36")



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REV.	DATE	BY	CK'D	DESCRIPTION

Project No.:	13-0191.04
Project Manager:	G W B
Project Engineer:	G W B
Project Designer:	-
Checked By:	-
Approved By:	G W B

WATERSIDE RESTORATION EXCAVATION CROSS SECTIONS

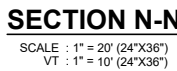
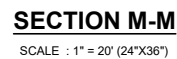
CHARLOTTE COUNTY SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

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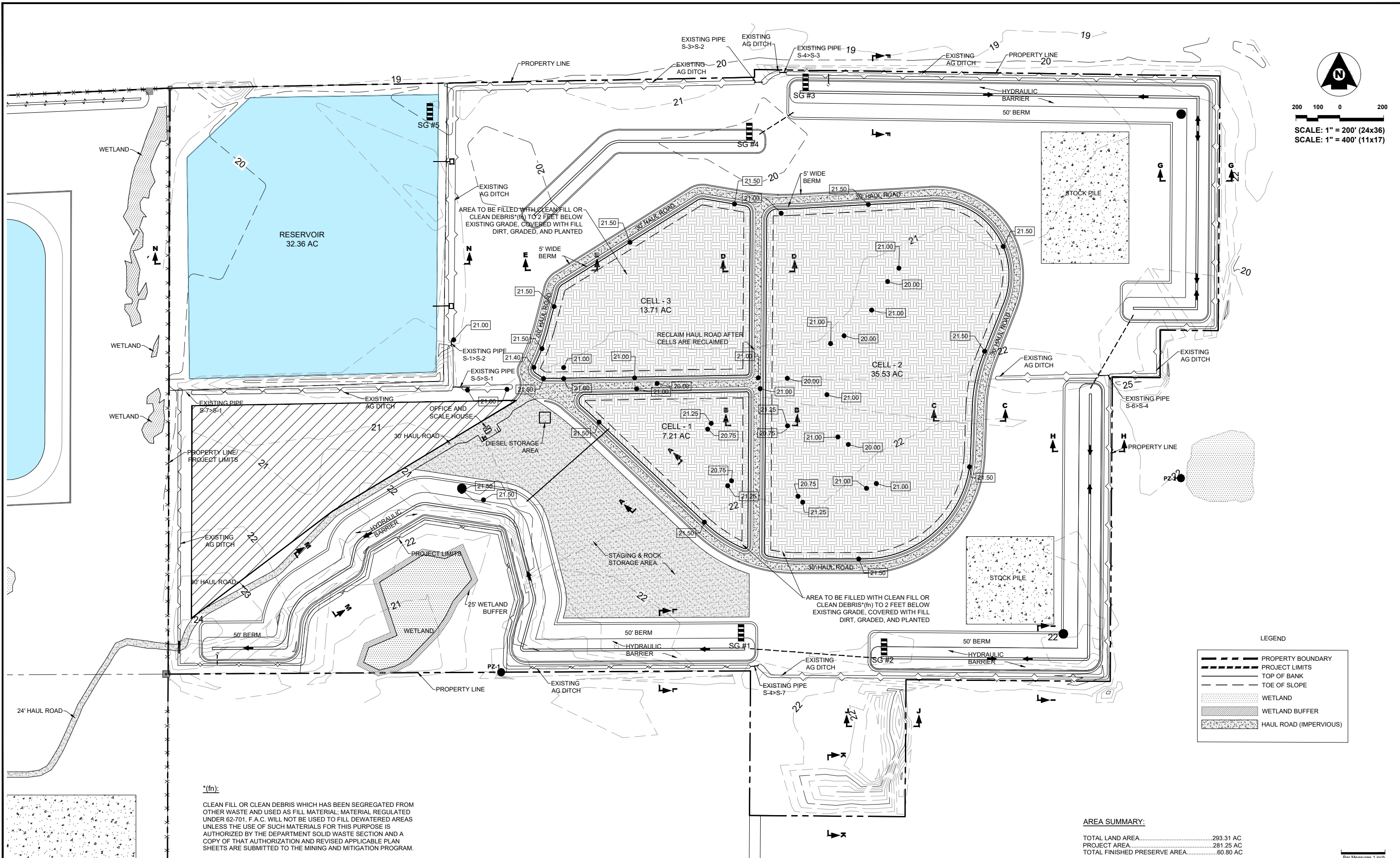
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DATE:	OCT 2025	DATUM:	NAVD 88
PROJECT No.:	13-0191.04		
	SHEET:	12	

Bar Measures 1 inch



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REV.	DATE	BY	CK'D	DESCRIPTION

Project No.: 13-0191.04
Project Manager: G W B
Project Engineer: G W B
Project Designer: -
Checked By: -
Approved By: G W B

WATERSIDE RESTORATION RECLAMATION PLAN PHASE 1

CHARLOTTE COUNTY SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

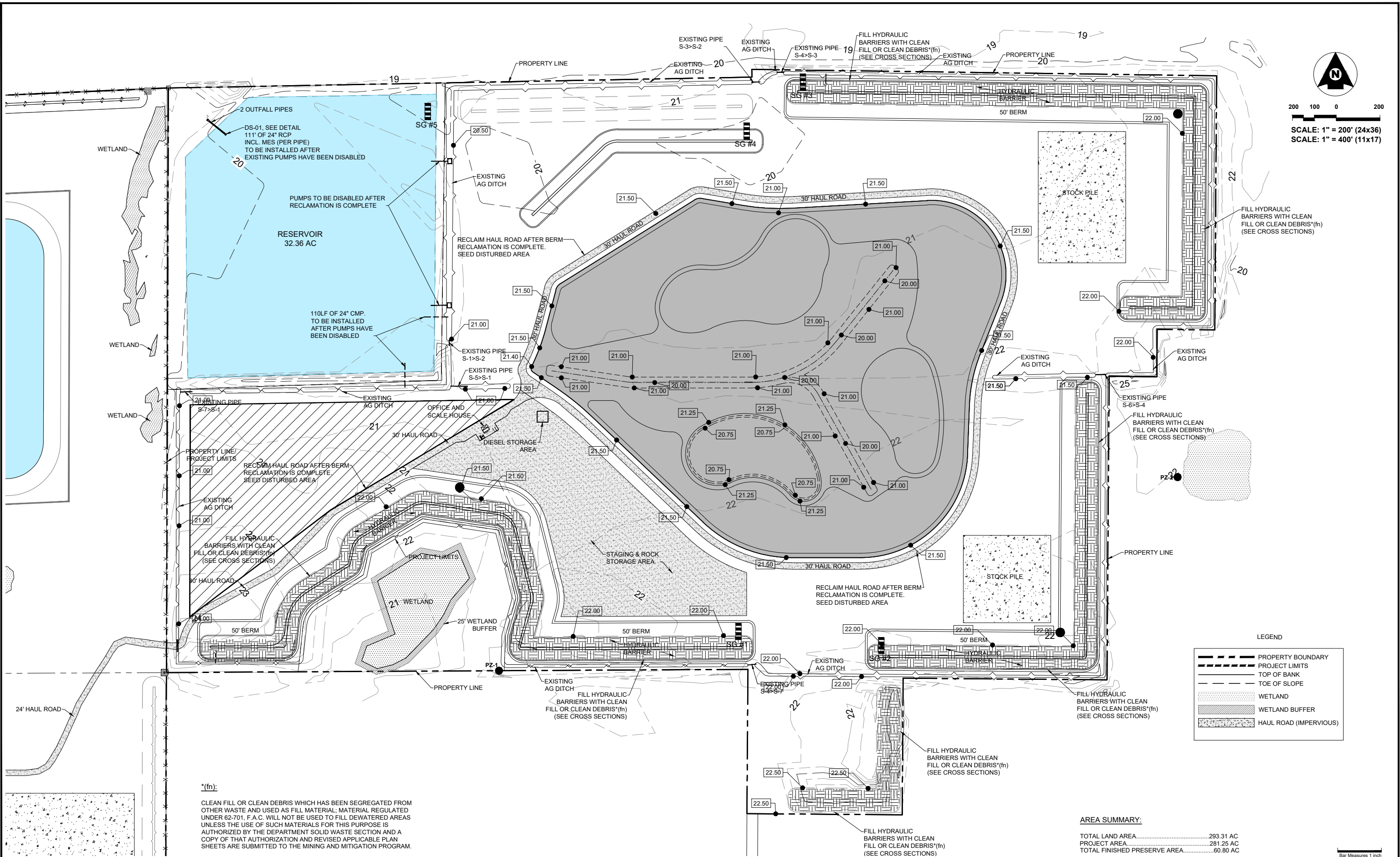
DATE: OCT 2025
PROJECT No.: 13-0191.04
SHEET: 14

DATE: OCT 2025
DATUM: NAVD 88

AREA SUMMARY:
TOTAL LAND AREA.....293.31 AC
PROJECT AREA.....281.25 AC
TOTAL FINISHED PRESERVE AREA.....60.80 AC

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*(fn):

CLEAN FILL OR CLEAN DEBRIS WHICH HAS BEEN SEGREGATED FROM OTHER WASTE AND USED AS FILL MATERIAL; MATERIAL REGULATED UNDER 62-701, F.A.C. WILL NOT BE USED TO FILL DEWATERED AREAS UNLESS THE USE OF SUCH MATERIALS FOR THIS PURPOSE IS AUTHORIZED BY THE DEPARTMENT SOLID WASTE SECTION AND A COPY OF THAT AUTHORIZATION AND REVISED APPLICABLE PLAN SHEETS ARE SUBMITTED TO THE MINING AND MITIGATION PROGRAM.

AREA SUMMARY:

TOTAL LAND AREA.....293.31 AC
PROJECT AREA.....281.25 AC
TOTAL FINISHED PRESERVE AREA.....60.80 AC



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REV.	DATE	BY	CK'D	DESCRIPTION

Project No.:	13-0191.04
Project Manager:	G W B
Project Engineer:	G W B
Project Designer:	-
Checked By:	-
Approved By:	G W B

CHARLOTTE COUNTY

WATERSIDE RESTORATION RECLAMATION PLAN PHASE 2

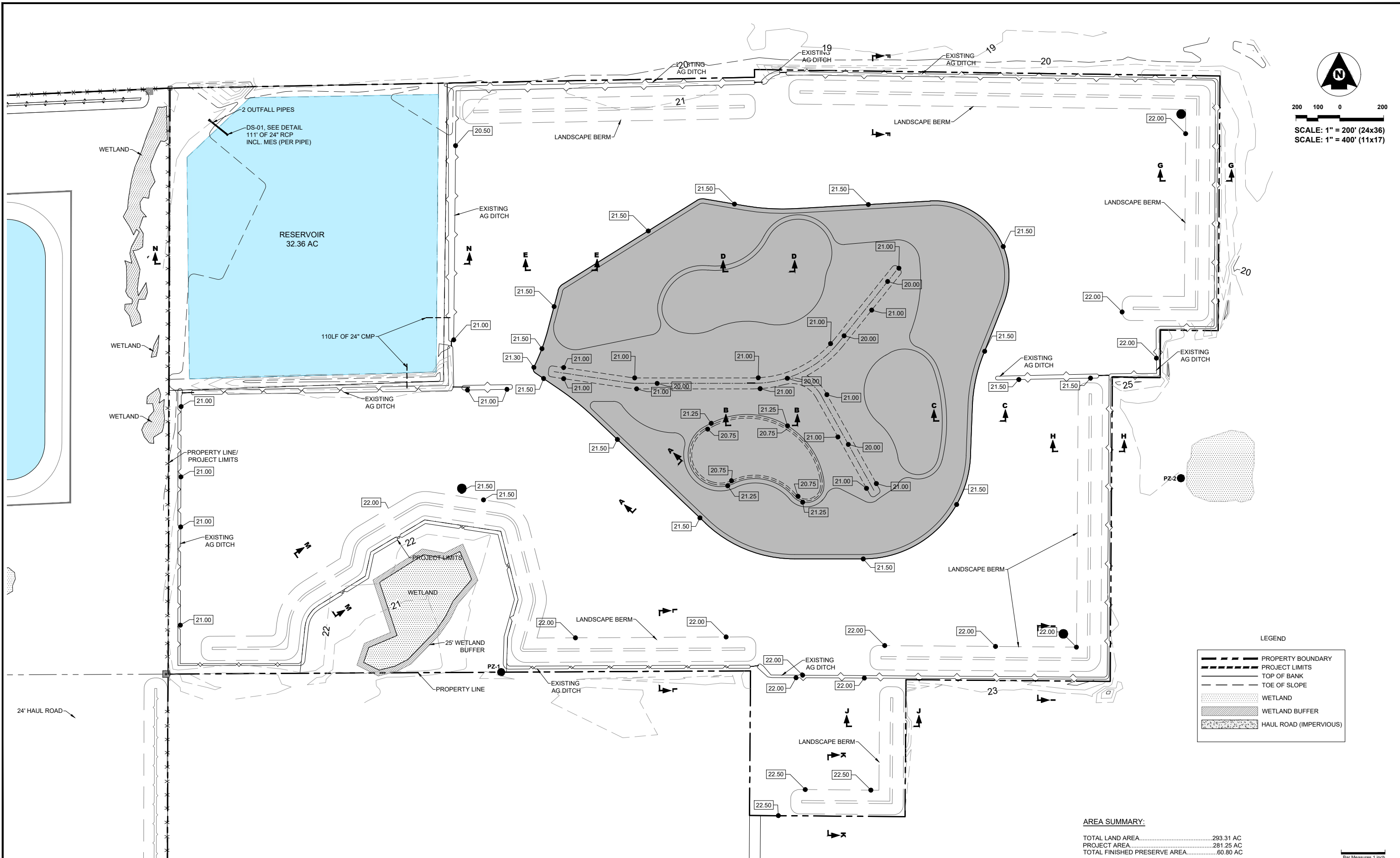
SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

FLORIDA

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License No. 62474
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DATE:	OCT 2025	DATUM:	NAVD 88
PROJECT No.:	13-0191.04	SHEET:	15

10/23/2025 12:16:25 PM - P:13-0191.04 - WATERSIDE EAST EXCAVATION DESIGN/CADD/PLAN SET/16- RESTORATION PLAN DWG - REED MCKOWN





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REV.	DATE	BY	CK'D	DESCRIPTION

Project No.:	13-0191.04
Project Manager:	G W B
Project Engineer:	G W B
Project Designer:	-
Checked By:	-
Approved By:	G W B

WATERSIDE RESTORATION RECLAMATION PLAN

CHARLOTTE COUNTY SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

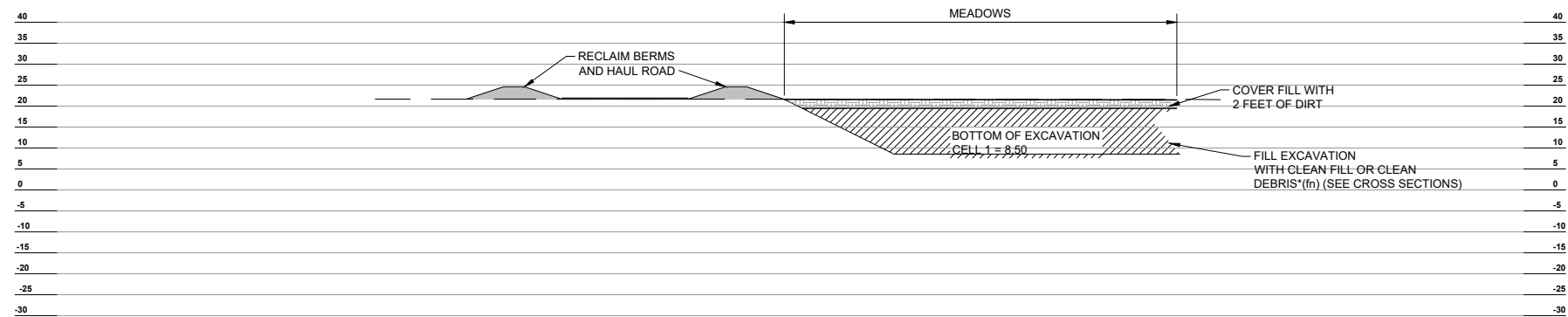
FLORIDA

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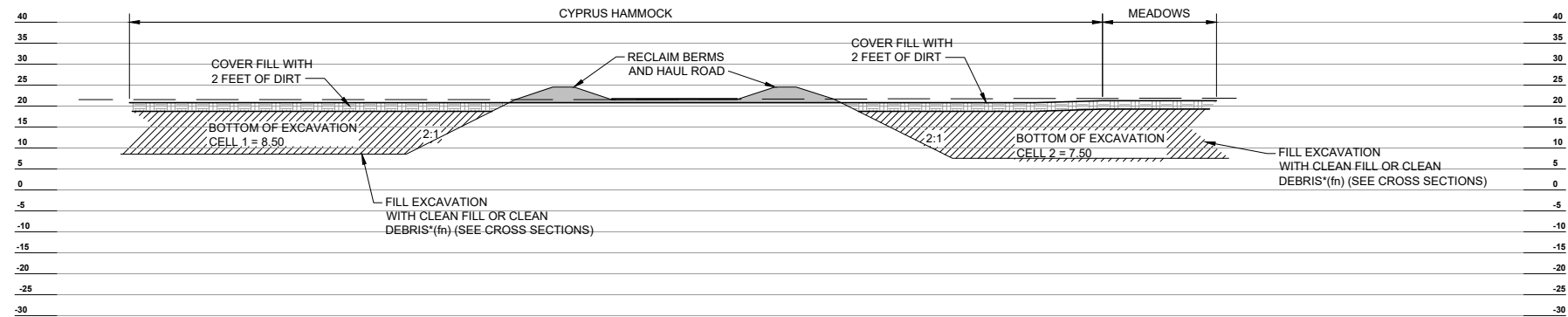
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PROJECT No.:	13-0191.04		
SHEET:	16		

10/23/2025 12:16:29 PM - P:13-0191.04 - WATERSIDE EAST EXCAVATION DESIGN\ADD\PLAN SET\17-21- RESTORATION CROSS SECTIONS.DWG - REED MCKOWN



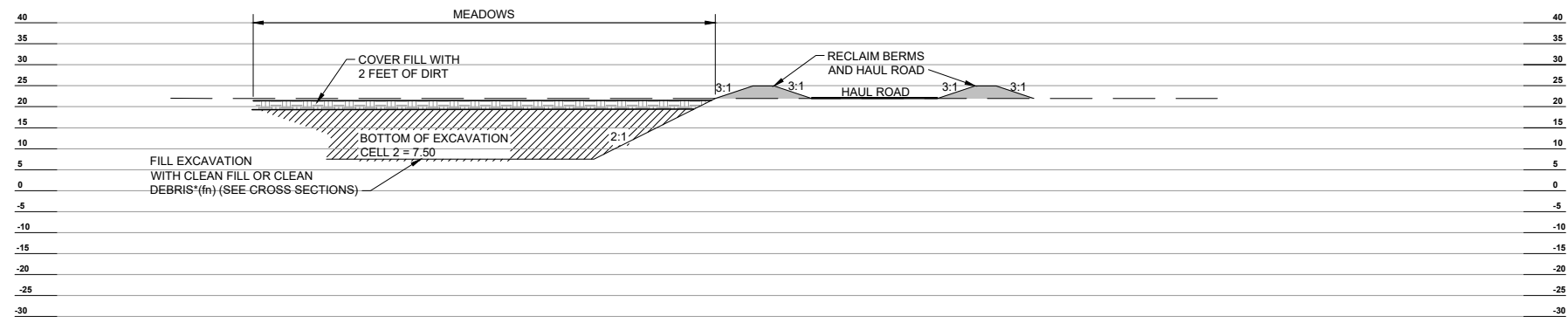
SECTION A-A

SCALE : 1" = 20' (24"X36")



SECTION B-B

SCALE : 1" = 20' (24"X36")



SECTION C-C

SCALE : 1" = 20' (24"X36")

*(fn):

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Certificate of Authorization No. 26551

						Project No.: 13-0191.04
						Project Manager: G W B
						Project Engineer: G W B
						Project Designer: -
						Checked By: -
						Approved By: G W B
REV.	DATE	BY	CK'D	DESCRIPTION		

WATERSIDE RESTORATION RECLAMATION CROSS SECTIONS

CHARLOTTE COUNTY

SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

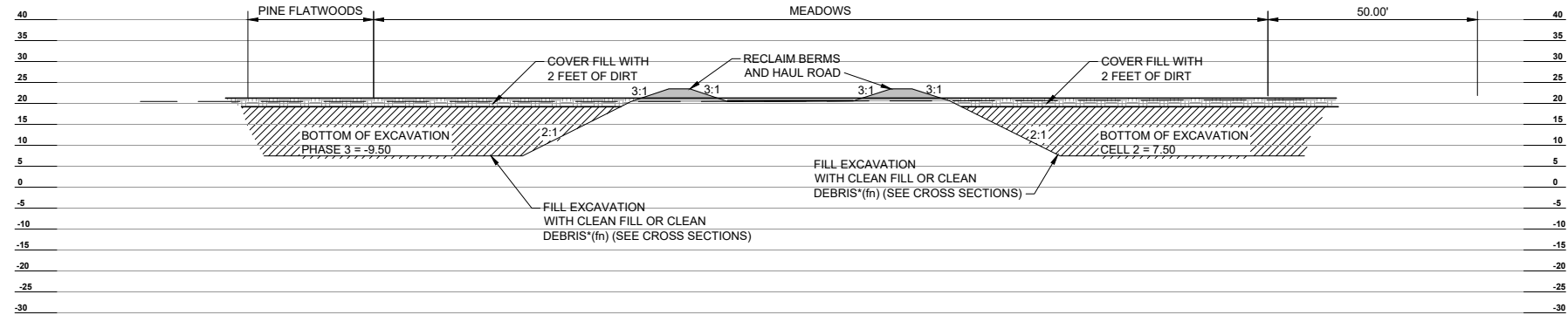
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PROJECT No.: 13-0191.04	
SHEET: 17	

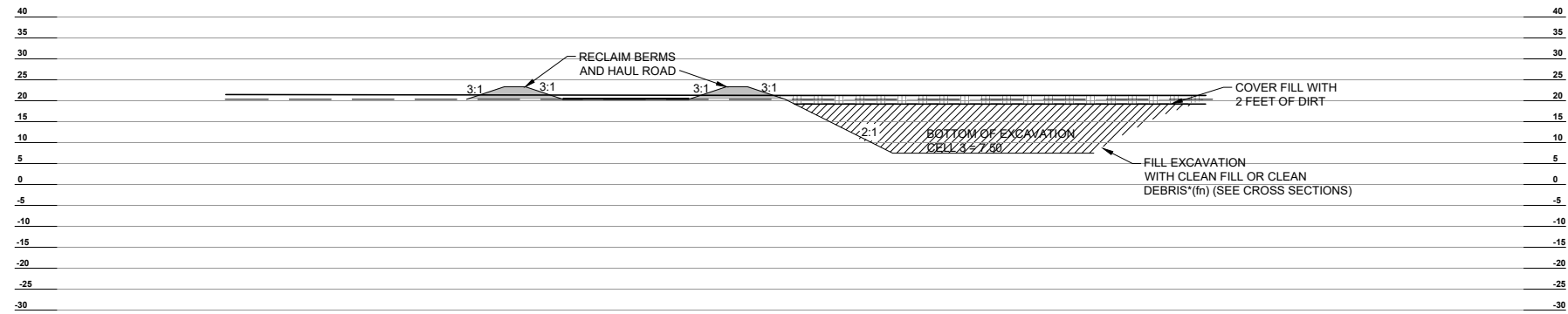
Bar Measures 1 inch

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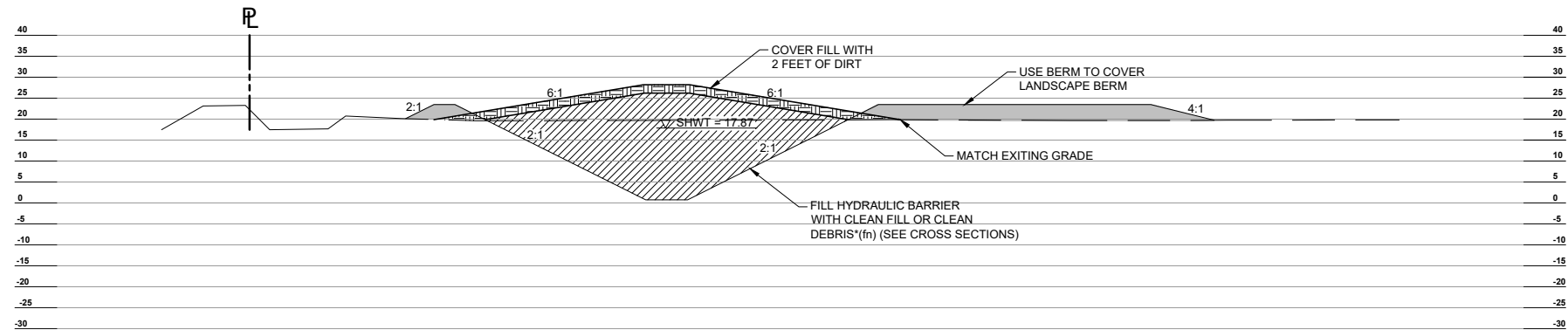
SECTION D-D

SCALE : 1" = 20' (24"X36")



SECTION E-E

SCALE : 1" = 20' (24"X36")



SECTION F-F

SCALE : 1" = 20' (24"X36")

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WATERSIDE RESTORATION RECLAMATION CROSS SECTIONS

CHARLOTTE COUNTY

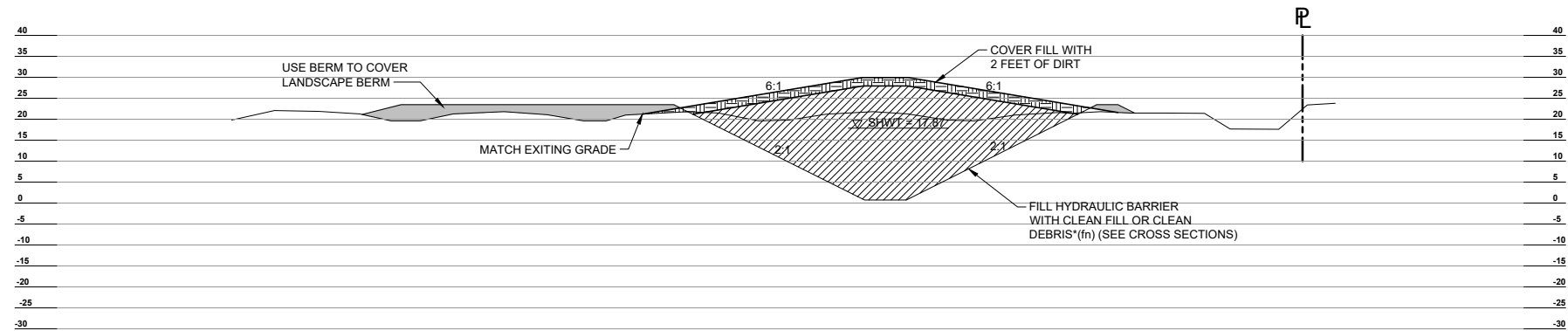
SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

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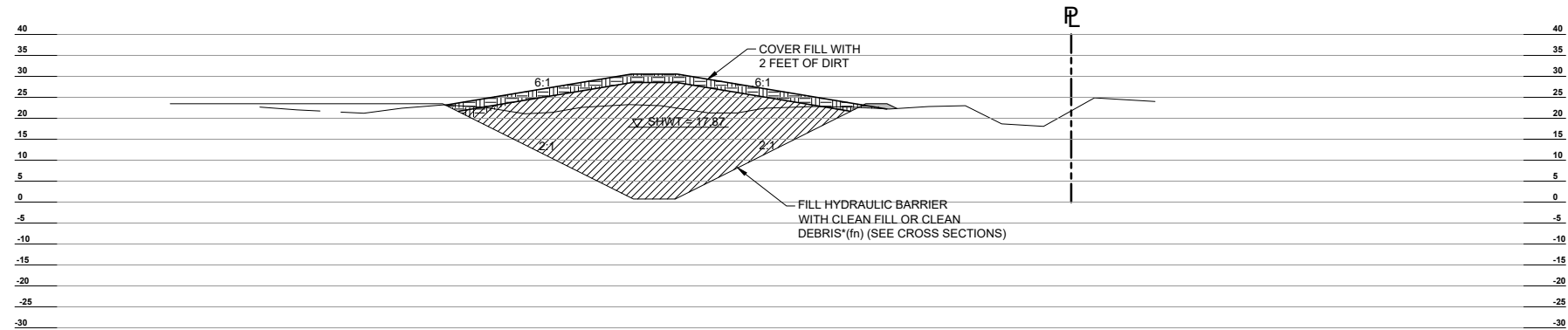
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SHEET:	18		

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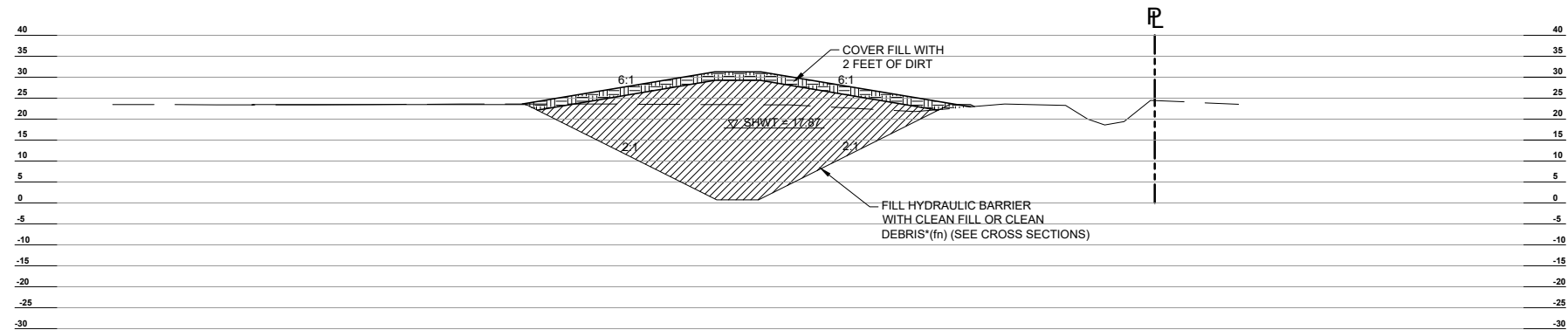
SECTION G-G

SCALE : 1" = 20' (24"x36")



SECTION H-H

SCALE : 1" = 20' (24"x36")



SECTION I-I

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WATERSIDE RESTORATION RECLAMATION CROSS SECTIONS

CHARLOTTE COUNTY

SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

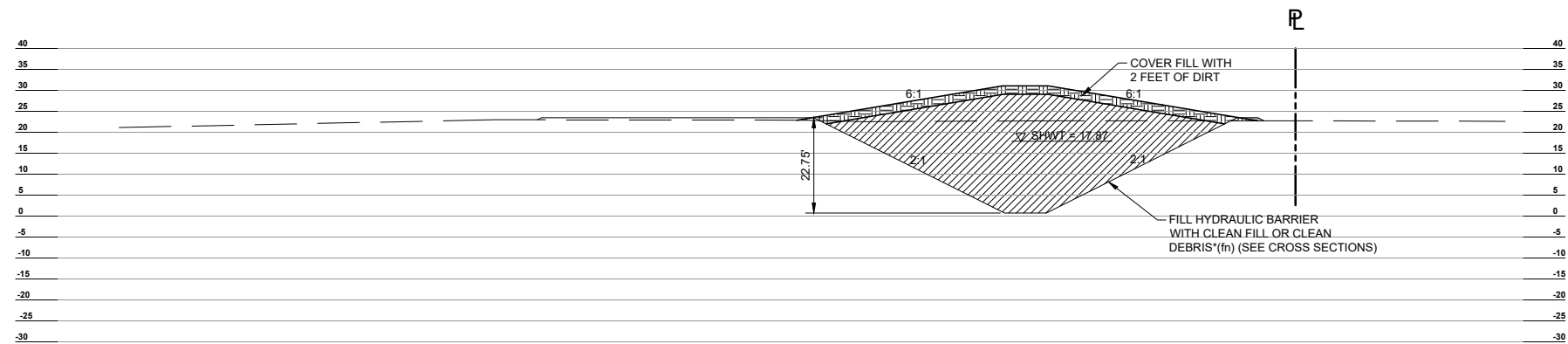
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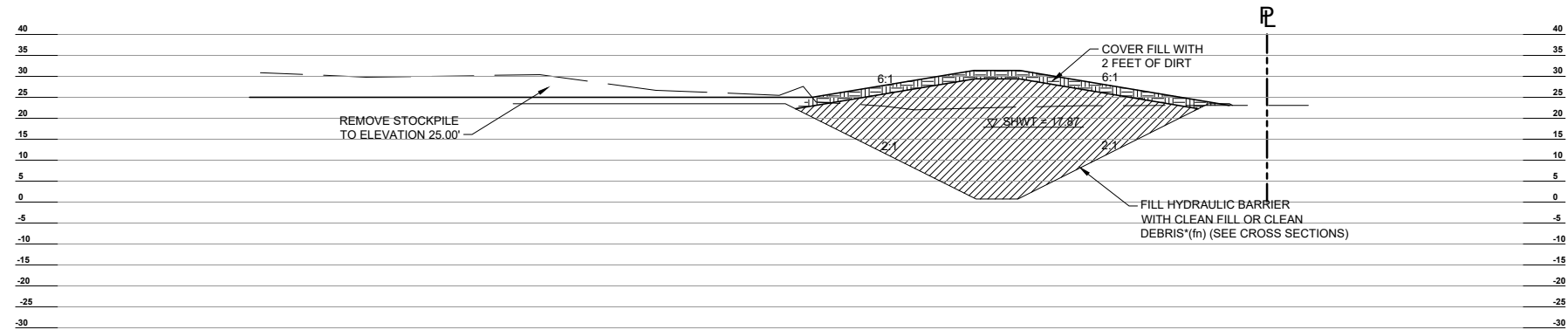
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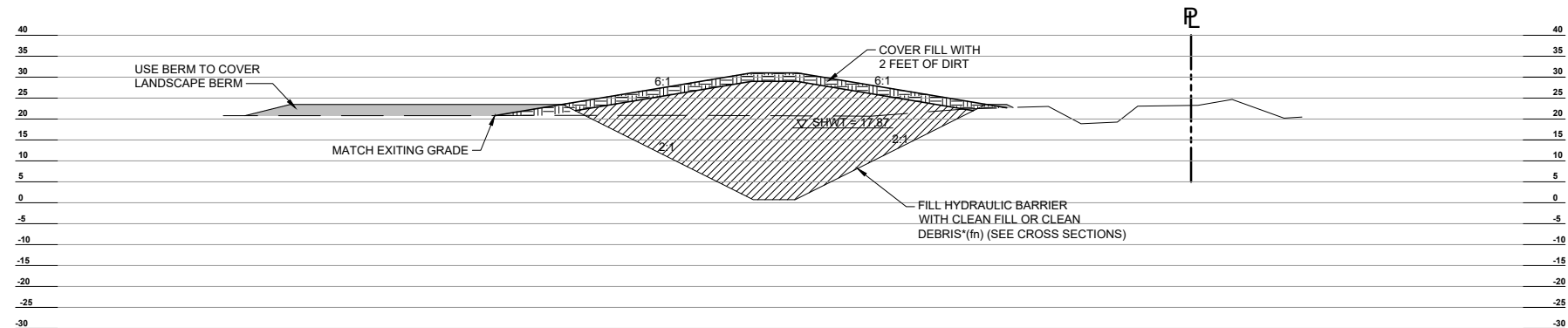
SECTION J-J

SCALE : 1" = 20' (24"X36")



SECTION K-K

SCALE : 1" = 20' (24"X36")



SECTION L-L

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WATERSIDE RESTORATION RECLAMATION CROSS SECTIONS

CHARLOTTE COUNTY

SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

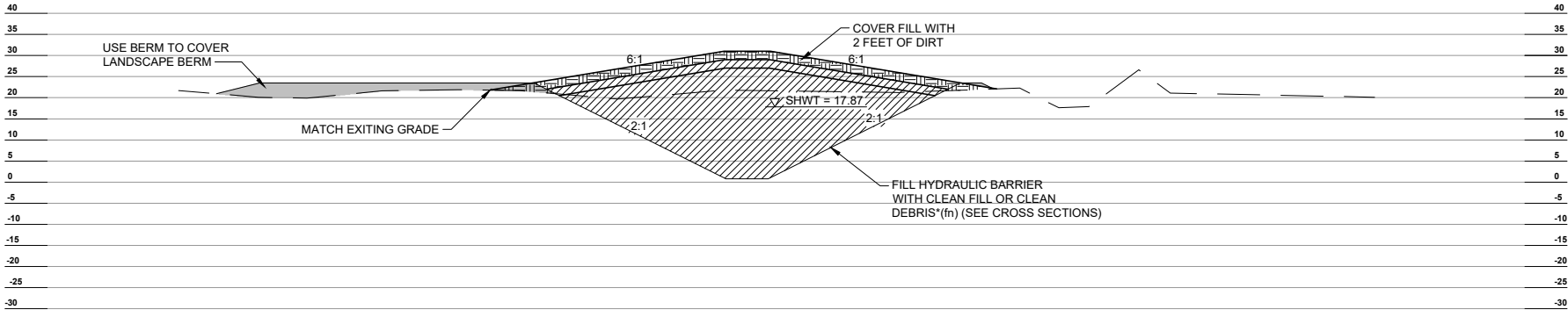
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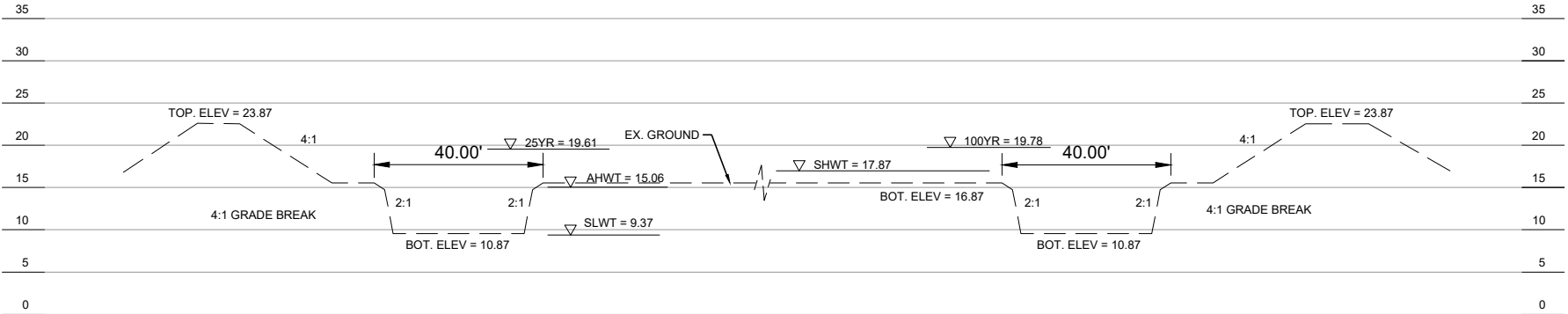
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SECTION M-M

SCALE : 1" = 20' (24"X36")



SECTION N-N

SCALE : 1" = 20' (24"X36")
VT : 1" = 10' (24"X36")

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Project Manager:	G W B
Project Engineer:	G W B
Project Designer:	-
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**WATERSIDE RESTORATION
RECLAMATION CROSS SECTIONS**

CHARLOTTE COUNTY SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

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	SHEET:	21	

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EROSION CONTROL NOTES:

1. GENERAL
THE CONTRACTOR SHALL PROVIDE ALL LABOR, EQUIPMENT, TOOLS, MATERIALS AND SERVICES NEEDED TO ENSURE ADEQUATE EROSION AND SEDIMENT CONTROL MEASURES. THESE MEASURES SHALL CONFORM TO THE PLANS AND SPECIFICATIONS AND ALL STATE AND LOCAL REQUIREMENTS.

2. WETLAND PROTECTION
IN AREAS OF CONSTRUCTION ADJACENT TO WETLANDS, THE FOLLOWING SHALL BE PERFORMED:

- a) THE ACTUAL WETLAND AND REQUIRED BUFFERS, AS SHOWN ON THE PLANS, MUST BE ROPED OFF PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY ADJACENT TO SAID AREAS.
- b) PRIOR TO THE PLACEMENT OF ANY FILL MATERIAL ADJACENT TO WETLANDS OR BUFFER AREAS, A SILTATION BARRIER SHALL BE CONSTRUCTED. AN ACCEPTED ALTERNATE BARRIER WOULD BE A LINE OF HAY BALES.
- c) NO RIM DITCHING OF THE WETLANDS SHALL BE PERFORMED. WATER LEVELS IN THE WETLANDS SHOULD BE MAINTAINED.
- d) IN AREAS OF WETLANDS IN WHICH WORK IS TO BE PERFORMED, SUCH AREAS MUST BE CLEARLY STAKED AND ROPED OFF. ALONG SUCH LIMITS, A SILTATION BARRIER MUST BE CONSTRUCTED. THE USE OF SMALL EQUIPMENT IN THESE AREAS IS RECOMMENDED.
- e) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THESE BARRIERS. BARRIERS SHALL REMAIN IN PLACE UNTIL AREAS ARE STABILIZED.
- f) IF DAMAGE IS DONE TO THE WETLAND AREA, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO PROTECTED AREAS.
- g) IN AREAS WHERE IMPACTS WILL BE PERFORMED IN WETLANDS, SUCH AREAS SHALL BE STRIPPED OF EXISTING MATERIAL AND STOCKPILED FOR USE IN THE RE-CREATION OF THESE AREAS OR IN LITTORAL ZONES.

3. EARTH MOVING ACTIVITIES

- a) THE CONTRACTOR SHALL EXERCISE CARE TO PRESERVE THE NATURAL LANDSCAPE AND SHALL CONDUCT HIGHER CONSTRUCTION OPERATIONS SO AS TO PREVENT ANY UNNECESSARY DESTRUCTION, SCARRING OR DEFACING OF THE NATURAL SURROUNDINGS IN THE VICINITY OF THE WORK AREA. EXCEPT WHERE CLEARING IS REQUIRED FOR PERMANENT WORK, FOR APPROVED CONSTRUCTION ROADS OR FOR EXCAVATION OPERATIONS, ALL TREES, NATIVE SHRUBBERY AND VEGETATION SHALL BE PRESERVED AND SHALL BE PROTECTED FROM DAMAGE WHICH MAY BE CAUSED BY THE CONTRACTORS CONSTRUCTION OPERATIONS AND EQUIPMENT.
- b) THE FIRST STAGE OF THE EARTH MOVING ACTIVITY SHALL BE CONFINED TO THE EXCAVATION OF THE STORMWATER FACILITY.
- c) TOPSOIL SHOULD BE TAKEN FROM THE CONSTRUCTION AREAS AND SHOULD BE STOCKPILED FOR REUSE IN FINISHED GRADING. STOCKPILES SHOULD BE PLACED SO AS NOT TO ADD ANY ADDITIONAL SEDIMENT TO THE CONSTRUCTION. THE STOCKPILES SHOULD BE MULCHED AND/OR SEEDED WHEN EXPOSED BEYOND THIRTY (30) DAYS.
- d) GRADED AREAS ARE TO BE SEEDED AND/OR SODDED WITHIN THIRTY (30) DAYS FOLLOWING EARTH MOVING PROCEDURES. IF THE TIME OF YEAR IS NOT CONDUCTIVE FOR PERMANENT SEEDING, A TEMPORARY MULCH AND/OR SEEDING SHOULD BE USED.
- e) TEMPORARY DIVERSION BERMS AND/OR BARRIERS SHALL BE REMOVED ONLY AFTER THE CONSTRUCTION OF THOSE AREAS DIRECTED TO THE BERMS AND/OR BARRIERS HAVE BEEN COMPLETED.
- f) THE SILT COLLECTION PONDS SHOULD BE REMOVED AND/OR REGRADED FOR PERMANENT USE, AS THE FINAL GRADING AND SEEDING OVERLAP THE AREA USED BY SAME.

4. FILLS

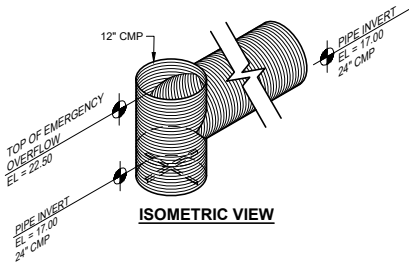
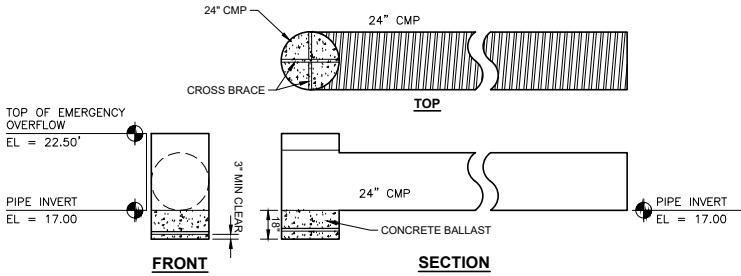
- a) LAND TO BE CUT OR FILLED SHOULD BE CLEARED OF TREES, STUMPS, ROOTS, BRUSH, BOULDERS, SOD AND DEBRIS.
- b) FILL AREAS SHOULD BE SCARIFIED, KEYED AND DRAINED.
- c) FILL MATERIAL SHOULD BE FREE OF SOD, ROOTS, OR OTHER DECOMPOSABLE MATERIAL.
- d) THE PLACING AND SPREADING OF FILL MATERIAL SHOULD BE STARTED AT THE LOWEST POINT.
- e) GENERALLY, A 6:1 SLOPE SHOULD BE USED UNLESS SPECIFIC ENGINEERING DATA SHOWS A STEEPER SLOPE IS STABLE. SLOPES OF 4:1 OR FLATTER ARE DESIRABLE FOR EROSION CONTROL AND MAINTENANCE.
- f) FILLS SHOULD BE SEEDED AND/OR MULCHED IMMEDIATELY UPON COMPLETION OF EARTH PLACEMENT.
- g) WATER MANAGEMENT SYSTEMS SHOULD BE PROVIDED TO PREVENT WATER CONCENTRATION AND ERODING THE FACE OF THE SLOPE. KEEP SURFACE WATER OFF THE FACE OF THE SLOPE.

5. CUTS

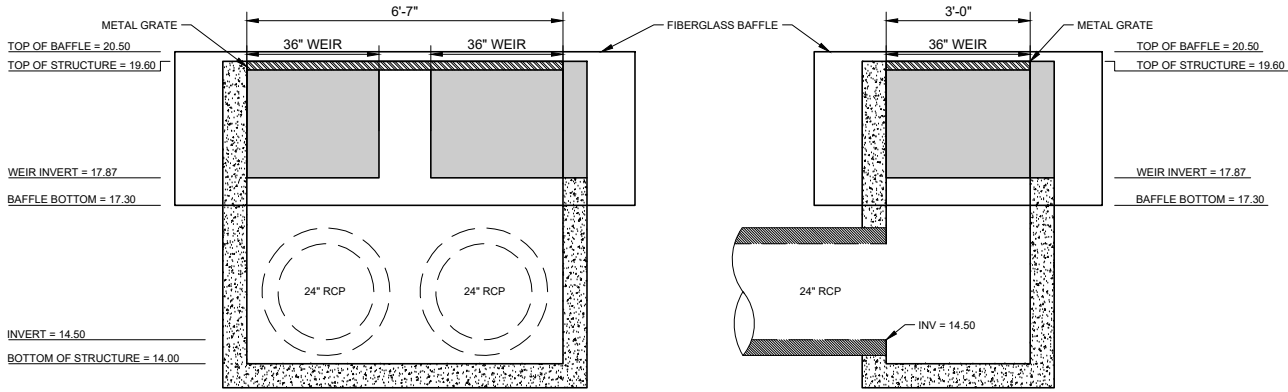
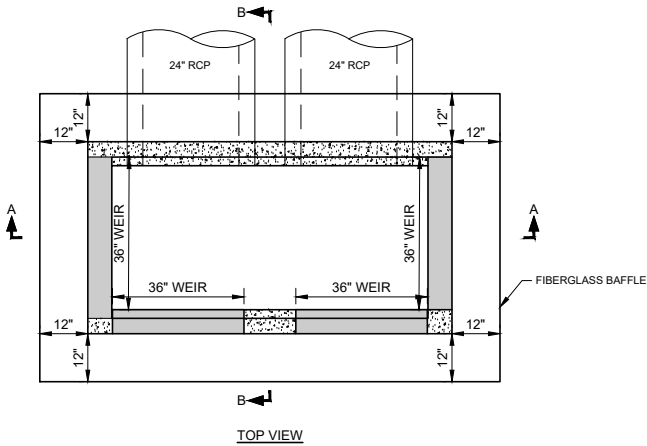
- a) DIVERSIONS SHOULD BE CONSTRUCTED AT TOP OF THE SLOPES PRIOR TO CUTTING OPERATIONS TO CONVEY WATER FROM FACE OF SLOPE.
- b) STEEPNESS OF CUTS WILL DEPEND ON SOIL TYPE AND DESIGN; HOWEVER, CUT SLOPES OF 4:1 OR FLATTER ARE DESIRABLE FOR EROSION CONTROL AND STABILITY.
- c) CUT SLOPES SHOULD BE BENCHED TO PROVIDE ACCESS FOR SEEDING AND MULCHING EQUIPMENT.
- d) CUT SLOPES SHOULD BE SEEDED AND/OR MULCHED IMMEDIATELY AFTER REMOVAL OF EARTH.

6. TEMPORARY SEDIMENT BASIN AND PERMANENT STORMWATER BASINS

- a) SITE PREPARATION
AREAS UNDER THE EMBANKMENT AND ANY STRUCTURAL WORKS SHALL BE CLEARED, GRUBBED AND STRIPPED OF TOPSOIL TO REMOVE TREES, VEGETATION, ROOTS AND OTHER OBJECTIONABLE MATERIALS. IN ORDER TO FACILITATE CLEAN-OUT AND RESTORATION, THE POOL AREA (MEASURED AT THE TOP OF THE SPILLWAY) WILL BE CLEARED OF ALL BRUSH AND TREES.
- b) CUT-OFF TRENCH A CUT-OFF TRENCH, WHEN POND DEPTHS ARE IN EXCESS OF THREE FEET, SHALL BE EXCAVATED ALONG THE CENTERLINE OF EARTH FILL EMBANKMENTS. THE MINIMUM DEPTH SHALL BE TWO FEET. THE CUT-OFF TRENCH SHALL EXTEND UP BOTH ABUTMENTS TO THE RISER CREST ELEVATION. THE MINIMUM BOTTOM DEPTH SHALL BE FOUR FEET, BUT WIDE ENOUGH TO PERMIT OPERATION OF EXCAVATION AND COMPACTION EQUIPMENT. THE SIDE SLOPES SHALL BE NO STEEPER THAN 1:1. COMPACTION REQUIREMENTS SHALL BE THE SAME AS THOSE FOR THE EMBANKMENT. THE TRENCH SHALL BE DEWATERED DURING THE BACKFILLING-COMPACTING OPERATIONS.
- c) EMBANKMENT THE FILL MATERIAL SHALL BE TAKEN FROM APPROVED BORROW AREAS. IT SHALL BE CLEAN SOIL, FREE OF ROOTS, WOODY VEGETATIONS, OVER-SIZED STONES, ROCKS, OR OTHER OBJECTIONABLE MATERIAL. AREAS ON WHICH FILL IS TO BE PLACED SHALL BE SCARIFIED PRIOR TO PLACEMENT OF FILL. FILL MATERIAL SHALL BE PLACED IN SIX TO EIGHT INCHES THICK CONTINUOUS LAYERS OVER THE ENTIRE LENGTH OF THE FILL. COMPACTION SHALL BE OBTAINED BY ROUTING HAULING EQUIPMENT OVER THE FILL SO THAT THE ENTIRE SURFACE OF EACH LAYER OF THE FILL IS TRAVERSED BY AT LEAST ONE WHEEL OF TREAD TRUCK OF THE EQUIPMENT OR BY THE USE OF A COMPACTOR. THE EMBANKMENT SHALL BE CONSTRUCTED TO AN ELEVATION OF 10% HIGHER THAN THE DESIGN HEIGHT TO ALLOW FOR SETTLEMENT IF COMPACTION IS OBTAINED WITH HAULING EQUIPMENT. IF COMPACTORS ARE USED FOR COMPACTION, THE OVERBUILD MAY BE REDUCED TO NOT LESS THAN 5%.
- d) PIPE SPILLWAYS THE RISER SHALL BE SECURELY ATTACHED TO THE BARREL OF THE OUTFALL PIPE. THE BARREL AND RISER SHALL BE PLACED ON A FIRM, SMOOTH SOIL FOUNDATION. THE CONNECTION BETWEEN THE RISER AND RISER BASE SHALL BE WATER TIGHT. THE FILL MATERIAL AROUND THE PIPE SPILLWAY SHALL BE PLACED IN FOUR INCH LAYERS AND COMPACTED UNDER THE SHOULDERS AND AROUND THE PIPE TO AT LEAST THE SAME DENSITY AS THE ADJACENT EMBANKMENT. HAND COMPACTED BACKFILL SHALL BE PLACED OVER THE PIPE SPILLWAY BEFORE CROSSING IT WITH CONSTRUCTION EQUIPMENT.
- e) EROSION POLLUTION CONTROL CONSTRUCTION OPERATIONS SHALL BE CARRIED OUT IN SUCH A MANNER THAT EROSION AND WATER POLLUTION WILL BE MINIMIZED. STATE AND LOCAL LAWS CONCERNING POLLUTION ABATEMENT SHALL BE COMPLIED WITH.
- 7) MAINTENANCE
- a) REPAIR ALL DAMAGES CAUSED BY SOIL EROSION OR CONSTRUCTION EQUIPMENT AT OR BEFORE THE END OF EACH WORK DAY.
- b) SEDIMENT SHALL BE REMOVED FROM SUMP AREAS. THE SEDIMENT SHALL BE PLACED IN SUCH A MANNER THAT IT WILL NOT ERODE FROM THE SITE. THE SEDIMENT SHALL NOT BE DEPOSITED DOWNSTREAM FROM THE EMBANKMENT OR IN OR ADJACENT TO A STREAM OR FLOOD PLAIN.
- c) AFTER CONSTRUCTION IS COMPLETED AND AREAS ARE SEEDED AND/OR SODDED, MAINTENANCE IS LIMITED TO VISUAL INSPECTIONS ON A ROUTINE BASIS. ANY DAMAGE TO THE BERM SHALL BE REPAIRED AT ONCE AND RE-SODDED AND/OR RE-SEEDED. IF THE LEVEL OF WATER IS BEING MAINTAINED OVER THE EXPECTED DRAW DOWN TIME, THE OUTFALL SYSTEM SHALL BE CLEANED AND REPAIRED.



STRUCTURE DETAIL - EMERGENCY OVERFLOW
SCALE: NTS



OUTFALL CONTROL STRUCTURE DS-01 TYPE "H"
NTS



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CHARLOTTE COUNTY

WATERSIDE RESTORATION
BEST MANAGEMENT PRACTICES

SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

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SEQUENCE OF OPERATIONS

1. IMPLEMENT BEST MANAGEMENT PRACTICES AND EROSION CONTROL DEVICES.
2. CONSTRUCT HAUL ROAD AND TIE INTO WASHINGTON LOOP ROAD.
3. THE EXCAVATION WORK WILL BE DONE IN TWO PHASES AND WILL CONSIST OF TWO CELLS. THE HYDRAULIC BARRIER WILL BE CONSTRUCTED PRIOR TO ANY DEWATERING EFFORTS. PLEASE REFER TO THE EXCAVATION DEVELOPMENT PLAN SHEETS.

HYDRAULIC BERMS TO BE COMPACTED TO 98% MAX. DENSITY W/ MIN LBR 40. SEED AND MULCH HYDRAULIC BARRIER BERMS FOR STABILIZATION PURPOSES.

CONSTRUCT PLATFORM FOR PUMP AND STAGING AREA FOR DRYING OF DIRT.

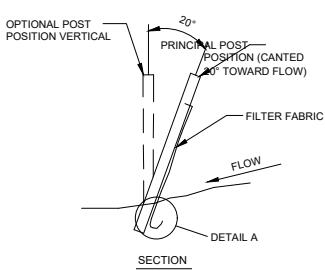
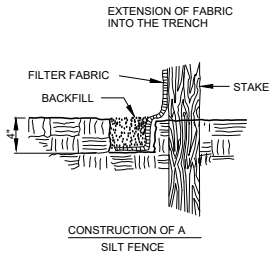
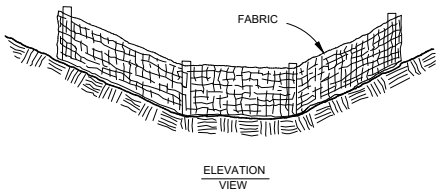
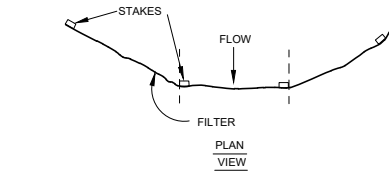
A KEY DITCH WILL BE CUT FOR THE PORTION OF THE EXCAVATION TO BE MINED. DURING THE CONSTRUCTION OF THIS PHASE(S) AN 8" AND/OR 12" DIESEL HYDRAULIC PUMP WILL BE USED TO DEWATER THE KEY TRENCH AND SUBSEQUENT EXCAVATION AND DISCHARGE INTO A SETTLING POND WHICH THEN DISCHARGES INTO THE HYDRAULIC BARRIER FOR RECHARGE BACK INTO THE GROUND.

SEE PLAN FOR EXCAVATION PHASES.

INFILTRATION FROM THE EXCAVATION TO BE PUMPED TO THE SETTLING POND THEN FLOW TO THE HYDRAULIC BARRIER.

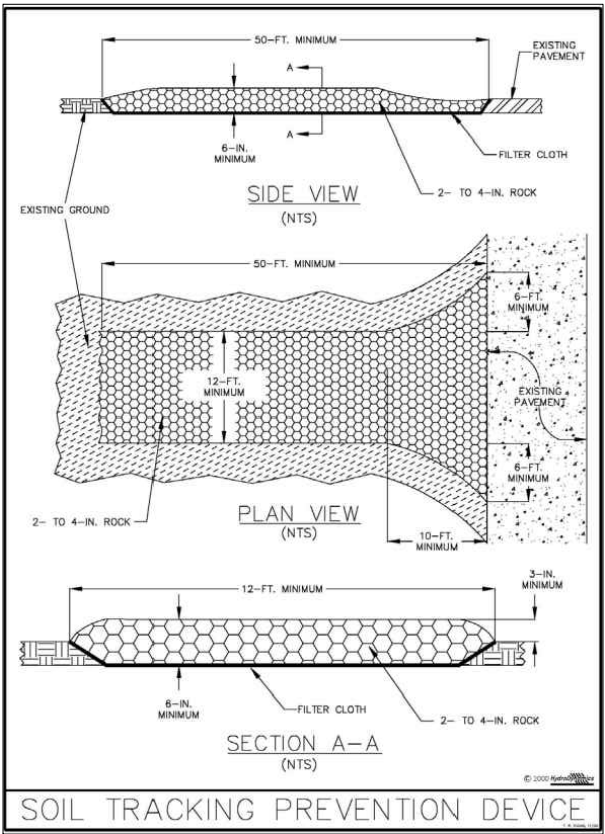
CONTRACTOR SHALL VISUALLY INSPECT THE SETTLING POND AND HYDRAULIC BARRIER WEEKLY AND REMOVE BUILD UP SAND AND SEDIMENT THAT HAS ACCUMULATED TO THE POINT OF AFFECTING THE FUNCTION OF THE SETTLING POND AND HYDRAULIC BARRIER.

4. WHEN EXCAVATION IS COMPLETE, CEASE DEWATERING OPERATIONS. REMOVE HYDRAULIC BARRIER, AND FINISH GRADE TO THE RECLAMATION DESIGN.



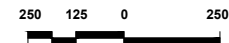
1. FILTER BARRIERS MUST BE INSTALLED, AS INDICATED HEREIN, PRIOR TO CONSTRUCTION.
2. FILTER BARRIERS SHALL NOT BE INSTALLED IN ANY CONFIGURATION THAT BLOCKS THE THROAT OF ANY STORMWATER INLET.
3. INSPECTIONS AND REPAIRS TO BARRIERS SHALL BE MADE DAILY.
4. FILTER BARRIERS SHALL BE REMOVED UNTIL APPROVED BY ENGINEER.

STAKED SILT BARRIER
(DURING CONSTRUCTION ONLY)
NTS

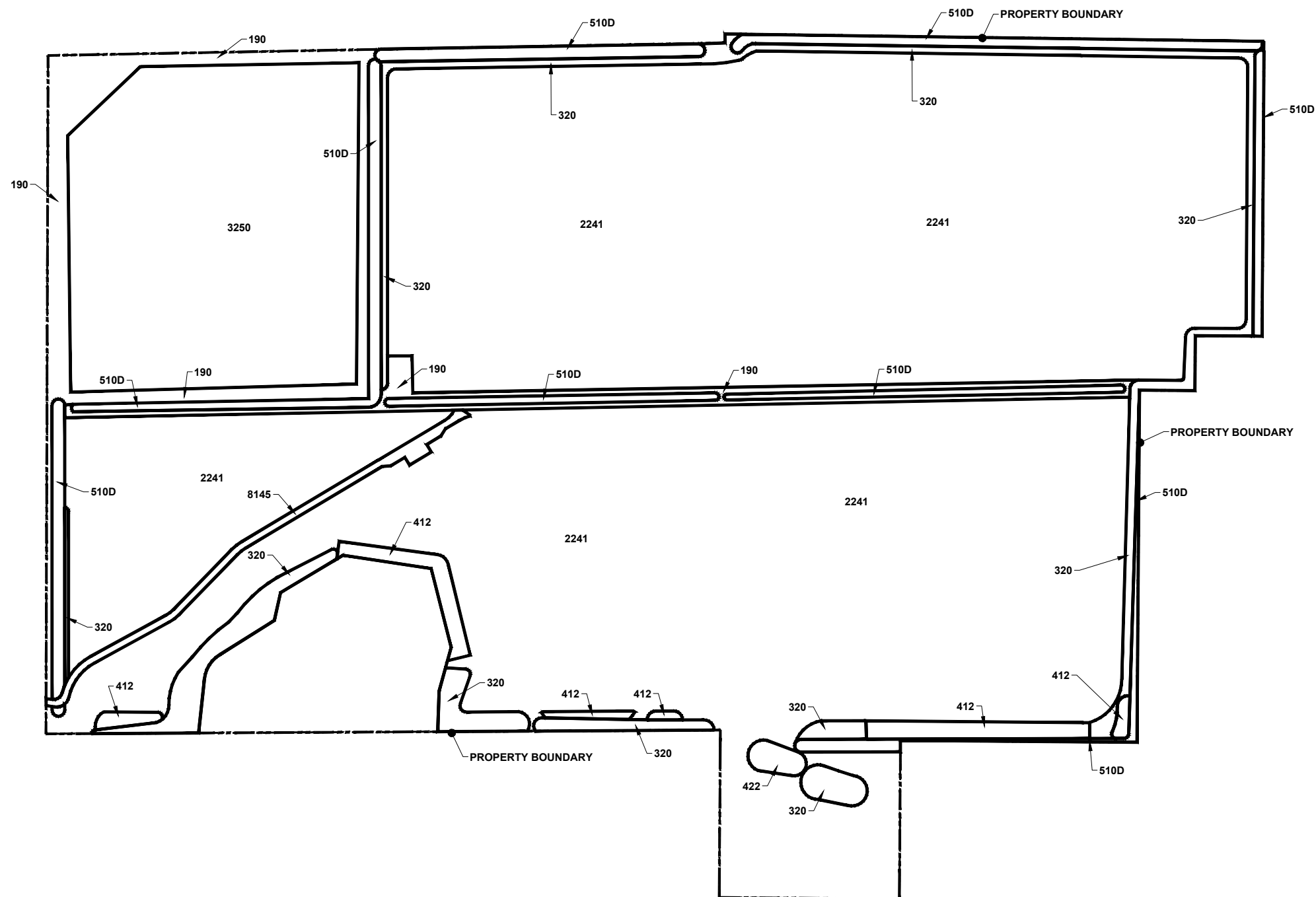


Bar Measures 1 inch

10/23/2025 12:16:42 PM - P:\13-0191.04 - WATERSIDE EAST EXCAVATION\DESIGN\CADD\PLAN SET\24_PRE FLUCCS MAP.DWG - REED MCKOWN



SCALE: 1" = 250' (24x36)
SCALE: 1" = 500' (11x17)



LEGEND

FLUCCS	DESCRIPTIONS	ACREAGE
190	OPEN LAND	12.57±
2241	ABANDONED GROVES - ORANGE	208.83±
320	SHRUB & BRUSHLAND	10.94±
412	LONGLEAF PINE - XERIC OAK	3.34±
422	BRAZILIAN PEPPER	0.54±
510D	DITCH	11.07±
3250	STORMWATER TREATMENT AREA	32.36±
8145	ROADS & HIGHWAYS GRADED AND DRAINED	1.60 ±
TOTAL		281.25 ±



25450 Airport Road, Suite B
Punta Gorda, Florida 33950
Tel. (941) 637-9655 | Fax (941) 637-1149
www.sedfl.com
Certificate of Authorization No. 26551

					Project No.: 13-0191.04
					Project Manager: G W B
					Project Engineer: G W B
					Project Designer: -
					Checked By: -
					Approved By: G W B
REV.	DATE	BY	CK'D	DESCRIPTION	

WATERSIDE RESTORATION PRE FLUCCS MAP

CHARLOTTE COUNTY

SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

FLORIDA

Gary W. Boyne, P.E.
State of Florida, Professional Engineer
License No. 62474
This item has been digitally signed and sealed by:
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on the date adjacent to the seal.
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DATE: OCT 2025	DATUM: NAVD 88
PROJECT No.: 13-0191.04	SHEET: 24

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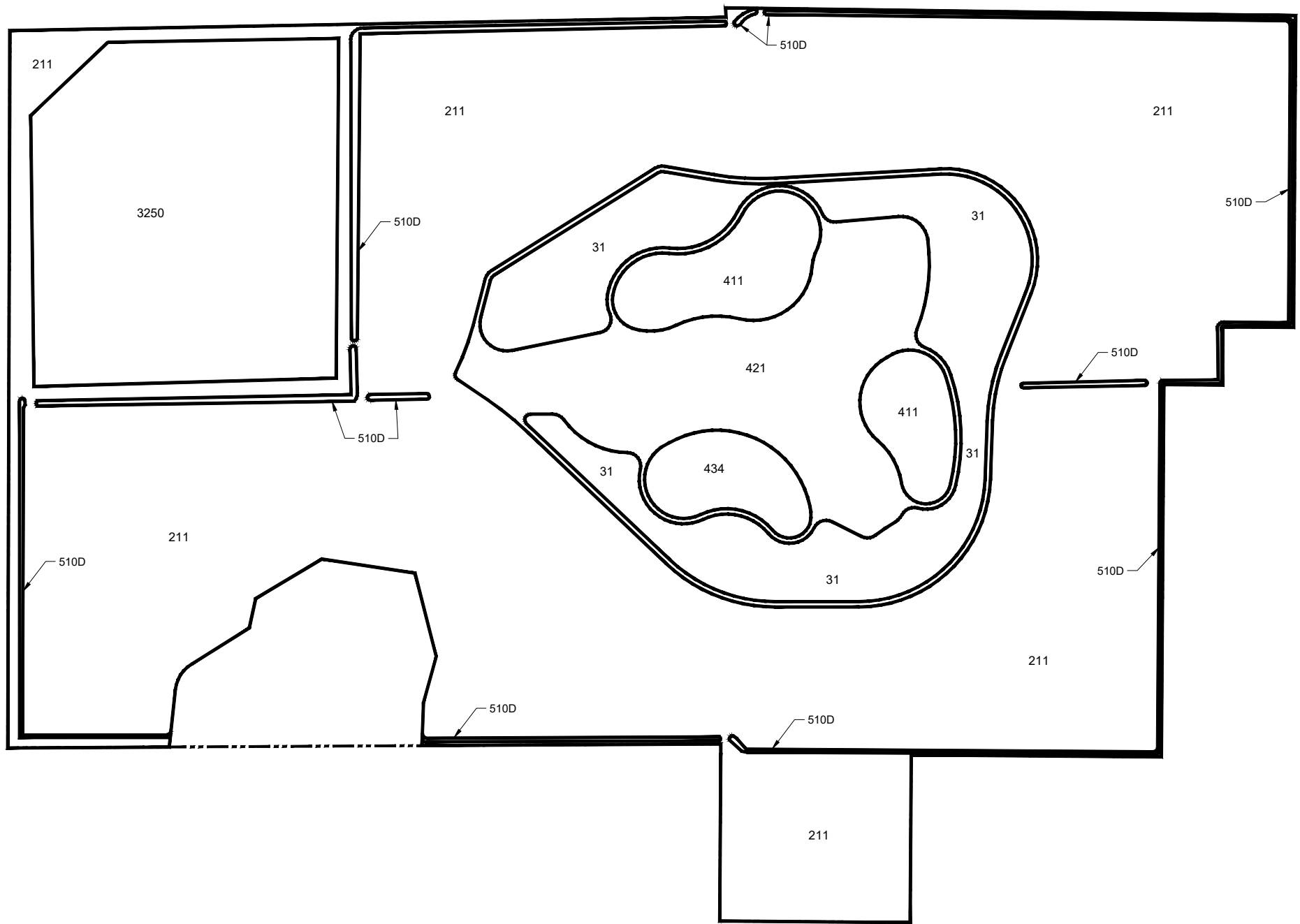


250 125 0 250

SCALE: 1" = 250' (24x36)
SCALE: 1" = 500' (11x17)

LEGEND

FLUCCS	DESCRIPTIONS	ACREAGE
211	IMPROVED PASTURE	183.16 ±
31	HERBACEOUS(DRY PRARIE)	23.57 ±
3250	STORMWATER TREATMENT AREA	32.36 ±
411	PINE FLATWOODS	8.89 ±
421	XERIC OAKS	24.51 ±
434	CONIFER MIXED	3.82 ±
510D	DITCH	4.94 ±
TOTAL		281.25 ±



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REV.	DATE	BY	CK'D	DESCRIPTION

Project No.:	13-0191.04
Project Manager:	G W B
Project Engineer:	G W B
Project Designer:	-
Checked By:	-
Approved By:	G W B

WATERSIDE RESTORATION POST FLUCCS MAP

CHARLOTTE COUNTY

SECTION 27, 33, & 34 TOWNSHIP 40 SOUTH, RANGE 24 EAST

FLORIDA

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DATE:	OCT 2025	DATUM:	NAVD 88
PROJECT No.:	13-0191.04		
	SHEET:	25	

Bar Measures 1 inch

Appendix B – Level of Service Calculations

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 01 - CHARLOTTE

SITE: 4111 - CR 74/BERMONT ROAD, EAST OF US 17/SR 35 CC 111

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	8800 F	E	4400	W	4400	9.00	53.50	32.10
2023	8400 C	E	4200	W	4200	9.00	54.70	32.10
2022	5600 E	E				9.00	53.40	5.90
2021	5500 S	E	2700	W	2800	9.00	53.20	31.30
2020	5300 F	E	2600	W	2700	9.00	52.50	31.30
2019	5300 C	E	2600	W	2700	9.00	52.50	31.30
2018	5400 C	E	2600	W	2800	9.00	53.50	33.50
2017	5200 C	E	2500	W	2700	9.00	52.50	36.10
2016	4200 S	E	2100	W	2100	9.00	52.80	31.70
2015	4000 F	E	2000	W	2000	9.00	54.70	31.70
2014	3800 C	E	1900	W	1900	9.00	53.90	31.70
2013	4200 S	E	2000	W	2200	9.00	53.80	24.10
2012	4200 F	E	2000	W	2200	9.00	54.20	24.10
2011	4200 C	E	2000	W	2200	9.00	53.50	24.10
2010	5700 S	E	2900	W	2800	9.91	54.00	3.30
2009	6300 F	E	3200	W	3100	10.02	52.49	3.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

CHARLOTTE COUNTY: 2025 ROADWAY LEVEL OF SERVICE DATA

VV SNO	Roadway	Station	From	To	Context Class	Lanes	2025 AADT	Sugg. Gr. Rate	Level of Service Calculations ¹								
									K100	100 th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
											B	C	D	E	Adopted	Current	
43	Cooper Street	152	Carmalita St.	U.S. 17 N	C3R	2-Lane	7,457	2.00%	0.092	686	*	1408	1616	*	D	C	42%
44	Cornelius Blvd	6	SR-776	Biscayne Dr.	C3R	2-Lane	4,952	5.00%	0.092	456	*	1408	1616	*	D	C	28%
45	Cornelius Blvd	263	Biscayne Dr.	U.S. 41	C3R	2-Lane	6,769	5.00%	0.092	623	*	1408	1616	*	D	C	39%
46	CR74/Bermont Road	111	U.S. 17	Happy Hollow Rd	C3R	2-Lane	7,452	5.00%	0.092	686	*	1408	1616	*	D	C	42%
47	CR74/Bermont Road	360	Happy Hollow Rd	SR 31	C2	2-Lane	4,080	3.00%	0.092	375	440	780	1330	2710	D	C	28%
48	CR74/Bermont Road	361	SR 31	County Line	C2	2-Lane	2,613	3.00%	0.092	240	440	780	1330	2710	D	C	18%
49	CR 771	158	Rotonda Blvd E	KeyStone Blvd	C3R	2-Lane	10,650	5.00%	0.092	980	*	1408	1616	*	D	C	61%
50	CR 771	157	Rotonda Blvd E	Ingram Blvd	C3C	4-Lane	18,434	5.00%	0.092	1,696	*	2898	3455	*	D	C	49%
51	CR 771	155	Ingram Blvd	Marathon Blvd	C3C	4-Lane	28,469	5.00%	0.092	2,619	*	2898	3455	*	D	C	76%
52	CR 771	159	Marathon Blvd	SR 776	C3C	4-Lane	25,451	5.00%	0.092	2,341	*	2898	3455	*	D	C	68%
53	CR 775	163	C.R. 771	Boca Grande Causeway	C3R	2-Lane	7,920	5.00%	0.092	729	*	1408	1616	*	D	C	45%
54	CR 775	164	Boca Grande Causeway	Gaspar Dr.	C3R	2-Lane	8,579	5.00%	0.092	789	*	1408	1616	*	D	C	49%
55	CR 775	165	Gaspar Dr.	Cape Haze Dr.	C3R	2-Lane	11,100	5.00%	0.092	1,021	*	1408	1616	*	D	C	63%
56	CR 775	166	Cape Haze Dr.	Esther St.	C3R	2-Lane	7,782	4.00%	0.092	716	*	1408	1616	*	D	C	44%
57	CR 775	141	Esther St.	Rotonda Blvd. W	C3R	2-Lane	12,332	5.00%	0.092	1,135	*	1408	1616	*	D	C	70%
58	CR 775	140	Rotonda Blvd. W	Short St.	C3C	4-Lane	13,252	5.00%	0.092	1,219	*	2898	3455	*	D	C	35%
59	CR 775	128	Short St.	San Casa Dr.	C3C	4-Lane	13,892	5.00%	0.092	1,278	*	2898	3455	*	D	C	37%
60	CR 775	125	Mississippi Ave.	Ainger Creek	C3C	4-Lane	14,522	5.00%	0.092	1,336	*	2898	3455	*	D	C	39%
61	CR 775	126	Ainger Creek	S.R. 776	C3C	4-Lane	15,379	4.00%	0.092	1,415	*	2898	3455	*	D	C	41%
62	Cranberry Blvd	217	U.S. 41	Hillsborough Blvd.	C3R	2-Lane	9,763	3.00%	0.092	898	*	1408	1616	*	D	C	56%
63	David Blvd	210	Lafitte Waterway	Willmington Blvd.	C3R	2-Lane	4,087	5.00%	0.092	376	*	1408	1616	*	D	C	23%
64	Deep Creek Blvd	225	Rio De Janeiro Ave.	Sandhill Blvd.	C3R	2-Lane	7,707	4.00%	0.092	709	*	1408	1616	*	D	C	44%
65	Deep Creek Blvd	264	Rio De Janeiro Ave.	Seasons Dr.	C3R	2-Lane	1,655	3.00%	0.092	152	*	1408	1616	*	D	C	9%
66	Easy Street	29	U.S. 41	Olean Blvd.	C3C	2-Lane	2,262	2.00%	0.092	208	*	1104	1560	*	D	C	13%
67	Easy Street	30	Olean Blvd.	Gibraltar Dr.	C3R	2-Lane	1,918	3.00%	0.092	176	*	1408	1616	*	D	C	11%
68	Edgewater Drive	7	Flamingo Blvd.	Pellam Blvd.	C3R	2-Lane	5,509	5.00%	0.092	507	*	1408	1616	*	D	C	31%
69	Edgewater Drive	40	Pellam Blvd.	Midway Blvd.	C3R	2-Lane	9,885	3.00%	0.092	909	*	1408	1616	*	D	C	56%
70	Edgewater Drive	39	Midway Blvd.	Lakeview Blvd.	C3R	4-Lane	9,250	5.00%	0.092	851	*	3245	3528	*	D	C	24%
71	Edgewater Drive	38	Lakeview Blvd.	W Tarpon Blvd.	C3R	4-Lane	11,337	3.00%	0.092	1,043	*	3245	3528	*	D	C	30%
72	Edgewater Drive	41	W Tarpon Blvd.	Port Charlotte Blvd.	C3R	4-Lane	10,106	5.00%	0.092	930	*	3245	3528	*	D	C	26%
73	Edgewater Drive	37	Port Charlotte Blvd	Harbor Blvd.	C3R	4-Lane	10,868	3.00%	0.092	1,000	*	3245	3528	*	D	C	28%
74	Edgewater Drive	36	Harbor Blvd	Cousley Dr.	C3R	4-Lane	10,175	3.00%	0.092	936	*	3245	3528	*	D	C	27%
75	Edgewater Drive	34	Cousley Dr.	Gardner Dr.	C3R	4-Lane	10,128	3.00%	0.092	932	*	3245	3528	*	D	C	26%
76	Edgewater Drive	35	Gardner Dr.	U.S. 41	C3R	4-Lane	11,607	3.00%	0.092	1,068	*	3245	3528	*	D	C	30%
77	Education Way	88	Toledo Blade Blvd.	Murdock Circle	C3R	2-Lane	6,062	5.00%	0.092	558	*	1408	1616	*	D	C	35%
78	Elkcam Blvd	43	U.S. 41	Midway Blvd.	C3R	2-Lane	1,533	3.00%	0.092	141	*	1408	1616	*	D	C	9%
79	Elmira Blvd	90	Conway Blvd.	Beacon Dr.	C3R	2-Lane	3,367	3.00%	0.092	310	*	1408	1616	*	D	C	19%
80	Elmira Blvd	91	Beacon Dr.	Kings Highway	C3R	2-Lane	2,473	3.00%	0.092	228	*	1408	1616	*	D	C	14%
81	Flamingo Blvd	8	Edgewater Dr.	Christopher Waterway	C3R	2-Lane	5,254	5.00%	0.092	483	*	1408	1616	*	D	C	30%
82	Flamingo Blvd	9	Christopher Waterway	SR-776	C3R	2-Lane	5,479	5.00%	0.092	504	*	1408	1616	*	D	C	31%
83	Florida Street	172	Carmalita St.	La Villa Rd.	C3R	2-Lane	1,655	3.00%	0.092	152	*	1408	1616	*	D	C	9%
84	Forrest Nelson Blvd	82	U.S. 41	Peachland Blvd.	C3C	2-Lane	4,757	5.00%	0.092	438	*	1104	1560	*	D	C	28%

FDOT District One 2022 LOS Spreadsheet

USER GUIDE



1.0 INTRODUCTION

1.1 OVERVIEW

Level of service (LOS) is a measure by which transportation engineers determine the quality of service on transportation infrastructure (automobile, transit and pedestrian facilities) with quantitative stratification into letters A through F, with A being the best and F being the worst. Two levels of LOS analysis were identified in the Florida Department of Transportation (FDOT) Quality/ Level of Service Handbook (Q/LOS Handbook); 1) Generalized Planning and 2) Conceptual Planning. Generalized planning makes extensive use of statewide default values and is intended for broad applications such as statewide analysis, initial problem identification, and future planning. As such, the LOS Spreadsheets included in this report make use of the LOS determination techniques specified strictly for Generalized Planning purposes.

Every year District One updates a set of roadway parameters and the corresponding roadway LOS information for the 12 counties that form District One. As such, this report deals with the year 2022 LOS update using the generalized service volumes from the **2023 Multimodal Quality/LOS Handbook**. The roadway parameters included in the Year 2022 LOS update are current as of December 31st, 2022.

The following 12 counties (designated County ID) in alphabetical order form District One:

- | | |
|------------------|-------------------|
| ▶ Charlotte (01) | ▶ Highlands (09) |
| ▶ Collier (03) | ▶ Lee (12) |
| ▶ DeSoto (04) | ▶ Manatee (13) |
| ▶ Glades (05) | ▶ Okeechobee (91) |
| ▶ Hardee (06) | ▶ Polk (16) |
| ▶ Hendry (07) | ▶ Sarasota (17) |

This report has two components as described in the following paragraphs.

1) Year 2022 LOS Excel Spreadsheets which provide a summary of the existing and future roadway characteristics and the corresponding LOS information. The roadway characteristics and LOS information are provided for the roadway facilities that are active on the State Highway System (SHS) in District One, State of Florida. As part of this annual LOS update, the Daily LOS, Peak Hour Two-Way LOS, and Peak Hour Directional LOS information are provided for each of the 12 counties. In addition, the spreadsheet for each county provides information for Year 2028 Existing plus Committed (E+C) and the Year 2045 planned number of lanes and LOS information.

2) The user guide provides a detailed explanation of the information provided in the LOS spreadsheets, including the sources for input information.

The user guide is provided in Section 2.0 of this report. The LOS spreadsheets are provided in Section 3.0 of this report.

1.2 BACKGROUND

The initial roadway segment information was obtained from the FDOT Central Office. The FDOT Central Office provides information for the roadway segments active on the SHS as part of the statewide update of the roadway LOS. The information includes the state roadway section number, current Annual Average Daily traffic (AADT), existing number of through lanes, posted speed, Strategic Intermodal System (SIS) facilities, and One-way facilities.

2.0 LOS UPDATE USER GUIDE

This LOS update report, in addition to the user guide, contains a LOS spreadsheet for each of the 12 counties in District One identifying generalized LOS information for the roadway segments on the SHS, Generalized Service Volumes (GSV) Database (GSV_Database) sheet lists all the possible combinations of the service volumes (from 2023 Multimodal Q/LOS Handbook - based on context classification), Historical and Current Counts (Hist_Cur_CNTS) sheet containing the historical AADT, current AADT data, and the necessary regression analysis calculations used to project future traffic volumes for the individual count station.

The LOS worksheet provides various roadway characteristics and LOS information for SHS roadway segments obtained from various sources like FDOT Roadway Characteristic Inventory (RCI) Database, 2022 Florida Traffic Online (2022 FTO), and the 2023 Multimodal Q/LOS Handbook. In addition to the current (2022) LOS information, Year 2028 E+C and Year 2045 LOS information are also provided in the LOS Spreadsheets. The GSV from 2023 Multimodal Q/LOS Handbook are provided in **Appendix A** of this report.

The LOS worksheets are divided into three sections. Section 1: *column B* through *column AH* is the existing information section for each roadway segment. Section 2: *column AI* through *column BE* is the information section on the future (Year 2028 and Year 2045) traffic projections and LOS calculations for each roadway segment. Section 3: *Columns BF* through *BH* provide the information on the Standard K factor, existing D and T_{24} factors.

2.1 RESOURCES

The roadway information incorporated into the LOS update spreadsheets for each county is obtained from the following resources.

2.1.1 Central Office LOS Update preliminary sheet: This sheet was provided in previous years to the respective districts across the State of Florida for updating the roadway LOS. The basic roadway segmentation provided by the Central Office last year was further refined in the LOS report.

2.1.2 Roadway Characteristics Inventory (RCI): RCI maintained by FDOT is accessed by roadway section number and feature number. Example: through lanes (feature number 212).

2.1.2.1 Straight Line Diagrams (SLD's): The straight-line diagrams are available by county through the external links provided in the RCI Menu. The SLD's are specifically helpful in verifying the through number of lanes, median types and side streets.

2.1.3 Florida Traffic Online website (FTO): The FTO contains the count station information, its location, volume, and map of the count stations. The FTO was used to obtain the existing and historical traffic information for the count stations.

2.1.4 Quality/LOS (Q/LOS) Handbook: The LOS calculations included as part of this study are based on the 2023 Multimodal Q/LOS Handbook.

2.1.5 Highway Capacity Manual (HCM): The Highway Capacity Manual (HCM 7th edition) is a source for terms and definitions.

2.1.6 FDOT Work Program Administration: The FDOT Work Program Administration is accessed by Item/Segment number (8-digit number) to obtain the information on capacity improvement projects that have construction funding within the next five fiscal years. This information was provided by the Department and used to determine the 2028 E+C number of lanes.

2.1.7 FDOT Adopted Work Program Report: The FDOT Adopted Work Program Report (FY 2023/24 – FY 2027/28) is also used to determine the 2028 E+C number of lanes.

2.2 COLUMN DESCRIPTIONS

The following is a detailed description of each column and whether the column information is an input or output in the LOS spreadsheet. The analysis condition (Daily, Peak Hour Two-way and Peak Hour Peak Direction) drop down is located in the title of each of 12 counties spreadsheet in the Cell "A14". By changing the value of this cell "A14" in the title, the analysis is updated for all the three analysis years (Existing 2022, 2028 E+C and Long term – 2045).

1. **Section No. (Column B):** This is an eight-digit number representing a State Road. The first two digits represent county number, the next three digits represent section number, and the last three digits represent sub-section number. The source for this number is the SLD's and the RCI database.
2. **State Road No. (Column E):** This is the state road name for the previously mentioned section number.
3. **Local Road Name (Column F):** This is the local road name for Section No. mentioned in Column B. The source for this name is feature 114 from the RCI database.
4. **From (Column G):** This indicates the start of a roadway segment generally in text format. It can be a street name, city, county boundary, major landmark, or combination of text and milepost.
5. **From M.P. (Column H):** This is the beginning milepost of the section number in number format with three decimals. This number does not always start from zero. Sometimes it starts with a number greater than zero depending on the status of a particular roadway segment.
6. **To (Column I):** This indicates the end of the section number generally in text format. It can be a street name, city, county boundary, major landmark, or combination of text and milepost.

-
7. **To M.P. (Column J):** This is the ending milepost of the section number in number format with three decimals.
 8. **Section Length (Column K):** This determines the difference between the two mileposts ("From M.P" and "To M.P") for each roadway segment.
 9. **SIS (Column M):** SIS is an acronym for Strategic Intermodal System. It is also determined from RCI database, feature 147. The following abbreviations are used in this column.
 - "SIS": SIS Facility
 - "SC": SIS Connector including SIS Highway Connector and Strategic Growth Highway Connector
 10. **Existing Context Classification (Column N):** This denotes the existing designation for the roadway as it relates to the roadway's design elements regarding promotion of safety, economic development, and quality of life. It is also determined from RCI database, feature 126. It is to be noted that Context Classification for few (OFF system) segments were provided by the FDOT District One. The existing Context Classification is used in determining the existing 2022 and 2028 E+C roadway LOS. These designations are:
 - C1 (Natural) – Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
 - C2 (Rural) - Sparsely settled lands, may include agricultural land, grassland, woodland, and wetlands.
 - C2T (Rural Town) - Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.
 - C3R (Suburban Residential) - Mostly residential uses within large blocks and a disconnected/sparse roadway network
 - C3C (Suburban Commercial) - Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.
-

- C4 (Urban General) - Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor and/or behind the uses fronting the roadway.
- C5 (Urban Center) - Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of the civic or economic center of a community, town, or city.
- C6 (Urban Core) - Areas with the highest densities and building heights and within FDOT classified Large Urbanized Areas (population > 1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadways, and are within a well-connected roadway network.
- LA (Limited Access) - This code (and only this code) is used for roadways with grade separation and limited access such as Interstates and Expressways.

11. Future Context Classification (Column O): This denotes the future designation for the roadway as it relates to the roadway's design elements regarding promotion of safety, economic development, and quality of life. It is also determined from RCI database, feature 126. It is to be noted that Context Classification for few (OFF system) segments were provided by the FDOT District One. These designations are detailed in the Existing Context Classification (Column N) section above. The future Context Classification is used in determining the long-term 2045 roadway LOS.

12. Functional Classification (Column P): This indicates the Functional Classification of the roadway and is determined from the RCI database, feature 121. The different types of functional classification as specified in the RCI database are:

- Principal Arterial – Interstate
- Principal Arterial – Other

- Minor Arterial
- Major Collector
- Minor Collector
- Local

13. Posted Speed (Column Q): This indicates the posted speed limit of a predominant portion of the roadway segment. The posted speed limit is determined from RCI database, feature 311.

14. Area Type (Column R): Area Type is determined from the latest Federal Highway Administration (FHWA) approved urban boundaries. As the transitioning area type no longer exists, this column will be updated further once the Department releases updated area types for roadway segments formerly classified as transitioning. The following abbreviations are used in this column.

- “UA”: Urbanized Areas
- “TA”: Transitioning Areas
- “RDA”: Rural Developed Areas
- “RUA”: Rural Undeveloped Areas.

15. Facility Type (Column S): Facility type is determined using guidelines specified in the 2023 Multimodal Q/LOS Handbook. It is mainly dependent on the presence of signals on a roadway segment. The combination of this column with Arterial/Freeway Class will be more logical. The following abbreviations are used in this column. If a roadway segment of length greater than 3.0 miles had one signal, then that segment was considered as Highway facility.

- “A” is for Arterial (when signals are present on a roadway segment).
- “H” is for Highway (when there are no signals on a roadway segment).
- “F” is for Freeway.

- 16. FDOT LOS Std. (Column T, AL & AT):** This is the FDOT LOS standard (Target) for the section based on Area Type. This is determined from 2023 Multimodal Q/LOS Handbook. This information is provided in **Appendix B** of this report.
- 17. County LOS Std. (Column U):** This is the County adopted LOS standard for the state roadway segments. This information is obtained from the various sources mentioned in **Table 1**.
- 18. City LOS Std. (Column V):** This is the city adopted LOS standard for the roadway segments within the city jurisdiction. This information is obtained from the respective City Comprehensive Plans.

Table 1: List of Sources for County LOS Standard

County	Source for County LOS Std.
Charlotte	2021 Charlotte Roadway Level of Service Data
Collier	Collier County 2022 Annual Update and Inventory Report (AUIR)
DeSoto	DeSoto County 2040 Comprehensive Plan Transportation Element – June 2016
Glades	Glades County Traffic Circulation Element – adopted June 2010
Hardee	Hardee County 2030 Comprehensive Plan Transportation Element – November 2014
Hendry	Hendry County Concurrency Management Element and CPA 19-0002
Highlands	Highlands County 2030 Comprehensive Plan Transportation Element – October 2017
Lee	Lee County Public Facilities LOS and Concurrency Report 2022
Manatee	Manatee County Comprehensive Plan – August 2022
Okeechobee	Okeechobee County Comprehensive Plan – June 2016
Polk	Polk County 2022 Roadway Network Database - April 2022
Sarasota	Sarasota County 2019 Generalized LOS Analysis – June 2020

- 19. Divided/ Undivided (Column Z):** This indicates the median type and is determined from the RCI database feature 120 and is verified with SLD's. The following abbreviations are used in this column.

- “D”: Divided Roadway indicating presence of a restrictive or a non-restrictive median.
- “U”: Undivided Roadway indicating the absence of a median.
- All the One-way roadway facilities were considered as Undivided (U).

20. One/Two Way (Column AA): This indicates whether the roadway is two-way (2W) or one-way (1W) roadway facility.

21. Left Turn Bays (Column AB): This indicates the presence or absence of left turn lanes and is determined from the RCI database, feature 213. The presence of left turn lanes, although for a small portion of the segment is considered as having left turn bays. The following abbreviations are used in this column.

- “WL”: With left turn bays.
- “OL”: Zero left turn bays.

22. Right Turn Bays (Column AC): This indicates the presence or absence of right turn lanes and is determined from the RCI database, feature 213. The presence of right turn lanes, although for a small portion of the segment is considered as having right turn bays. The following abbreviations are used in this column.

- “WR”: With right turn bays.
- “OR”: Zero right turn bays.

For Freeways, the presence of auxiliary lanes is shown in this column. The following observations are used in this column.

- “WA”: With one Auxiliary Lane on both sides of the freeway.
- “W1A”: With one Auxiliary Lane on one side of the freeway.
- “W2A”: With two Auxiliary lanes on both sides of the freeway
- “OA”: No Auxiliary Lane.

23. Thru Lanes (Column AD): This indicates the number of through lanes in 2022 for a roadway segment. It is determined from RCI database, feature 212 and validated with SLD's and sometimes with aerial imagery.

-
- 24. Capacity (Column AE):** This column represents the adjusted capacity of roadway for the corresponding FDOT LOS standard in *Column T* and the various input conditions like Existing Context Classification (*Column N*), Facility Type (*Column S*), presence of median (*Column Z*), one-way/2-way (*Column AA*), left turn bays (*Column AB*), right turn bays (*Column AC*), and existing number of lanes (*Column AD*) etc.
- 25. 2022 Volume (Column AF):** This is the Year 2022 volume column displaying the existing volumes (provided by FDOT) based on the selected analysis period from the drop-down menu in the cell "A14". The drop-down menu provides the Daily, Peak Hour Two Way, and Peak Hour Directional conditions. The Peak Hour Two Way and Peak Hour Directional volumes are calculated using the existing standard K and D factors. It should be noted that the value in this column becomes the output for the "aggregated" segments.
- 26. LOS (Column AG):** This is a calculated column displaying the existing LOS for the roadway segment based on the existing volume (*Column AF*). The LOS is determined with all the adjustments and characteristic combinations as shown in the GSV_Database sheet of the LOS Workbook.
- 27. Deficiency Determination (Column AH):** This compares the existing 2022 AADT volumes with the Daily Service Volume and indicates if the roadway is "Over Capacity" or "Near Capacity". If the existing AADT volume exceeds the Daily Service Volume, then the segment is identified as "Over Capacity" and if the AADT volume is equal to or greater than 90 percent of the Daily Service Volume then the segment is identified as "Near Capacity".
- 28. 2028 E+C Thru Lanes (Column AK):** This column shows the existing plus committed number of through lanes by the Year 2028. The roadway widening projects that had construction and design build funding within the next five fiscal years was considered in determining the number of lanes in this column.
- 29. Capacity (Column AM):** This is the calculated column with service volume value for the corresponding FDOT LOS standard in *Column AL* and the various input conditions like Existing Context Classification (*Column N*), Facility Type (*Column*
-

S), presence of median (*Column AN*), left turn bays (*Column AO*), right turn bays (*Column AP*), and 2028 E+C lanes (*Column AK*) etc.

- 30. 2028 Volume (*Column AQ*):** This is a calculated column displaying the roadway volume for a roadway segment based on the analysis period selected from the dropdown menu. The drop-down menu provides the Daily, Peak Hour Two Way, and Peak Hour Directional conditions. For the daily condition, the 2028 forecasted AADT volume will be displayed based on the regression analysis of historic counts. The Peak Hour Two-Way and Peak Hour Directional volumes are calculated using the Standard K factor and the recommended planning D factors (2023 Multimodal Q/LOS Handbook) and become the output in this column. It should be noted that a minimum annual growth rate of 1% was assumed in case of the regression analysis projecting a negative or less than 1% growth rate.
- 31. 2028 LOS (*Column AR*):** This is a calculated column displaying the 2028 LOS for the roadway segment based on the 2028 E+C volume (*Column AQ*). The LOS is determined with all the adjustments and characteristic combinations as shown in the GSV_Database sheet of the LOS Workbook.
- 32. 2045 Thru Lanes (*Column AS*):** This column shows the number of through lanes by the Year 2045 based on the 2045 Cost Feasible Network from District One Regional Planning Model (DIRPM) provided by the Department. The 2045 number of lanes are updated to ensure that at a minimum they are equal to E+C number of lanes.
- 33. Capacity (*Column AU*):** This is a calculated column with service volume value for the corresponding FDOT LOS standard in *Column AT* and the various input parameters like Future Context Classification (*Column O*), Facility Type (*Column S*), presence of median (*Column AV*), left turn bays (*Column AW*), right turn bays (*Column AX*), and 2045 thru lanes (*Column AS*) etc.
- 34. 2045 Trends Volume (*Column AY*):** This is a calculated column displaying the AADT volume for a roadway segment based on the analysis period selected from the drop-down menu. The drop-down menu provides the Daily, Peak Hour

Two-Way, and Peak Hour Directional conditions. For the daily condition, the 2045 forecasted AADT volume will be displayed based on the regression analysis of historic counts. The Peak Hour Two-Way and Peak Hour Directional volumes are calculated using the Standard K factor and the recommended planning D factors (2023 Multimodal Q/LOS Handbook) and becomes the output in this column. It should be noted that a minimum annual growth rate of 1% was assumed in case of the regression analysis projecting a negative or less than 1% growth rate.

- 35. 2045 Trends LOS (Column AZ):** This is a calculated column displaying the LOS for the roadway segment based on the volume condition displayed in *Column AY* and the number of through lanes as shown in *Column AS*. The LOS is determined with all the adjustments and characteristic combinations as shown in the GSV_Database sheet of the LOS Workbook.
- 36. 2045 Model Volume (Column BD):** This column represents future year 2045 volume obtained from the 2045 D1RPM Cost Feasible Plan Model provided by the Department. The Peak Hour Two Way and Peak Hour Directional volumes are calculated using the Standard K factor and the recommended planning D factors (2023 Multimodal Q/LOS Handbook). It should be noted that the future forecast along few corridors obtained from the D1RPM are found to be lower than the existing volumes. These corridors are highlighted with an asterisk “*”.
- 37. 2045 Model LOS (Column BE):** This is a calculated column displaying the LOS for the roadway segment based on the volume condition displayed in *Column BD* and the number of through lanes as shown in *Column AS*. The LOS is determined with all the adjustments and characteristic combinations as shown in the GSV_Database sheet of the LOS Workbook.
- 38. Standard K Factor (Column BF):** This column displays the Standard K factor adopted (& provided) by the FDOT, to be used in planning level analysis for a given roadway segment.

39. Existing D Factor (Column BG): This column displays the existing D factor (provided by FDOT) for a given roadway segment. The values are in number format with two decimals.

40. Existing T₂₄ Factor (Column BH): This column displays the existing planning level T₂₄ factor (provided by FDOT) for a given roadway segment.

2.3 PROCEDURE FOR AGGREGATING SEGMENTS

The aggregated segments are shown in **Yellow** color in the county LOS spreadsheets. The sub-segments from which the aggregated segments are obtained are shown in **Tan** color (hidden). The other segments, which maintain the basic segregation as performed by the Central Office, are shown in **White** Color. The following is a list of the assumptions considered while aggregating individual sub-segments.

- Aggregation was performed for smaller sub-segments that have similar characteristics with more importance to the area type, existing AADT volumes, number of lanes, context classification, and based on the review of the roadway segments included as part of respective County's concurrency or LOS spreadsheets. However, engineering judgment was used in the case of ambiguous combinations.
- For "Existing context classification", the predominant sub-segment (in section length) existing context classification is shown in the aggregated segment.
- For "Future context classification", the predominant sub-segment (in section length) future context classification is shown in the aggregated segment.
- For Existing Facility Type, the aggregated segment follows the same guidelines as used in the sub-segments.
- For the through number of lanes, the predominant sub-segment (in section length) number of lanes is shown in the aggregated segment.
- For "Posted Speed", the predominant sub-segment (in section length) posted speed is shown in the aggregated segment.

- All the AADT calculations for the aggregated segment are based on the weighted average of AADTs and section lengths of individual sub-segments.
- “No. of Signals” for the aggregated segment is the sum of the sub-segment number of signals.
- For “Divided”, the predominant sub-segment (in section length) median type is shown in the aggregated segment.
- For “Left Turn Bays”, the aggregated segment is shown as having left turn bays if any of the sub-segments have left turn bays.
- For “Right Turn Bays”, the aggregated segment is shown as having right turn bays if any of the sub-segments have right turn bays.

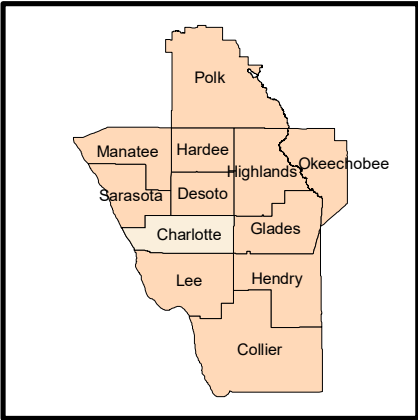
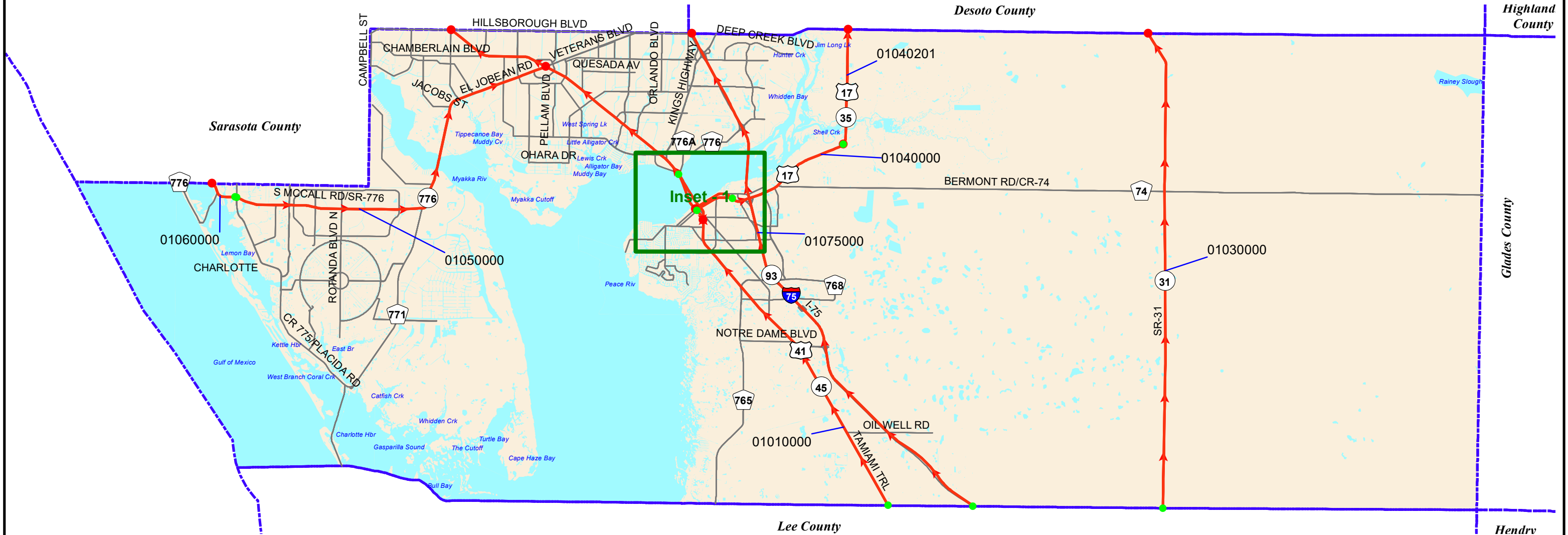
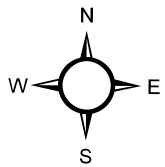
3.0 LOS SPREADSHEETS

This section contains the LOS spreadsheets (Daily, Peak hour two-way, and Peak hour directional) for each of the 12 counties. In addition, keysheet maps illustrating the roadway network and section numbers for each of the 12 counties are also provided.

Charlotte County

State Highway System Key Sheet

Charlotte County

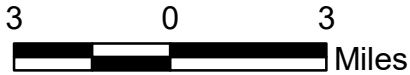


Legend

- Hydrography
- County Boundary
- BMP EMP
- On System Roads
- City and County Roads
- Interstates
- U.S. Routes
- State Roads
- County Roads
- Toll Roads

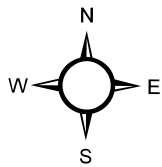


The purpose of the State Highway Key Sheet is to illustrate the geographic alignment locations of the State Highway System within the County.
Map Preparation Date: 11/11/2022 9:40:03 AM



State Highway System Key Sheet

Charlotte County - Inset 1



Legend

Hydrography

County Boundary

BMP

EMP

On System Roads

City and County Roads

Interstates

U.S. Routes

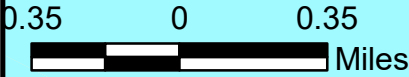
State Roads

County Roads

Toll Roads

The purpose of the State Highway Key Sheet is to illustrate the geographic alignment locations of the State Highway System within the County.

Map Preparation Date: 11/11/2022 9:41:53 AM



YEAR 2022 CHARLOTTE COUNTY LEVEL OF SERVICE SPREADSHEET -DAILY

State	Local														FDOT	County	City	Year 2022										
Section	Road	Road	From	From	To	To	Section	SIS	Existing	Future Context	Functional	Posted	Area	Facility	LOS	LOS	LOS	Divided/	One/Two	Left Turn	Right	Thru	Daily			Deficiency		
No.	No.	Name		M.P.		M.P.	Length		Context Class	Class	Classification	Speed	Type	Type	Std.	Std.	Std.	UnDivided	Way	Bays	Turn Bays	Lanes	Capacity	Volume	LOS	Determination		
01010000	US 41	TAMIAMI TRAIL	Lee County Line	0.000	Zemel Rd	2.339	2.339	-	C2	C2	Principal Arterial-other	65	RDA	H	C	D		D	2W	WL	WR	4	45,800	24,000	B			
01010000	US 41	TAMIAMI TRAIL	Zemel Rd	2.339	Morningside Drive	5.562	3.223	-	C2	C2	Principal Arterial-other	65	RDA	H	C	D		D	2W	WL	WR	4	45,800	21,317	B			
01010000	US 41	TAMIAMI TRAIL	Morningside Drive	5.562	Tuckers Grade Blvd	7.013	1.451	-	C3C	C3C	Principal Arterial-other	60	UA	H	D	D		D	2W	WL	WR	4	38,430	21,317	C			
01010000	US 41	TAMIAMI TRAIL	Tuckers Grade Blvd	7.013	CR 765A/Taylor Rd	8.583	1.570	-	C3C	C3R	Principal Arterial-other	60	UA	H	D	D		D	2W	WL	WR	4	38,430	21,317	C			
01010000	US 41	TAMIAMI TRAIL	CR 765A/Taylor Rd	8.583	CR 765/ Burnt Store Rd	10.184	1.601	-	C3R	C3R	Principal Arterial-other	50	UA	A	D	D	D	D	2W	WL	WR	4	39,165	15,900	C			
01010000	US 41	TAMIAMI TRAIL	CR 765/ Burnt Store Rd	10.184	US 41/ Cross St	13.270	3.086	-	C3R	C3R	Principal Arterial-other	40	UA	A	D	D	D	D	2W	WL	WR	4	39,165	33,373	C			
01010000	US 41	TAMIAMI TRAIL	US 41/ Cross St	13.270	Melbourne St	15.295	2.025	-	C3C	C3C	Principal Arterial-other	45	UA	H	D	D	D	U	1W	WL	WR	2	23,058	24,655	F	Over Capacity		
01010000	US 41	TAMIAMI TRAIL	Melbourne St	15.295	CR 776/ Harbor View Rd	16.314	1.019	-	C3C	C3C	Principal Arterial-other	45	UA	A	D	D		D	2W	WL	WR	6	56,805	44,500	C			
01010000	US 41	TAMIAMI TRAIL	CR 776/ Harbor View Rd	16.314	Harbor Blvd	18.177	1.863	-	C3C	C3C	Principal Arterial-other	45	UA	A	D	D		D	2W	WL	WR	6	56,805	44,500	C			
01010000	US 41	TAMIAMI TRAIL	Harbor Blvd	18.177	Forest Nelson Blvd	20.221	2.044	-	C3C	C3C	Principal Arterial-other	45	UA	A	D	D		D	2W	WL	WR	6	56,805	48,705	C			
01010000	US 41	TAMIAMI TRAIL	Forest Nelson Blvd	20.221	Murdock Circle	21.548	1.327	-	C3C	C3C	Principal Arterial-other	45	UA	A	D	D		D	2W	WL	WR	6	56,805	53,214	D	Near Capacity		
01010000	US 41	TAMIAMI TRAIL	Murdock Circle	21.548	Toledo Blade Blvd	23.081	1.533	-	C3C	C3C	Principal Arterial-other	45	UA	A	D	D		D	2W	WL	WR	6	56,805	36,530	C			
01010000	US 41	TAMIAMI TRAIL	Toledo Blade Blvd	23.081	Sarasota County Line	25.946	2.865	-	C3C	C3C	Principal Arterial-other	55	UA	A	D	D		D	2W	WL	WR	6	56,805	31,000	C			
01010101	US 41	CROSS ST US 41 SB	US 41 (Tamiami Trail)	0.000	Olympia Ave	1.617	1.617	-	C3C	C3C	Principal Arterial-other	45	UA	H	D	D		U	1W	0L	WR	2	23,058	27,000	F	Over Capacity		
01010101	US 41	CROSS ST US 41 SB	Olympia Ave	1.617	US 41 (Tamiami Trail)	2.042	0.425	-	C3C	C3C	Principal Arterial-other	35	UA	A	D	D	D	U	1W	WL	0R	3	32,460	17,500	C			
01030000	SR 31	SR 31	Lee County Line	0.000	Cypress Pkwy	0.390	0.390	SIS	C2	C2	Minor Arterial	60	TA	H	C			U	2W	0L	WR	2	8,200	12,799	D	Over Capacity		
01030000	SR 31	SR 31	Cypress Pkwy	0.390	Lake Babcock Dr	1.140	0.750	SIS	C2	C2	Minor Arterial	60	TA	H	C			D	2W	WL	WR	2	8,610	12,799	D	Over Capacity		
01030000	SR 31	SR 31	Lake Babcock Dr	1.140	Cook Brown Rd	2.009	0.869	SIS	C2	C2	Minor Arterial	60	TA	H	C			D	2W	WL	WR	2	8,610	12,799	D	Over Capacity		
01030000	SR 31	SR 31	Cook Brown Rd	2.009	CR 74	12.126	10.117	SIS	C2	C2	Minor Arterial	60	RDA	H	C			U	2W	WL	WR	2	8,200	7,200	C			
01030000	SR 31	SR 31	CR 74	12.126	DeSoto County Line	18.397	6.271	SIS	C2	C2	Minor Arterial	60	RDA	H	C			U	2W	0L	WR	2	8,200	6,000	C			
01040000	US 17	OLYMPIA AVE	US 41 (Cross St)	0.000	SR 35/US 17 (Marion Ave)	1.532	1.532	-	C4	C4	Principal Arterial-other	35	UA	A	D	D	D	U	1W	WL	0R	3	34,080	10,422	C			
01040000	US 17	DUNCAN RD	SR 35/US 17 (Marion Ave)	1.532	I - 75	2.275	0.743	-	C3C	C3C	Principal Arterial-other	55	UA	A	D	D		D	2W	WL	WR	6	56,805	20,600	C			
01040000	US 17	DUNCAN RD	I - 75	2.275	Copeley Ave	2.558	0.283	SIS	C3C	C3C	Principal Arterial-other	55	UA	A	D	D		D	2W	WL	0R	6	54,100	20,600	C			
01040000	US 17	DUNCAN RD	Copeley Ave	2.558	CR 74 (Bermont Rd)	3.436	0.878	SIS	C3C	C3C	Principal Arterial-other	55	UA	A	D	D		D	2W	WL	WR	4	38,430	26,500	C			
01040000	US 17	DUNCAN RD	CR 74 (Bermont Rd)	3.436	CR 764 (Washington Loop Rd)	6.425	2.989	SIS	C3R	C3R	Principal Arterial-other	55	UA	H	D	D		D	2W	WL	WR	4	39,165	16,600	C			
01040101	US 17	MARION AV/SR35/US17W	SR 35/US 17	0.000	US 41 (Cross St)	1.668	1.668	-	C4	C4	Principal Arterial-other	35	UA	A	D	D	D	U	1W	0L	WR	3	35,784	11,664	C			
01040201	US 17	US 17/SR 35	CR 764 (Washington Loop Rd)	0.000	CR 764 (Washington Loop Rd)	1.673	1.673	SIS	C2	C2	Principal Arterial-other	55	UA	H	D	D		D	2W	WL	WR	4	55,700	14,700	B			
01040201	US 17	US 17/SR 35	CR 764 (Washington Loop Rd)	1.673	DeSoto County Line	4.425	2.752	SIS	C2	C2	Principal Arterial-other	60	TA	H	C	D		D	2W	WL	WR	4	45,800	12,300	B			
01050000	SR 776	MCCALL RD/SR 776	Pine St (CR 775)	2.237	Gulfstream Blvd	4.484	2.247	-	C3C	C3C	Minor Arterial	45	UA	A	D	D		D	2W	WL	WR	4	38,430	32,762	D			
01050000	SR 776	MCCALL RD/SR 776	Gulfstream Blvd	4.484	Sea Mist Dr	7.268	2.784	-	C3C	C3C	Minor Arterial	55	UA	A	D	D		D	2W	WL	0R	4	36,600	28,461	C			
01050000	SR 776	MCCALL RD/SR 776	Sea Mist Dr	7.268	CR 771 (Gasparilla Rd)	9.403	2.135	-	C3C	C3C	Minor Arterial	55	UA	A	D	D		D	2W	WL	WR	4	38,430	26,705	C			
01050000	SR 776	L JOBEAN RD/MCCALL RD/SR 776	CR 771 (Gasparilla Rd)	9.403	Cornelius Blvd	14.018	4.615	-	C3R	C3C	Minor Arterial	55	UA	A	D	D		D	2W	WL	WR	4	39,165	33,352	C			
01050000	SR 776	EL JOBEAN RD	Cornelius Blvd	14.018	Toledo Blade Blvd	16.449	2.431	-	C3C	C3C	Minor Arterial	55	UA	A	D	D		D	2W	WL	0R	4	36,600	35,000	D	Near Capacity		
01050000	SR 776	EL JOBEAN RD	Toledo Blade Blvd	16.449	US 41	17.549	1.100	-	C3C	C3C	Minor Arterial	50	UA	A	D	D		D	2W	WL	WR	4	38,430	28,500	C			
01060000	SR 776	S MCCALL RD/SR 776	CR 775 (Pine St)	9.230	Sarasota County Line	10.385	1.155	-	C3C	C3C	Minor Arterial	45	UA	A	D	D		D	2W	WL	WR	4	38,430	29,156	C			
01075000	I-75	SR 93/I-75	Lee County Line	0.000	CR 762 (Tuckers Grade)	8.543	8.543	SIS	LA	LA	Principal Arterial-Interstate	70	RDA	F	C			D	2W		0A	6	69,000	51,500	C			
01075000	I-75	SR 93/I-75	CR 762 (Tuckers Grade)	8.543	N Jones Loop Rd	11.812	3.269	SIS	LA	LA	Principal Arterial-Interstate	70	TA	F	C			D	2W		0A	6	86,600	59,500	B			
01075000	I-75	SR 93/I-75	N Jones Loop Rd	11.812	US 17	15.100	3.288	SIS	LA	LA	Principal Arterial-Interstate	70	UA	F	D			D	2W		0A	6	122,800	71,016	B			
01075000	I-75	SR 93/I-75	US 17	15.100	CR 776 (Harbor View Rd)	17.912	2.812	SIS	LA	LA	Principal Arterial-Interstate	70	UA	F	D			D	2W		0A	6	122,800	82,000	C			
01075000	I-75	SR 93/I-75	CR 776 (Harbor View Rd)	17.912	CR 769 (Kings Highway)	21.089	3.177	SIS	LA	LA	Principal Arterial-Interstate	70	UA	F	D			D	2W		0A	6	122,800	75,000	C			
01075000	I-75	SR 93/I-75	CR 769 (Kings Highway)	21.089	Sarasota County Line	22.008	0.919	SIS	LA	LA	Principal Arterial-Interstate	70	UA	F	D			D	2W		0A	6	122,800	57,500	B			
01000002		Piper Road	N Jones Loop Road	0.000	Airport Rd	1.450	1.450	SC	C3C	C3C	Minor Arterial	45	UA	A	D	D		D	2W	WL	WR	4	38,430	7,600	C			
01511000		N Jones Loop Road	I-75	5.066	Piper Rd	5.430	0.364	SC	C3C	C3C	Minor Arterial	45	TA	H	C			D	2W	WL	WR	4	32,235	3,100	C			

Legend

Aggregated segment

Single count segment

OFF System SIS Facility

** Future Model Volumes obtained from D1 Regional Planning Model are found to be less than Existing AADT.

YEAR 2022 CHARLOTTE COUNTY LEVEL OF SERVICE SPREADSHEET -DAILY

Section	State Road No.	Local Road Name	From	From M.P.	To	To M.P.	Section Length	Year 2028 (E+C)					Year 2045					Standard K Factor	Existing D Factor	Existing T ₂₄ Factor		
								Thru Lanes	LOS Std	Daily			Thru Lanes	LOS Std	Daily							
										Capacity	Volume	LOS			Capacity	Trend Volume	Trend LOS				Model Volume	Model LOS
01010000	US 41	TAMIAMI TRAIL	Lee County Line	0.000	Zemel Rd	2.339	2.339	4	C	45,800	27,900	B	4	C	45,800	38,800	C	40,109	C	9.50%	52.50%	12.60%
01010000	US 41	TAMIAMI TRAIL	Zemel Rd	2.339	Morningside Drive	5.562	3.223	4	C	45,800	24,000	B	4	C	45,800	31,700	B	36,138	C	9.50%	51.90%	10.70%
01010000	US 41	TAMIAMI TRAIL	Morningside Drive	5.562	Tuckers Grade Blvd	7.013	1.451	4	D	38,430	24,000	C	4	D	38,430	31,700	C	34,043	D	9.50%	51.90%	10.70%
01010000	US 41	TAMIAMI TRAIL	Tuckers Grade Blvd	7.013	CR 765A/Taylor Rd	8.583	1.570	4	D	38,430	24,000	C	4	D	39,165	31,700	C	23,528	C	9.50%	51.90%	10.70%
01010000	US 41	TAMIAMI TRAIL	CR 765A/ Taylor Rd	8.583	CR 765/ Burnt Store Rd	10.184	1.601	4	D	39,165	16,900	C	4	D	39,165	19,600	C	18,551	C	9.00%	52.50%	10.40%
01010000	US 41	TAMIAMI TRAIL	CR 765/ Burnt Store Rd	10.184	US 41/ Cross St	13.270	3.086	4	D	39,165	37,167	D	4	D	39,165	48,025	F	29,156	C	9.00%	52.50%	6.47%
01010000	US 41	TAMIAMI TRAIL	US 41/ Cross St	13.270	Melbourne St	15.295	2.025	2	D	23,058	26,151	F	2	D	23,058	30,299	F	50,759	F	9.00%	99.90%	5.04%
01010000	US 41	TAMIAMI TRAIL	Melbourne St	15.295	CR 776/ Harbor View Rd	16.314	1.019	6	D	56,805	47,200	C	6	D	56,805	54,700	D	53,941	D	9.00%	52.50%	3.80%
01010000	US 41	TAMIAMI TRAIL	CR 776/ Harbor View Rd	16.314	Harbor Blvd	18.177	1.863	6	D	56,805	47,200	C	6	D	56,805	54,700	D	52,629	D	9.00%	52.50%	3.80%
01010000	US 41	TAMIAMI TRAIL	Harbor Blvd	18.177	Forest Nelson Blvd	20.221	2.044	6	D	56,805	51,668	D	6	D	56,805	59,928	F	49,510	C	9.00%	52.50%	3.49%
01010000	US 41	TAMIAMI TRAIL	Forest Nelson Blvd	20.221	Murdock Circle	21.548	1.327	6	D	56,805	56,428	D	6	D	56,805	65,482	F	51,327	D	9.00%	52.50%	3.31%
01010000	US 41	TAMIAMI TRAIL	Murdock Circle	21.548	Toledo Blade Blvd	23.081	1.533	6	D	56,805	38,699	C	6	D	56,805	44,959	C	39,661	C	9.00%	52.50%	4.52%
01010000	US 41	TAMIAMI TRAIL	Toledo Blade Blvd	23.081	Sarasota County Line	25.946	2.865	6	D	56,805	32,900	C	6	D	56,805	38,100	C	46,659	C	9.00%	52.50%	5.00%
01010101	US 41	CROSS ST US 41 SB	US 41 (Tamiami Trail)	0.000	Olympia Ave	1.617	1.617	2	D	23,058	28,600	F	2	D	23,058	33,200	F	31,038	F	9.00%	99.90%	5.70%
01010101	US 41	CROSS ST US 41 SB	Olympia Ave	1.617	US 41 (Tamiami Trail)	2.042	0.425	3	D	32,460	18,600	C	3	D	32,460	21,500	C	17,679	C	9.00%	99.90%	6.00%
01030000	SR 31	SR 31	Lee County Line	0.000	Cypress Pkwy	0.390	0.390	4	C	45,800	17,200	B	6	C	68,300	29,800	B	73,119	D	9.50%	52.10%	19.90%
01030000	SR 31	SR 31	Cypress Pkwy	0.390	Lake Babcock Dr	1.140	0.750	4	C	45,800	17,200	B	4	C	45,800	29,800	B	71,693	F	9.50%	52.10%	19.90%
01030000	SR 31	SR 31	Lake Babcock Dr	1.140	Cook Brown Rd	2.009	0.869	2	C	8,610	17,200	E	4	C	45,800	29,800	B	71,693	F	9.50%	52.10%	19.90%
01030000	SR 31	SR 31	Cook Brown Rd	2.009	CR 74	12.126	10.117	2	C	8,200	9,300	D	2	C	8,200	15,100	E	9,415	D	9.50%	52.10%	30.80%
01030000	SR 31	SR 31	CR 74	12.126	DeSoto County Line	18.397	6.271	2	C	8,200	7,700	C	2	C	8,200	12,500	D	7,939	C	9.50%	52.10%	45.80%
01040000	US 17	OLYMPIA AVE	US 41 (Cross St)	0.000	SR 35/US 17 (Marion Ave)	1.532	1.532	3	D	34,080	11,201	C	3	D	34,080	13,331	C	10,105	C	9.00%	99.90%	5.99%
01040000	US 17	DUNCAN RD	SR 35/US 17 (Marion Ave)	1.532	I - 75	2.275	0.743	6	D	56,805	22,400	C	6	D	56,805	27,400	C	24,605	C	9.00%	52.50%	6.80%
01040000	US 17	DUNCAN RD	I - 75	2.275	Copeley Ave	2.558	0.283	6	D	54,100	22,400	C	6	D	54,100	27,400	C	31,326	C	9.00%	52.50%	6.80%
01040000	US 17	DUNCAN RD	Copeley Ave	2.558	CR 74 (Bermont Rd)	3.436	0.878	4	D	38,430	31,300	C	4	D	38,430	45,000	F	31,326	C	9.00%	54.00%	19.40%
01040000	US 17	DUNCAN RD	CR 74 (Bermont Rd)	3.436	CR 764 (Washington Loop Rd)	6.425	2.989	4	D	39,165	18,500	C	4	D	39,165	23,900	C	24,332	C	9.00%	54.00%	20.90%
01040101	US 17	MARION AV/SR35/US17W	SR 35/US 17	0.000	US 41 (Cross St)	1.668	1.668	3	D	35,784	12,502	C	3	D	35,784	14,835	C	9,084	C	9.00%	99.90%	5.88%
01040201	US 17	US 17/SR 35	CR 764 (Washington Loop Rd)	0.000	CR 764 (Washington Loop Rd)	1.673	1.673	4	D	55,700	17,900	B	4	D	55,700	26,800	B	17,013	B	9.00%	54.00%	15.90%
01040201	US 17	US 17/SR 35	CR 764 (Washington Loop Rd)	1.673	DeSoto County Line	4.425	2.752	4	C	45,800	15,700	B	4	C	45,800	25,200	B	16,748	B	9.50%	54.00%	18.00%
01050000	SR 776	MCCALL RD/SR 776	Pine St (CR 775)	2.237	Gulfstream Blvd	4.484	2.247	4	D	38,430	34,723	D	4	D	38,430	40,315	F	36,115	D	9.00%	52.30%	4.76%
01050000	SR 776	MCCALL RD/SR 776	Gulfstream Blvd	4.484	Sea Mist Dr	7.268	2.784	4	D	36,600	32,162	D	4	D	36,600	42,562	F	29,299	C	9.00%	52.30%	6.24%
01050000	SR 776	MCCALL RD/SR 776	Sea Mist Dr	7.268	CR 771 (Gasparilla Rd)	9.403	2.135	4	D	38,430	31,432	C	4	D	38,430	44,815	F	25,037	C	9.00%	52.30%	7.01%
01050000	SR 776	L JOBEAN RD/MCCALL RD/SR 776	CR 771 (Gasparilla Rd)	9.403	Cornelius Blvd	14.018	4.615	4	D	39,165	38,700	D	4	D	38,430	53,700	F	46,188	F	9.00%	52.70%	8.20%
01050000	SR 776	EL JOBEAN RD	Cornelius Blvd	14.018	Toledo Blade Blvd	16.449	2.431	4	D	36,600	40,900	F	4	D	36,600	57,700	F	373,301	F	9.00%	52.30%	8.40%
01050000	SR 776	EL JOBEAN RD	Toledo Blade Blvd	16.449	US 41	17.549	1.100	4	D	38,430	32,000	C	4	D	38,430	41,800	F	30,672	C	9.00%	52.30%	9.10%
01060000	SR 776	S MCCALL RD/SR 776	CR 775 (Pine St)	9.230	Sarasota County Line	10.385	1.155	4	D	38,430	30,900	C	4	D	38,430	35,825	D	32,520	D	9.00%	52.30%	2.84%
01075000	I-75	SR 93/I-75	Lee County Line	0.000	CR 762 (Tuckers Grade)	8.543	8.543	6	C	69,000	58,700	C	6	C	69,000	79,100	D	82,520	D	10.50%	51.80%	17.50%
01075000	I-75	SR 93/I-75	CR 762 (Tuckers Grade)	8.543	N Jones Loop Rd	11.812	3.269	6	C	86,600	69,000	C	6	C	86,600	96,100	D	78,611	C	10.50%	51.80%	17.50%
01075000	I-75	SR 93/I-75	N Jones Loop Rd	11.812	US 17	15.100	3.288	6	D	122,800	82,600	C	6	D	122,800	115,500	D	82,409	C	10.50%	51.80%	16.00%
01075000	I-75	SR 93/I-75	US 17	15.100	CR 776 (Harbor View Rd)	17.912	2.812	6	D	122,800	94,100	C	6	D	122,800	128,400	E	79,577	C	9.00%	51.80%	11.30%
01075000	I-75	SR 93/I-75	CR 776 (Harbor View Rd)	17.912	CR 769 (Kings Highway)	21.089	3.177	6	D	122,800	87,200	C	6	D	122,800	121,800	D	74,515	C	9.00%	51.80%	12.20%
01075000	I-75	SR 93/I-75	CR 769 (Kings Highway)	21.089	Sarasota County Line	22.008	0.919	6	D	122,800	67,200	B	6	D	122,800	94,800	C	75,710	C	9.00%	51.80%	11.80%
01000002		Piper Road	N Jones Loop Road	0.000	Airport Rd	1.450	1.450	4	D	38,430	12,200	C	4	D	38,430	25,100	C	3,812	C	9.00%	53.40%	5.40%
01511000		N Jones Loop Road	I-75	5.066	Piper Rd	5.430	0.364	4	C	32,235	3,300	C	4	C	32,235	3,800	C	15,353	C	9.50%	53.40%	5.40%

Legend

Aggregated segment Single count segment OFF System SIS Facility

** Future Model Volumes obtained from D1 Regional Planning Model are found to be less than Existing AADT.

Note: LOS Spreadsheet should be used as a planning level analysis tool. A detailed analysis is necessary to validate the actual operating conditions (and for future conditions, as needed) which may vary from this worksheet.

YEAR 2022 CHARLOTTE COUNTY LEVEL OF SERVICE SPREADSHEET -PEAK HOUR TWO-WAY

State	Local														FDOT	County	City	Year 2022									
Section	Road	Road	From	From	To	To	Section	SIS	Existing	Future Context	Functional	Posted	Area	Facility	LOS	LOS	LOS	Divided/	One/Two	Left Turn	Right	Thru	Peak Hour Two-Way			Deficiency	
No.	No.	Name		M.P.		M.P.	Length		Context Class	Class	Classification	Speed	Type	Type	Std.	Std.	Std.	UnDivided	Way	Bays	Turn Bays	Lanes	Capacity	Volume	LOS	Determination	
01010000	US 41	TAMIAMI TRAIL	Lee County Line	0.000	Zemel Rd	2.339	2.339	-	C2	C2	Principal Arterial-other	65	RDA	H	C	D		D	2W	WL	WR	4	4,350	2,280	B		
01010000	US 41	TAMIAMI TRAIL	Zemel Rd	2.339	Morningside Drive	5.562	3.223	-	C2	C2	Principal Arterial-other	65	RDA	H	C	D		D	2W	WL	WR	4	4,350	2,025	B		
01010000	US 41	TAMIAMI TRAIL	Morningside Drive	5.562	Tuckers Grade Blvd	7.013	1.451	-	C3C	C3C	Principal Arterial-other	60	UA	H	D	D		D	2W	WL	WR	4	3,454	2,025	C		
01010000	US 41	TAMIAMI TRAIL	Tuckers Grade Blvd	7.013	CR 765A/Taylor Rd	8.583	1.570	-	C3C	C3R	Principal Arterial-other	60	UA	H	D	D		D	2W	WL	WR	4	3,454	2,025	C		
01010000	US 41	TAMIAMI TRAIL	CR 765A/Taylor Rd	8.583	CR 765/Burnt Store Rd	10.184	1.601	-	C3R	C3R	Principal Arterial-other	50	UA	A	D	D	D	D	2W	WL	WR	4	3,528	1,431	C		
01010000	US 41	TAMIAMI TRAIL	CR 765/Burnt Store Rd	10.184	US 41/Cross St	13.270	3.086	-	C3R	C3R	Principal Arterial-other	40	UA	A	D	D	D	D	2W	WL	WR	4	3,528	3,004	C		
01010000	US 41	TAMIAMI TRAIL	US 41/Cross St	13.270	Melbourne St	15.295	2.025	-	C3C	C3C	Principal Arterial-other	45	UA	H	D	D	D	U	1W	WL	WR	2	2,281	2,219	D	Near Capacity	
01010000	US 41	TAMIAMI TRAIL	Melbourne St	15.295	CR 776/Harbor View Rd	16.314	1.019	-	C3C	C3C	Principal Arterial-other	45	UA	A	D	D		D	2W	WL	WR	6	5,114	4,005	C		
01010000	US 41	TAMIAMI TRAIL	CR 776/Harbor View Rd	16.314	Harbor Blvd	18.177	1.863	-	C3C	C3C	Principal Arterial-other	45	UA	A	D	D		D	2W	WL	WR	6	5,114	4,005	C		
01010000	US 41	TAMIAMI TRAIL	Harbor Blvd	18.177	Forest Nelson Blvd	20.221	2.044	-	C3C	C3C	Principal Arterial-other	45	UA	A	D	D		D	2W	WL	WR	6	5,114	4,383	C		
01010000	US 41	TAMIAMI TRAIL	Forest Nelson Blvd	20.221	Murdock Circle	21.548	1.327	-	C3C	C3C	Principal Arterial-other	45	UA	A	D	D		D	2W	WL	WR	6	5,114	4,789	D	Near Capacity	
01010000	US 41	TAMIAMI TRAIL	Murdock Circle	21.548	Toledo Blade Blvd	23.081	1.533	-	C3C	C3C	Principal Arterial-other	45	UA	A	D	D		D	2W	WL	WR	6	5,114	3,288	C		
01010000	US 41	TAMIAMI TRAIL	Toledo Blade Blvd	23.081	Sarasota County Line	25.946	2.865	-	C3C	C3C	Principal Arterial-other	55	UA	A	D	D		D	2W	WL	WR	6	5,114	2,790	C		
01010101	US 41	CROSS ST US 41 SB	US 41 (Tamiami Trail)	0.000	Olympia Ave	1.617	1.617	-	C3C	C3C	Principal Arterial-other	45	UA	H	D	D		U	1W	0L	WR	2	2,281	2,430	F	Over Capacity	
01010101	US 41	CROSS ST US 41 SB	Olympia Ave	1.617	US 41 (Tamiami Trail)	2.042	0.425	-	C3C	C3C	Principal Arterial-other	35	UA	A	D	D	D	U	1W	WL	0R	3	3,216	1,575	C		
01030000	SR 31	SR 31	Lee County Line	0.000	Cypress Pkwy	0.390	0.390	SIS	C2	C2	Minor Arterial	60	TA	H	C			U	2W	0L	WR	2	780	1,216	D	Over Capacity	
01030000	SR 31	SR 31	Cypress Pkwy	0.390	Lake Babcock Dr	1.140	0.750	SIS	C2	C2	Minor Arterial	60	TA	H	C			D	2W	WL	WR	2	819	1,216	D	Over Capacity	
01030000	SR 31	SR 31	Lake Babcock Dr	1.140	Cook Brown Rd	2.009	0.869	SIS	C2	C2	Minor Arterial	60	TA	H	C			D	2W	WL	WR	2	819	1,216	D	Over Capacity	
01030000	SR 31	SR 31	Cook Brown Rd	2.009	CR 74	12.126	10.117	SIS	C2	C2	Minor Arterial	60	RDA	H	C			U	2W	WL	WR	2	780	684	C		
01030000	SR 31	SR 31	CR 74	12.126	DeSoto County Line	18.397	6.271	SIS	C2	C2	Minor Arterial	60	RDA	H	C			U	2W	0L	WR	2	780	570	C		
01040000	US 17	OLYMPIA AVE	US 41 (Cross St)	0.000	SR 35/US 17 (Marion Ave)	1.532	1.532	-	C4	C4	Principal Arterial-other	35	UA	A	D	D	D	U	1W	WL	0R	3	3,372	938	C		
01040000	US 17	DUNCAN RD	SR 35/US 17 (Marion Ave)	1.532	I - 75	2.275	0.743	-	C3C	C3C	Principal Arterial-other	55	UA	A	D	D		D	2W	WL	WR	6	5,114	1,854	C		
01040000	US 17	DUNCAN RD	I - 75	2.275	Copeley Ave	2.558	0.283	SIS	C3C	C3C	Principal Arterial-other	55	UA	A	D	D		D	2W	WL	0R	6	4,870	1,854	C		
01040000	US 17	DUNCAN RD	Copeley Ave	2.558	CR 74 (Bermont Rd)	3.436	0.878	SIS	C3C	C3C	Principal Arterial-other	55	UA	A	D	D		D	2W	WL	WR	4	3,454	2,385	C		
01040000	US 17	DUNCAN RD	CR 74 (Bermont Rd)	3.436	CR 764 (Washington Loop Rd)	6.425	2.989	SIS	C3R	C3R	Principal Arterial-other	55	UA	H	D	D		D	2W	WL	WR	4	3,528	1,494	C		
01040101	US 17	MARION AV/SR35/US17W	SR 35/US 17	0.000	US 41 (Cross St)	1.668	1.668	-	C4	C4	Principal Arterial-other	35	UA	A	D	D	D	U	1W	0L	WR	3	3,541	1,050	C		
01040201	US 17	US 17/SR 35	CR 764 (Washington Loop Rd)	0.000	CR 764 (Washington Loop Rd)	1.673	1.673	SIS	C2	C2	Principal Arterial-other	55	UA	H	D	D		D	2W	WL	WR	4	5,290	1,323	B		
01040201	US 17	US 17/SR 35	CR 764 (Washington Loop Rd)	1.673	DeSoto County Line	4.425	2.752	SIS	C2	C2	Principal Arterial-other	60	TA	H	C	D		D	2W	WL	WR	4	4,350	1,169	B		
01050000	SR 776	MCCALL RD/SR 776	Pine St (CR 775)	2.237	Gulfstream Blvd	4.484	2.247	-	C3C	C3C	Minor Arterial	45	UA	A	D	D		D	2W	WL	WR	4	3,454	2,949	D		
01050000	SR 776	MCCALL RD/SR 776	Gulfstream Blvd	4.484	Sea Mist Dr	7.268	2.784	-	C3C	C3C	Minor Arterial	55	UA	A	D	D		D	2W	WL	0R	4	3,290	2,561	C		
01050000	SR 776	MCCALL RD/SR 776	Sea Mist Dr	7.268	CR 771 (Gasparilla Rd)	9.403	2.135	-	C3C	C3C	Minor Arterial	55	UA	A	D	D		D	2W	WL	WR	4	3,454	2,403	C		
01050000	SR 776	L JOBEAN RD/MCCALL RD/SR 776	CR 771 (Gasparilla Rd)	9.403	Cornelius Blvd	14.018	4.615	-	C3R	C3C	Minor Arterial	55	UA	A	D	D		D	2W	WL	WR	4	3,528	3,002	C		
01050000	SR 776	EL JOBEAN RD	Cornelius Blvd	14.018	Toledo Blade Blvd	16.449	2.431	-	C3C	C3C	Minor Arterial	55	UA	A	D	D		D	2W	WL	0R	4	3,290	3,150	D	Near Capacity	
01050000	SR 776	EL JOBEAN RD	Toledo Blade Blvd	16.449	US 41	17.549	1.100	-	C3C	C3C	Minor Arterial	50	UA	A	D	D		D	2W	WL	WR	4	3,454	2,565	C		
01060000	SR 776	S MCCALL RD/SR 776	CR 775 (Pine St)	9.230	Sarasota County Line	10.385	1.155	-	C3C	C3C	Minor Arterial	45	UA	A	D	D		D	2W	WL	WR	4	3,454	2,624	C		
01075000	I-75	SR 93/I-75	Lee County Line	0.000	CR 762 (Tuckers Grade)	8.543	8.543	SIS	LA	LA	Principal Arterial-Interstate	70	RDA	F	C			D	2W		0A	6	7,250	5,408	C		
01075000	I-75	SR 93/I-75	CR 762 (Tuckers Grade)	8.543	N Jones Loop Rd	11.812	3.269	SIS	LA	LA	Principal Arterial-Interstate	70	TA	F	C			D	2W		0A	6	8,490	6,248	B		
01075000	I-75	SR 93/I-75	N Jones Loop Rd	11.812	US 17	15.100	3.288	SIS	LA	LA	Principal Arterial-Interstate	70	UA	F	D			D	2W		0A	6	11,050	7,457	C		
01075000	I-75	SR 93/I-75	US 17	15.100	CR 776 (Harbor View Rd)	17.912	2.812	SIS	LA	LA	Principal Arterial-Interstate	70	UA	F	D			D	2W		0A	6	11,050	7,380	C		
01075000	I-75	SR 93/I-75	CR 776 (Harbor View Rd)	17.912	CR 769 (Kings Highway)	21.089	3.177	SIS	LA	LA	Principal Arterial-Interstate	70	UA	F	D			D	2W		0A	6	11,050	6,750	C		
01075000	I-75	SR 93/I-75	CR 769 (Kings Highway)	21.089	Sarasota County Line	22.008	0.919	SIS	LA	LA	Principal Arterial-Interstate	70	UA	F	D			D	2W		0A	6	11,050	5,175	B		
01000002		Piper Road	N Jones Loop Road	0.000	Airport Rd	1.450	1.450	SC	C3C	C3C	Minor Arterial	45	UA	A	D	D		D	2W	WL	WR	4	3,454	684	C		
01511000		N Jones Loop Road	I-75	5.066	Piper Rd	5.430	0.364	SC	C3C	C3C	Minor Arterial	45	TA	H	C			D	2W	WL	WR	4	2,898	295	C		

Legend

Aggregated segment Single count segment OFF System SIS Facility

** Future Model Volumes obtained from D1 Regional Planning Model are found to be less than Existing AADT.

YEAR 2022 CHARLOTTE COUNTY LEVEL OF SERVICE SPREADSHEET -PEAK HOUR TWO-WAY

Section	State Road No.	Local Road Name	From	From M.P.	To	To M.P.	Section Length	Year 2028 (E+C)					Year 2045							Standard K Factor	Existing D Factor	Existing T ₂₄ Factor
								Thru Lanes	LOS Std	Peak Hour Two-Way			Thru Lanes	LOS Std	Peak Hour Two-Way							
										Capacity	Volume	LOS			Capacity	Trend Volume	Trend LOS	Model Volume	Model LOS			
01010000	US 41	TAMIAMI TRAIL	Lee County Line	0.000	Zemel Rd	2.339	2.339	4	C	4,350	2,651	B	4	C	4,350	3,686	C	3,810	C	9.50%	52.50%	12.60%
01010000	US 41	TAMIAMI TRAIL	Zemel Rd	2.339	Morningside Drive	5.562	3.223	4	C	4,350	2,280	B	4	C	4,350	3,012	B	3,433	C	9.50%	51.90%	10.70%
01010000	US 41	TAMIAMI TRAIL	Morningside Drive	5.562	Tuckers Grade Blvd	7.013	1.451	4	D	3,454	2,280	C	4	D	3,454	3,012	D	3,234	D	9.50%	51.90%	10.70%
01010000	US 41	TAMIAMI TRAIL	Tuckers Grade Blvd	7.013	CR 765A/Taylor Rd	8.583	1.570	4	D	3,454	2,280	C	4	D	3,528	3,012	C	2,235	C	9.50%	51.90%	10.70%
01010000	US 41	TAMIAMI TRAIL	CR 765A/ Taylor Rd	8.583	CR 765/ Burnt Store Rd	10.184	1.601	4	D	3,528	1,521	C	4	D	3,528	1,764	C	1,670	C	9.00%	52.50%	10.40%
01010000	US 41	TAMIAMI TRAIL	CR 765/ Burnt Store Rd	10.184	US 41/ Cross St	13.270	3.086	4	D	3,528	3,345	D	4	D	3,528	4,322	F	2,624	C	9.00%	52.50%	6.47%
01010000	US 41	TAMIAMI TRAIL	US 41/ Cross St	13.270	Melbourne St	15.295	2.025	2	D	2,281	2,354	F	2	D	2,281	2,727	F	4,568	F	9.00%	99.90%	5.04%
01010000	US 41	TAMIAMI TRAIL	Melbourne St	15.295	CR 776/ Harbor View Rd	16.314	1.019	6	D	5,114	4,248	C	6	D	5,114	4,923	D	4,854	D	9.00%	52.50%	3.80%
01010000	US 41	TAMIAMI TRAIL	CR 776/ Harbor View Rd	16.314	Harbor Blvd	18.177	1.863	6	D	5,114	4,248	C	6	D	5,114	4,923	D	4,737	D	9.00%	52.50%	3.80%
01010000	US 41	TAMIAMI TRAIL	Harbor Blvd	18.177	Forest Nelson Blvd	20.221	2.044	6	D	5,114	4,650	D	6	D	5,114	5,393	F	4,456	C	9.00%	52.50%	3.49%
01010000	US 41	TAMIAMI TRAIL	Forest Nelson Blvd	20.221	Murdock Circle	21.548	1.327	6	D	5,114	5,079	D	6	D	5,114	5,893	F	4,619	D	9.00%	52.50%	3.31%
01010000	US 41	TAMIAMI TRAIL	Murdock Circle	21.548	Toledo Blade Blvd	23.081	1.533	6	D	5,114	3,483	C	6	D	5,114	4,046	C	3,570	C	9.00%	52.50%	4.52%
01010000	US 41	TAMIAMI TRAIL	Toledo Blade Blvd	23.081	Sarasota County Line	25.946	2.865	6	D	5,114	2,961	C	6	D	5,114	3,429	C	4,199	C	9.00%	52.50%	5.00%
01010101	US 41	CROSS ST US 41 SB	US 41 (Tamiami Trail)	0.000	Olympia Ave	1.617	1.617	2	D	2,281	2,574	F	2	D	2,281	2,988	F	2,794	F	9.00%	99.90%	5.70%
01010101	US 41	CROSS ST US 41 SB	Olympia Ave	1.617	US 41 (Tamiami Trail)	2.042	0.425	3	D	3,216	1,674	C	3	D	3,216	1,935	C	1,591	C	9.00%	99.90%	6.00%
01030000	SR 31	SR 31	Lee County Line	0.000	Cypress Pkwy	0.390	0.390	4	C	4,350	1,634	B	6	C	6,490	2,831	B	6,946	D	9.50%	52.10%	19.90%
01030000	SR 31	SR 31	Cypress Pkwy	0.390	Lake Babcock Dr	1.140	0.750	4	C	4,350	1,634	B	4	C	4,350	2,831	B	6,811	F	9.50%	52.10%	19.90%
01030000	SR 31	SR 31	Lake Babcock Dr	1.140	Cook Brown Rd	2.009	0.869	2	C	819	1,634	E	4	C	4,350	2,831	B	6,811	F	9.50%	52.10%	19.90%
01030000	SR 31	SR 31	Cook Brown Rd	2.009	CR 74	12.126	10.117	2	C	780	884	D	2	C	780	1,435	E	894	D	9.50%	52.10%	30.80%
01030000	SR 31	SR 31	CR 74	12.126	DeSoto County Line	18.397	6.271	2	C	780	732	C	2	C	780	1,188	D	754	C	9.50%	52.10%	45.80%
01040000	US 17	OLYMPIA AVE	US 41 (Cross St)	0.000	SR 35/US 17 (Marion Ave)	1.532	1.532	3	D	3,372	1,008	C	3	D	3,372	1,200	C	909	C	9.00%	99.90%	5.99%
01040000	US 17	DUNCAN RD	SR 35/US 17 (Marion Ave)	1.532	I - 75	2.275	0.743	6	D	5,114	2,016	C	6	D	5,114	2,466	C	2,214	C	9.00%	52.50%	6.80%
01040000	US 17	DUNCAN RD	I - 75	2.275	Copeley Ave	2.558	0.283	6	D	4,870	2,016	C	6	D	4,870	2,466	C	2,819	C	9.00%	52.50%	6.80%
01040000	US 17	DUNCAN RD	Copeley Ave	2.558	CR 74 (Bermont Rd)	3.436	0.878	4	D	3,454	2,817	C	4	D	3,454	4,050	F	2,819	C	9.00%	54.00%	19.40%
01040000	US 17	DUNCAN RD	CR 74 (Bermont Rd)	3.436	CR 764 (Washington Loop Rd)	6.425	2.989	4	D	3,528	1,665	C	4	D	3,528	2,151	C	2,190	C	9.00%	54.00%	20.90%
01040101	US 17	MARION AV/SR35/US17W	SR 35/US 17	0.000	US 41 (Cross St)	1.668	1.668	3	D	3,541	1,125	C	3	D	3,541	1,335	C	817	C	9.00%	99.90%	5.88%
01040201	US 17	US 17/SR 35	CR 764 (Washington Loop Rd)	0.000	CR 764 (Washington Loop Rd)	1.673	1.673	4	D	5,290	1,611	B	4	D	5,290	2,412	B	1,531	B	9.00%	54.00%	15.90%
01040201	US 17	US 17/SR 35	CR 764 (Washington Loop Rd)	1.673	DeSoto County Line	4.425	2.752	4	C	4,350	1,492	B	4	C	4,350	2,394	B	1,591	B	9.50%	54.00%	18.00%
01050000	SR 776	MCCALL RD/SR 776	Pine St (CR 775)	2.237	Gulfstream Blvd	4.484	2.247	4	D	3,454	3,125	D	4	D	3,454	3,628	F	3,250	D	9.00%	52.30%	4.76%
01050000	SR 776	MCCALL RD/SR 776	Gulfstream Blvd	4.484	Sea Mist Dr	7.268	2.784	4	D	3,290	2,895	D	4	D	3,290	3,831	F	2,637	C	9.00%	52.30%	6.24%
01050000	SR 776	MCCALL RD/SR 776	Sea Mist Dr	7.268	CR 771 (Gasparilla Rd)	9.403	2.135	4	D	3,454	2,829	C	4	D	3,454	4,033	F	2,254	C	9.00%	52.30%	7.01%
01050000	SR 776	L JOBEAN RD/MCCALL RD/SR 776	CR 771 (Gasparilla Rd)	9.403	Cornelius Blvd	14.018	4.615	4	D	3,528	3,483	D	4	D	3,454	4,833	F	4,157	F	9.00%	52.70%	8.20%
01050000	SR 776	EL JOBEAN RD	Cornelius Blvd	14.018	Toledo Blade Blvd	16.449	2.431	4	D	3,290	3,681	F	4	D	3,290	5,193	F	33,597	F	9.00%	52.30%	8.40%
01050000	SR 776	EL JOBEAN RD	Toledo Blade Blvd	16.449	US 41	17.549	1.100	4	D	3,454	2,880	C	4	D	3,454	3,762	F	2,760	C	9.00%	52.30%	9.10%
01060000	SR 776	S MCCALL RD/SR 776	CR 775 (Pine St)	9.230	Sarasota County Line	10.385	1.155	4	D	3,454	2,781	C	4	D	3,454	3,224	D	2,927	D	9.00%	52.30%	2.84%
01075000	I-75	SR 93/I-75	Lee County Line	0.000	CR 762 (Tuckers Grade)	8.543	8.543	6	C	7,250	6,164	C	6	C	7,250	8,306	D	8,665	D	10.50%	51.80%	17.50%
01075000	I-75	SR 93/I-75	CR 762 (Tuckers Grade)	8.543	N Jones Loop Rd	11.812	3.269	6	C	8,490	7,245	C	6	C	8,490	10,091	D	8,254	C	10.50%	51.80%	17.50%
01075000	I-75	SR 93/I-75	N Jones Loop Rd	11.812	US 17	15.100	3.288	6	D	11,050	8,673	C	6	D	11,050	12,128	F	8,653	C	10.50%	51.80%	16.00%
01075000	I-75	SR 93/I-75	US 17	15.100	CR 776 (Harbor View Rd)	17.912	2.812	6	D	11,050	8,469	C	6	D	11,050	11,556	E	7,162	C	9.00%	51.80%	11.30%
01075000	I-75	SR 93/I-75	CR 776 (Harbor View Rd)	17.912	CR 769 (Kings Highway)	21.089	3.177	6	D	11,050	7,848	C	6	D	11,050	10,962	D	6,706	C	9.00%	51.80%	12.20%
01075000	I-75	SR 93/I-75	CR 769 (Kings Highway)	21.089	Sarasota County Line	22.008	0.919	6	D	11,050	6,048	B	6	D	11,050	8,532	C	6,814	C	9.00%	51.80%	11.80%
01000002		Piper Road	N Jones Loop Road	0.000	Airport Rd	1.450	1.450	4	D	3,454	1,098	C	4	D	3,454	2,259	C	343	C	9.00%	53.40%	5.40%
01511000		N Jones Loop Road	I-75	5.066	Piper Rd	5.430	0.364	4	C	2,898	314	C	4	C	2,898	361	C	1,459	C	9.50%	53.40%	5.40%

Legend

	Aggregated segment		Single count segment		OFF System SIS Facility
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** Future Model Volumes obtained from D1 Regional Planning Model are found to be less than Existing AADT.

YEAR 2022 CHARLOTTE COUNTY LEVEL OF SERVICE SPREADSHEET -PEAK HOUR PEAK DIRECTION

State	Local														FDOT	County	City	Year 2022										
Section	Road	Road	From	From	To	To	Section	SIS	Existing	Future	Functional	Posted	Area	Facility	LOS	LOS	LOS	Divided/	One/Two	Left Turn	Right	Thru	Peak Hour Peak Direction			Deficiency		
No.	No.	Name		M.P.		M.P.	Length		Context Class	Context Class	Classification	Speed	Type	Type	Std.	Std.	Std.	UnDivided	Way	Bays	Bays	Lanes	Capacity	Volume	LOS	Determination		
01010000	US 41	TAMIAMI TRAIL	Lee County Line	0.000	Zemel Rd	2.339	2.339	-	C2	C2	Principal Arterial-other	65	RDA	H	C	D		D	2W	WL	WR	4	2,390	1,197	B			
01010000	US 41	TAMIAMI TRAIL	Zemel Rd	2.339	Morningside Drive	5.562	3.223	-	C2	C2	Principal Arterial-other	65	RDA	H	C	D		D	2W	WL	WR	4	2,390	1,051	B			
01010000	US 41	TAMIAMI TRAIL	Morningside Drive	5.562	Tuckers Grade Blvd	7.013	1.451	-	C3C	C3C	Principal Arterial-other	60	UA	H	D	D		D	2W	WL	WR	4	1,900	1,051	C			
01010000	US 41	TAMIAMI TRAIL	Tuckers Grade Blvd	7.013	CR 765A/Taylor Rd	8.583	1.570	-	C3C	C3R	Principal Arterial-other	60	UA	H	D	D		D	2W	WL	WR	4	1,900	1,051	C			
01010000	US 41	TAMIAMI TRAIL	CR 765A/Taylor Rd	8.583	CR 765/ Burnt Store Rd	10.184	1.601	-	C3R	C3R	Principal Arterial-other	50	UA	A	D	D	D	D	2W	WL	WR	4	1,942	751	C			
01010000	US 41	TAMIAMI TRAIL	CR 765/ Burnt Store Rd	10.184	US 41/ Cross St	13.270	3.086	-	C3R	C3R	Principal Arterial-other	40	UA	A	D	D	D	D	2W	WL	WR	4	1,942	1,577	C			
01010000	US 41	TAMIAMI TRAIL	US 41/ Cross St	13.270	Melbourne St	15.295	2.025	-	C3C	C3C	Principal Arterial-other	45	UA	H	D	D	D	U	1W	WL	WR	2	2,281	2,217	D	Near Capacity		
01010000	US 41	TAMIAMI TRAIL	Melbourne St	15.295	CR 776/ Harbor View Rd	16.314	1.019	-	C3C	C3C	Principal Arterial-other	45	UA	A	D	D		D	2W	WL	WR	6	2,814	2,103	C			
01010000	US 41	TAMIAMI TRAIL	CR 776/ Harbor View Rd	16.314	Harbor Blvd	18.177	1.863	-	C3C	C3C	Principal Arterial-other	45	UA	A	D	D		D	2W	WL	WR	6	2,814	2,103	C			
01010000	US 41	TAMIAMI TRAIL	Harbor Blvd	18.177	Forest Nelson Blvd	20.221	2.044	-	C3C	C3C	Principal Arterial-other	45	UA	A	D	D		D	2W	WL	WR	6	2,814	2,302	C			
01010000	US 41	TAMIAMI TRAIL	Forest Nelson Blvd	20.221	Murdock Circle	21.548	1.327	-	C3C	C3C	Principal Arterial-other	45	UA	A	D	D		D	2W	WL	WR	6	2,814	2,514	D			
01010000	US 41	TAMIAMI TRAIL	Murdock Circle	21.548	Toledo Blade Blvd	23.081	1.533	-	C3C	C3C	Principal Arterial-other	45	UA	A	D	D		D	2W	WL	WR	6	2,814	1,726	C			
01010000	US 41	TAMIAMI TRAIL	Toledo Blade Blvd	23.081	Sarasota County Line	25.946	2.865	-	C3C	C3C	Principal Arterial-other	55	UA	A	D	D		D	2W	WL	WR	6	2,814	1,465	C			
01010101	US 41	CROSS ST US 41 SB	US 41 (Tamiami Trail)	0.000	Olympia Ave	1.617	1.617	-	C3C	C3C	Principal Arterial-other	45	UA	H	D	D		U	1W	0L	WR	2	2,281	2,428	F	Over Capacity		
01010101	US 41	CROSS ST US 41 SB	Olympia Ave	1.617	US 41 (Tamiami Trail)	2.042	0.425	-	C3C	C3C	Principal Arterial-other	35	UA	A	D	D	D	U	1W	WL	0R	3	3,216	1,573	C			
01030000	SR 31	SR 31	Lee County Line	0.000	Cypress Pkwy	0.390	0.390	SIS	C2	C2	Minor Arterial	60	TA	H	C			U	2W	0L	WR	2	430	633	D	Over Capacity		
01030000	SR 31	SR 31	Cypress Pkwy	0.390	Lake Babcock Dr	1.140	0.750	SIS	C2	C2	Minor Arterial	60	TA	H	C			D	2W	WL	WR	2	452	633	D	Over Capacity		
01030000	SR 31	SR 31	Lake Babcock Dr	1.140	Cook Brown Rd	2.009	0.869	SIS	C2	C2	Minor Arterial	60	TA	H	C			D	2W	WL	WR	2	452	633	D	Over Capacity		
01030000	SR 31	SR 31	Cook Brown Rd	2.009	CR 74	12.126	10.117	SIS	C2	C2	Minor Arterial	60	RDA	H	C			U	2W	WL	WR	2	430	356	C			
01030000	SR 31	SR 31	CR 74	12.126	DeSoto County Line	18.397	6.271	SIS	C2	C2	Minor Arterial	60	RDA	H	C			U	2W	0L	WR	2	430	297	C			
01040000	US 17	OLYMPIA AVE	US 41 (Cross St)	0.000	SR 35/US 17 (Marion Ave)	1.532	1.532	-	C4	C4	Principal Arterial-other	35	UA	A	D	D	D	U	1W	WL	0R	3	3,372	937	C			
01040000	US 17	DUNCAN RD	SR 35/US 17 (Marion Ave)	1.532	I - 75	2.275	0.743	-	C3C	C3C	Principal Arterial-other	55	UA	A	D	D		D	2W	WL	WR	6	2,814	973	C			
01040000	US 17	DUNCAN RD	I - 75	2.275	Copeley Ave	2.558	0.283	SIS	C3C	C3C	Principal Arterial-other	55	UA	A	D	D		D	2W	WL	0R	6	2,680	973	C			
01040000	US 17	DUNCAN RD	Copeley Ave	2.558	CR 74 (Bermont Rd)	3.436	0.878	SIS	C3C	C3C	Principal Arterial-other	55	UA	A	D	D		D	2W	WL	WR	4	1,900	1,288	C			
01040000	US 17	DUNCAN RD	CR 74 (Bermont Rd)	3.436	CR 764 (Washington Loop Rd)	6.425	2.989	SIS	C3R	C3R	Principal Arterial-other	55	UA	H	D	D		D	2W	WL	WR	4	1,942	807	C			
01040101	US 17	MARION AV/SR35/US17W	SR 35/US 17	0.000	US 41 (Cross St)	1.668	1.668	-	C4	C4	Principal Arterial-other	35	UA	A	D	D	D	U	1W	0L	WR	3	3,541	1,049	C			
01040201	US 17	US 17/SR 35	CR 764 (Washington Loop Rd)	0.000	CR 764 (Washington Loop Rd)	1.673	1.673	SIS	C2	C2	Principal Arterial-other	55	UA	H	D	D		D	2W	WL	WR	4	2,910	714	B			
01040201	US 17	US 17/SR 35	CR 764 (Washington Loop Rd)	1.673	DeSoto County Line	4.425	2.752	SIS	C2	C2	Principal Arterial-other	60	TA	H	C	D		D	2W	WL	WR	4	2,390	631	B			
01050000	SR 776	MCCALL RD/SR 776	Pine St (CR 775)	2.237	Gulfstream Blvd	4.484	2.247	-	C3C	C3C	Minor Arterial	45	UA	A	D	D		D	2W	WL	WR	4	1,900	1,542	C			
01050000	SR 776	MCCALL RD/SR 776	Gulfstream Blvd	4.484	Sea Mist Dr	7.268	2.784	-	C3C	C3C	Minor Arterial	55	UA	A	D	D		D	2W	WL	0R	4	1,810	1,339	C			
01050000	SR 776	MCCALL RD/SR 776	Sea Mist Dr	7.268	CR 771 (Gasparilla Rd)	9.403	2.135	-	C3C	C3C	Minor Arterial	55	UA	A	D	D		D	2W	WL	WR	4	1,900	1,257	C			
01050000	SR 776	L JOBEAN RD/MCCALL RD/SR 776	CR 771 (Gasparilla Rd)	9.403	Cornelius Blvd	14.018	4.615	-	C3R	C3C	Minor Arterial	55	UA	A	D	D		D	2W	WL	WR	4	1,942	1,582	C			
01050000	SR 776	EL JOBEAN RD	Cornelius Blvd	14.018	Toledo Blade Blvd	16.449	2.431	-	C3C	C3C	Minor Arterial	55	UA	A	D	D		D	2W	WL	0R	4	1,810	1,647	D	Near Capacity		
01050000	SR 776	EL JOBEAN RD	Toledo Blade Blvd	16.449	US 41	17.549	1.100	-	C3C	C3C	Minor Arterial	50	UA	A	D	D		D	2W	WL	WR	4	1,900	1,341	C			
01060000	SR 776	S MCCALL RD/SR 776	CR 775 (Pine St)	9.230	Sarasota County Line	10.385	1.155	-	C3C	C3C	Minor Arterial	45	UA	A	D	D		D	2W	WL	WR	4	1,900	1,373	C			
01075000	I-75	SR 93/I-75	Lee County Line	0.000	CR 762 (Tuckers Grade)	8.543	8.543	SIS	LA	LA	Principal Arterial-Interstate	70	RDA	F	C			D	2W		0A	6	3,990	2,801	B			
01075000	I-75	SR 93/I-75	CR 762 (Tuckers Grade)	8.543	N Jones Loop Rd	11.812	3.269	SIS	LA	LA	Principal Arterial-Interstate	70	TA	F	C			D	2W		0A	6	4,670	3,236	B			
01075000	I-75	SR 93/I-75	N Jones Loop Rd	11.812	US 17	15.100	3.288	SIS	LA	LA	Principal Arterial-Interstate	70	UA	F	D			D	2W		0A	6	6,080	3,863	C			
01075000	I-75	SR 93/I-75	US 17	15.100	CR 776 (Harbor View Rd)	17.912	2.812	SIS	LA	LA	Principal Arterial-Interstate	70	UA	F	D			D	2W		0A	6	6,080	3,823	C			
01075000	I-75	SR 93/I-75	CR 776 (Harbor View Rd)	17.912	CR 769 (Kings Highway)	21.089	3.177	SIS	LA	LA	Principal Arterial-Interstate	70	UA	F	D			D	2W		0A	6	6,080	3,497	B			
01075000	I-75	SR 93/I-75	CR 769 (Kings Highway)	21.089	Sarasota County Line	22.008	0.919	SIS	LA	LA	Principal Arterial-Interstate	70	UA	F	D			D	2W		0A	6	6,080	2,681	B			
01000002		Piper Road	N Jones Loop Road	0.000	Airport Rd	1.450	1.450	SC	C3C	C3C	Minor Arterial	45	UA	A	D	D		D	2W	WL	WR	4	1,900	365	C			
01511000		N Jones Loop Road	I-75	5.066	Piper Rd	5.430	0.364	SC	C3C	C3C	Minor Arterial	45	TA	H	C			D	2W	WL	WR	4	1,596	157	C			

Legend

Aggregated segment Single count segment OFF System SIS Facility

** Future Model Volumes obtained from D1 Regional Planning Model are found to be less than Existing AADT.

YEAR 2022 CHARLOTTE COUNTY LEVEL OF SERVICE SPREADSHEET -PEAK HOUR PEAK DIRECTION

Section	State Road No.	Local Road Name	From	From M.P.	To	To M.P.	Section Length	Year 2028 (E+C)					Year 2045					Standard K Factor	Existing D Factor	Existing T ₂₄ Factor		
								Thru Lanes	LOS Std	Peak Hour Peak Direction			Thru Lanes	LOS Std	Peak Hour Peak Direction							
										Capacity	Volume	LOS			Capacity	Trend Volume	Trend LOS				Model Volume	Model LOS
01010000	US 41	TAMIAMI TRAIL	Lee County Line	0.000	Zemel Rd	2.339	2.339	4	C	2,390	1,458	B	4	C	2,390	2,027	C	2,096	C	9.50%	52.50%	12.60%
01010000	US 41	TAMIAMI TRAIL	Zemel Rd	2.339	Morningside Drive	5.562	3.223	4	C	2,390	1,254	B	4	C	2,390	1,656	B	1,888	C	9.50%	51.90%	10.70%
01010000	US 41	TAMIAMI TRAIL	Morningside Drive	5.562	Tuckers Grade Blvd	7.013	1.451	4	D	1,900	1,254	C	4	D	1,900	1,656	D	1,779	D	9.50%	51.90%	10.70%
01010000	US 41	TAMIAMI TRAIL	Tuckers Grade Blvd	7.013	CR 765A/Taylor Rd	8.583	1.570	4	D	1,900	1,254	C	4	D	1,942	1,656	C	1,229	C	9.50%	51.90%	10.70%
01010000	US 41	TAMIAMI TRAIL	CR 765A/ Taylor Rd	8.583	CR 765/ Burnt Store Rd	10.184	1.601	4	D	1,942	837	C	4	D	1,942	970	C	918	C	9.00%	52.50%	10.40%
01010000	US 41	TAMIAMI TRAIL	CR 765/ Burnt Store Rd	10.184	US 41/ Cross St	13.270	3.086	4	D	1,942	1,840	D	4	D	1,942	2,377	F	1,443	C	9.00%	52.50%	6.47%
01010000	US 41	TAMIAMI TRAIL	US 41/ Cross St	13.270	Melbourne St	15.295	2.025	2	D	2,281	2,354	F	2	D	2,281	2,727	F	4,568	F	9.00%	99.90%	5.04%
01010000	US 41	TAMIAMI TRAIL	Melbourne St	15.295	CR 776/ Harbor View Rd	16.314	1.019	6	D	2,814	2,336	C	6	D	2,814	2,708	D	2,670	D	9.00%	52.50%	3.80%
01010000	US 41	TAMIAMI TRAIL	CR 776/ Harbor View Rd	16.314	Harbor Blvd	18.177	1.863	6	D	2,814	2,336	C	6	D	2,814	2,708	D	2,605	D	9.00%	52.50%	3.80%
01010000	US 41	TAMIAMI TRAIL	Harbor Blvd	18.177	Forest Nelson Blvd	20.221	2.044	6	D	2,814	2,558	D	6	D	2,814	2,967	F	2,451	C	9.00%	52.50%	3.49%
01010000	US 41	TAMIAMI TRAIL	Forest Nelson Blvd	20.221	Murdock Circle	21.548	1.327	6	D	2,814	2,793	D	6	D	2,814	3,242	F	2,541	D	9.00%	52.50%	3.31%
01010000	US 41	TAMIAMI TRAIL	Murdock Circle	21.548	Toledo Blade Blvd	23.081	1.533	6	D	2,814	1,915	C	6	D	2,814	2,225	C	1,963	C	9.00%	52.50%	4.52%
01010000	US 41	TAMIAMI TRAIL	Toledo Blade Blvd	23.081	Sarasota County Line	25.946	2.865	6	D	2,814	1,629	C	6	D	2,814	1,886	C	2,310	C	9.00%	52.50%	5.00%
01010101	US 41	CROSS ST US 41 SB	US 41 (Tamiami Trail)	0.000	Olympia Ave	1.617	1.617	2	D	2,281	2,574	F	2	D	2,281	2,988	F	2,794	F	9.00%	99.90%	5.70%
01010101	US 41	CROSS ST US 41 SB	Olympia Ave	1.617	US 41 (Tamiami Trail)	2.042	0.425	3	D	3,216	1,674	C	3	D	3,216	1,935	C	1,591	C	9.00%	99.90%	6.00%
01030000	SR 31	SR 31	Lee County Line	0.000	Cypress Pkwy	0.390	0.390	4	C	2,390	899	B	6	C	3,570	1,557	B	3,820	D	9.50%	52.10%	19.90%
01030000	SR 31	SR 31	Cypress Pkwy	0.390	Lake Babcock Dr	1.140	0.750	4	C	2,390	899	B	4	C	2,390	1,557	B	3,746	F	9.50%	52.10%	19.90%
01030000	SR 31	SR 31	Lake Babcock Dr	1.140	Cook Brown Rd	2.009	0.869	2	C	452	899	E	4	C	2,390	1,557	B	3,746	F	9.50%	52.10%	19.90%
01030000	SR 31	SR 31	Cook Brown Rd	2.009	CR 74	12.126	10.117	2	C	430	486	D	2	C	430	789	E	492	D	9.50%	52.10%	30.80%
01030000	SR 31	SR 31	CR 74	12.126	DeSoto County Line	18.397	6.271	2	C	430	402	C	2	C	430	653	D	415	C	9.50%	52.10%	45.80%
01040000	US 17	OLYMPIA AVE	US 41 (Cross St)	0.000	SR 35/US 17 (Marion Ave)	1.532	1.532	3	D	3,372	1,008	C	3	D	3,372	1,200	C	909	C	9.00%	99.90%	5.99%
01040000	US 17	DUNCAN RD	SR 35/US 17 (Marion Ave)	1.532	I - 75	2.275	0.743	6	D	2,814	1,109	C	6	D	2,814	1,356	C	1,218	C	9.00%	52.50%	6.80%
01040000	US 17	DUNCAN RD	I - 75	2.275	Copeley Ave	2.558	0.283	6	D	2,680	1,109	C	6	D	2,680	1,356	C	1,551	C	9.00%	52.50%	6.80%
01040000	US 17	DUNCAN RD	Copeley Ave	2.558	CR 74 (Bermont Rd)	3.436	0.878	4	D	1,900	1,549	C	4	D	1,900	2,228	F	1,551	C	9.00%	54.00%	19.40%
01040000	US 17	DUNCAN RD	CR 74 (Bermont Rd)	3.436	CR 764 (Washington Loop Rd)	6.425	2.989	4	D	1,942	916	C	4	D	1,942	1,183	C	1,204	C	9.00%	54.00%	20.90%
01040101	US 17	MARION AV/SR35/US17W	SR 35/US 17	0.000	US 41 (Cross St)	1.668	1.668	3	D	3,541	1,125	C	3	D	3,541	1,335	C	817	C	9.00%	99.90%	5.88%
01040201	US 17	US 17/SR 35	CR 764 (Washington Loop Rd)	0.000	CR 764 (Washington Loop Rd)	1.673	1.673	4	D	2,910	886	B	4	D	2,910	1,327	B	842	B	9.00%	54.00%	15.90%
01040201	US 17	US 17/SR 35	CR 764 (Washington Loop Rd)	1.673	DeSoto County Line	4.425	2.752	4	C	2,390	820	B	4	C	2,390	1,317	B	875	B	9.50%	54.00%	18.00%
01050000	SR 776	MCCALL RD/SR 776	Pine St (CR 775)	2.237	Gulfstream Blvd	4.484	2.247	4	D	1,900	1,719	D	4	D	1,900	1,995	F	1,788	D	9.00%	52.30%	4.76%
01050000	SR 776	MCCALL RD/SR 776	Gulfstream Blvd	4.484	Sea Mist Dr	7.268	2.784	4	D	1,810	1,592	D	4	D	1,810	2,107	F	1,450	C	9.00%	52.30%	6.24%
01050000	SR 776	MCCALL RD/SR 776	Sea Mist Dr	7.268	CR 771 (Gasparilla Rd)	9.403	2.135	4	D	1,900	1,556	C	4	D	1,900	2,218	F	1,239	C	9.00%	52.30%	7.01%
01050000	SR 776	L JOBEAN RD/MCCALL RD/SR 776	CR 771 (Gasparilla Rd)	9.403	Cornelius Blvd	14.018	4.615	4	D	1,942	1,916	D	4	D	1,900	2,658	F	2,286	F	9.00%	52.70%	8.20%
01050000	SR 776	EL JOBEAN RD	Cornelius Blvd	14.018	Toledo Blade Blvd	16.449	2.431	4	D	1,810	2,025	F	4	D	1,810	2,856	F	18,478	F	9.00%	52.30%	8.40%
01050000	SR 776	EL JOBEAN RD	Toledo Blade Blvd	16.449	US 41	17.549	1.100	4	D	1,900	1,584	C	4	D	1,900	2,069	F	1,518	C	9.00%	52.30%	9.10%
01060000	SR 776	S MCCALL RD/SR 776	CR 775 (Pine St)	9.230	Sarasota County Line	10.385	1.155	4	D	1,900	1,529	C	4	D	1,900	1,773	D	1,610	D	9.00%	52.30%	2.84%
01075000	I-75	SR 93/I-75	Lee County Line	0.000	CR 762 (Tuckers Grade)	8.543	8.543	6	C	3,990	3,390	C	6	C	3,990	4,568	D	4,766	D	10.50%	51.80%	17.50%
01075000	I-75	SR 93/I-75	CR 762 (Tuckers Grade)	8.543	N Jones Loop Rd	11.812	3.269	6	C	4,670	3,985	C	6	C	4,670	5,550	D	4,540	C	10.50%	51.80%	17.50%
01075000	I-75	SR 93/I-75	N Jones Loop Rd	11.812	US 17	15.100	3.288	6	D	6,080	4,770	C	6	D	6,080	6,670	F	4,759	C	10.50%	51.80%	16.00%
01075000	I-75	SR 93/I-75	US 17	15.100	CR 776 (Harbor View Rd)	17.912	2.812	6	D	6,080	4,658	C	6	D	6,080	6,356	E	3,939	C	9.00%	51.80%	11.30%
01075000	I-75	SR 93/I-75	CR 776 (Harbor View Rd)	17.912	CR 769 (Kings Highway)	21.089	3.177	6	D	6,080	4,316	C	6	D	6,080	6,029	D	3,688	C	9.00%	51.80%	12.20%
01075000	I-75	SR 93/I-75	CR 769 (Kings Highway)	21.089	Sarasota County Line	22.008	0.919	6	D	6,080	3,326	B	6	D	6,080	4,693	C	3,748	C	9.00%	51.80%	11.80%
01000002		Piper Road	N Jones Loop Road	0.000	Airport Rd	1.450	1.450	4	D	1,900	604	C	4	D	1,900	1,242	C	189	C	9.00%	53.40%	5.40%
01511000		N Jones Loop Road	I-75	5.066	Piper Rd	5.430	0.364	4	C	1,596	172	C	4	C	1,596	199	C	802	C	9.50%	53.40%	5.40%

Legend

Aggregated segment Single count segment OFF System SIS Facility

** Future Model Volumes obtained from D1 Regional Planning Model are found to be less than Existing AADT.

Appendix A

Limited Access

Freeway Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
2 Lane	2,400	3,170	3,970	4,150
3 Lane	3,390	4,600	5,810	6,130
4 Lane	4,340	6,060	7,700	8,170
5 Lane	5,480	7,450	9,680	10,390
6 Lane	6,630	9,220	11,520	12,760

Peak Hour Two-Way

	B	C	D	E
4 Lane	4,360	5,760	7,220	7,550
6 Lane	6,160	8,360	10,560	11,150
8 Lane	7,890	11,020	14,000	14,850
10 Lane	9,960	13,550	17,600	18,890
12 Lane	12,050	16,760	20,950	23,200

AADT

	B	C	D	E
4 Lane	51,300	67,800	84,900	88,800
6 Lane	72,500	98,400	124,200	131,200
8 Lane	92,800	129,600	164,700	174,700
10 Lane	117,200	159,400	207,100	222,200
12 Lane	141,800	197,200	246,500	272,900

(Core
Urbanized)

	B	C	D	E
2 Lane	2,500	3,300	4,070	4,240
3 Lane	3,570	4,900	6,080	6,360
4 Lane	4,720	6,500	8,090	8,490
5 Lane	5,790	8,020	10,020	10,610

	B	C	D	E
4 Lane	4,550	6,000	7,400	7,710
6 Lane	6,490	8,910	11,050	11,560
8 Lane	8,580	11,820	14,710	15,440
10 Lane	10,530	14,580	18,220	19,290

	B	C	D	E
4 Lane	50,600	66,700	82,200	85,700
6 Lane	72,100	99,000	122,800	128,400
8 Lane	95,300	131,300	163,400	171,600
10 Lane	117,000	162,000	202,400	214,300

(Urbanized)

	B	C	D	E
2 Lane	2,430	3,180	3,790	3,910
3 Lane	3,520	4,670	5,610	5,870
4 Lane	4,630	6,170	7,440	7,830
5 Lane	5,690	7,640	9,220	9,800

	B	C	D	E
4 Lane	4,420	5,780	6,890	7,110
6 Lane	6,400	8,490	10,200	10,670
8 Lane	8,420	11,220	13,530	14,240
10 Lane	10,350	13,890	16,760	17,820

	B	C	D	E
4 Lane	45,100	59,000	70,300	72,600
6 Lane	65,300	86,600	104,100	108,900
8 Lane	85,900	114,500	138,100	145,300
10 Lane	105,600	141,700	171,000	181,800

(Transitioning)

	B	C	D	E
2 Lane	2,010	2,770	3,270	3,650
3 Lane	2,820	3,990	4,770	5,470
4 Lane	3,630	5,220	6,260	7,300

	B	C	D	E
4 Lane	3,650	5,040	5,950	6,640
6 Lane	5,130	7,250	8,670	9,950
8 Lane	6,600	9,490	11,380	13,270

	B	C	D	E
4 Lane	34,800	48,000	56,700	63,200
6 Lane	48,900	69,000	82,600	94,800
8 Lane	62,900	90,400	108,400	126,400

(Rural)

Adjustment Factors

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000
Ramp Metering Present Adjustment: Multiply by 1.05

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

Limited Access

Freeway Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

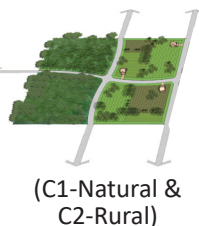
	Core Urbanized	Urbanized	Transitioning	Rural
Number of Lanes (one direction)	2-6	2.5	2-5	2-4
Posted Speed (mph)	65	70	70	70
Auxiliary Lanes	No	No	No	No
Lane Width (feet)	12	12	12	12
Total Ramp Density (ramps/mile)	1.33	2.67	0.50	0.17
Facility Length (miles)	3	3	6	18
Terrain	Level	Level	Level	Level

Traffic Characteristics

	Core Urbanized	Urbanized	Transitioning	Rural
Planning Analysis Hour Factor (K)	0.085	0.090	0.098	0.105
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.95	0.95	0.92	0.88
Base Free Flow Speed (mph)	70	75	75	75
Heavy Vehicle Percent (%)	4%	4%	9%	12%
Speed Adjustment Factor (SAF)	0.975	0.975	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968	0.968	0.968

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables



Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
 Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
 Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C1	C2
Number of Lanes (one direction)	1	2-3
Posted Speed (mph)	55	55
Base Free Flow Speed (mph)	60	60
Median Type	Undivided	Divided
Shoulder Width (feet)	3	6
Lane Width (feet)	12	12
% No Passing Zone	20%	
Access-Point Density (access/mile)	2	2
Terrain	Level	Level

Traffic Characteristics

	C1	C2
Planning Analysis Hour Factor (K)	0.095	0.095
Directional Distribution Factor (D)	0.55	0.55
Peak Hour Factor (PHF)	0.88	0.88
Heavy Vehicle Percent (%)	5%	10%
Speed Adjustment Factor (SAF)	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3C-Suburban Commercial)



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C3C	C3R
Number of Lanes (one direction)	1-4	1-3
Posted Speed (mph)	45	45
Facility Length (miles)	3.98	2.57

Traffic Characteristics

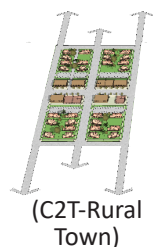
	C3C		C3R	
Planning Analysis Hour Factor (K)	0.09		0.09	
Directional Distribution Factor (D)	0.55		0.55	
Peak Hour Factor (PHF)	0.95		0.92	
Base Saturation Flow Rate	1,950		1,950	
Heavy Vehicle Percent (%)	4		4	
Lane Width	12		12	
Median Type	Non Restrictive (1 lane)	Restrictive (2,3,4 lanes)	Non Restrictive (1 lane)	Restrictive (2,3 lanes)
Roadway Edge Type	Curbed		Flush	
On-Street Parking	None		None	

Control Characteristics

	C3C		C3R
Cycle Length	160		190
Major Street Through g/c	0.5 (1,2,3 lanes)	0.45 (4 lanes)	0.5
Yellow Change Interval	5.1		5.1
Red Change Interval	2		2
Number of Signals	10		5

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900



	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C2T	C4	C5	C6
Number of Lanes (one direction)	1-3	1-4	1-4	1-4
Posted Speed (mph)	40	45	35	30
Facility Length (miles)	0.78	1.83	1.18	0.74
Number of Signals	4	9	9	7

Traffic Characteristics

	C2T	C4	C5	C6
Planning Analysis Hour Factor (K)	0.095	0.09	0.09	0.09
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.92	0.95	0.95	0.95
Base Saturation Flow Rate	1,700	1,950	1,950	1,950
Heavy Vehicle Percent (%)	5	3	2	2
Lane Width	11	11	10	10
Median Type	Non Restrictive	Non Restrictive	Non Restrictive	Non Restrictive
Roadway Edge Type	Curb	Curb	Curb	Curb
On-Street Parking	50%	100%	100%	100%

Signal Characteristics

	C2T	C4	C5	C6
Cycle Length	90	170	150	120
Major Street Through g/c	0.47	0.52 (1,2,3 lanes) 0.47 (4 lanes)	0.55 (1,2,3 lanes) 0.48 (4 lanes)	0.52 (1,2,3 lanes) 0.46 (4 lanes)
Yellow Change Interval	4.4	4.8	4	3.7
Red Change Interval	2	2	2	2

Appendix B

10 | Florida's LOS Policy

FDOT aims to plan, design, and operate the SHS at an acceptable LOS for the traveling public. LOS targets are consistent with FDOT's Policy on Level of Service Targets for the SHS, [Topic No. 000-525-006](#). The policy outlines the motorized vehicle LOS target for urbanized areas and outside urbanized areas. The motorized vehicle-mode LOS targets for the SHS during peak travel hours are LOS D in urbanized areas and LOS C outside of urbanized areas. FDOT shall work with local governments to establish appropriate LTS targets for multimodal mobility and system design. The targets shall be responsive to all users according to context, roadway function, network design, and user safety.

10.1 Support of Local Government Transportation LOS Policies

Local governments can, but are not required, to extend concurrency requirements to transportation facilities. If concurrency is applied to transportation facilities, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service to guide its application. ([F.S. 163.3180\[5\(a\)\]](#)). Local governments are encouraged to develop tools and techniques to complement the application of transportation concurrency such as:

- Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, and appropriate land use mixes, including intensity and density.
- Adoption of an areawide LOS not dependent on any single road segment function.
- Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system.
- Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit.
- Establishing multimodal LOS standards that rely primarily on nonvehicular modes of transportation where existing or planned community design will provide adequate level of mobility.
- Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

Appendix C – Email communication with
Southwest Engineering and Design



Outlook

Re: TIS Waterside Update

From Gary Bayne <gbayne@sedfl.com>

Date Mon 2/16/2026 5:40 PM

To Reed McKown <r.mckown@sedfl.com>; Laura Rossi <lrossi@proteandg.com>

Cc Robert Berntsson <rberntsson@bigwlaw.com>; Todd Davis <tdavis@proteandg.com>

Laura just use the numbers I stated before

The cubic yards for land debris truck size is 33.5

For mulch really it was for hurricane Ian 2022/2023 were 100 cubic yards trucks. That was a one off

People don't bring us mulch anymore That was for the Hurricane Ian only.

Dirt is the dirt number.

I am fine if you use the average truck size for land debris and mulch 33.5 cy. It's not going to affect the numbers.

Not much

Get [Outlook for iOS](#)

From: Reed McKown <r.mckown@sedfl.com>

Sent: Monday, February 16, 2026 5:31:42 PM

To: Gary Bayne <gbayne@sedfl.com>; Laura Rossi <lrossi@proteandg.com>

Cc: Robert Berntsson <rberntsson@bigwlaw.com>; Todd Davis <tdavis@proteandg.com>

Subject: Re: TIS Waterside Update

Laura has the correct number. 1,146,402 CY

Thanks,
Reed McKown, P.E.

Southwest Engineering & Design

25450 Airport Road, Suite B

Punta Gorda, Florida 33950

Phone: 941-637-9655

Fax: 941-637-1149

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From: Gary Bayne <gbayne@sedfl.com>
Sent: Monday, February 16, 2026 4:40:34 PM
To: Laura Rossi <lrossi@proteandg.com>
Cc: Robert Berntsson <rberntsson@bigwlaw.com>; Reed McKown <r.mckown@sedfl.com>; Todd Davis <tdavis@proteandg.com>
Subject: RE: TIS Waterside Update

Reed can you confirm the yards coming out of the excavation

Gary W. Bayne, P.E.
President
Southwest Engineering & Design
25450 Airport Road, Suite B
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From: Laura Rossi <lrossi@proteandg.com>
Sent: Monday, February 16, 2026 4:18 PM
To: Gary Bayne <gbayne@sedfl.com>
Cc: Robert Berntsson <rberntsson@bigwlaw.com>; Reed McKown <r.mckown@sedfl.com>; Todd Davis <tdavis@proteandg.com>
Subject: FW: TIS Waterside Update

Gary,

Please confirm the proposed volume calculations highlighted below are correct and to be used in the TIS.

Thank you!

Laura Rossi, PE, PTOE

protean design group, inc.

941.676.8448 x402 office | 352.339.3417 cell

From: Laura Rossi
Sent: Sunday, February 15, 2026 10:55 PM
To: Gary Bayne <gbayne@sedfl.com>
Cc: Robert Berntsson <rberntsson@bigwlaw.com>; Reed McKown <r.mckown@sedfl.com>; Todd Davis <tdavis@proteandg.com>
Subject: RE: TIS Waterside Update

Gary,

Please confirm the volume of dirt being excavated and then the volume of debris being brought into backfill the location. See below and correct me if these have changed. Also, provide a timeframe for the excavation vs backfill.

1,146,402 CY for the volume of soil to be excavated
1,146,402 CY (1.4) = 1,604,988 CY of yard waste

I have traditionally used 16 CY trucks to do the truck volume calculation for soil. The email attached references the current trucks are carrying 33.5 CY. Are you intending for me to use this same volume per truck for the soil calculations or just for yard waste? And if I am using these larger trucks, what kind of trucks are these so I can reference them within my report.

In the previous TIS I am modifying, I provided 5 years of truck volumes. Do you have 2020 to 2025 to provide in support of existing traffic volumes?

Provide the site plan showing the excavation and backfill volumes for reference within my report.

Thank you!

Laura Rossi, PE, PTOE

protean design group, inc.

941.676.8448 x402 office | 352.339.3417 cell

From: Gary Bayne <gbayne@sedfl.com>
Sent: Thursday, February 5, 2026 10:48 AM
To: Robert Berntsson <rberntsson@bigwlaw.com>; Laura Rossi <lrossi@proteandg.com>
Cc: Reed McKown <r.mckown@sedfl.com>
Subject: RE: TIS Waterside Update

Phase 1

I have to submit for Final Site Review first then it goes to the board for Final PD Approval

Phase 2

Is the modification to the overall. We are adding in the Excavation Area (EM Zoning) Agricultural Future LandUse and a piece they bought from Randy zoned AG. Those are being added to the Overall Waterside Development RCMU category – So that will be a major mod. We can submit that the following month

But I need Phase 1 ASAP

Gary W. Bayne, P.E.

President

Southwest Engineering & Design

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From: Gary Bayne <gbayne@sedfl.com>
Sent: Thursday, February 5, 2026 9:13 AM
To: Laura Rossi
Cc: Reed McKown; Robert Berntsson
Subject: RE: TIS Waterside Update

Laura,

Just checking to see if you need anything else . Looking to submit late next week. Thanks

Gary

Gary W. Bayne, P.E.

President

Southwest Engineering & Design

25450 Airport Road, Suite B

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Laura,

Not much to this narrative we are not adding anymore density to this project. The entitlements for residential are staying the same. Commercial did go up from 7.7 to 8.1 to the minimum. I have attached the previous PD and ordinance in case you needed them

Gary W. Bayne, P.E.

President

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From: Laura Rossi <lrossi@proteandg.com>

Sent: Monday, February 02, 2026 12:16 PM

To: Gary Bayne <gbayne@sedfl.com>

Cc: Reed McKown <r.mckown@sedfl.com>; Robert Berntsson <rberntsson@bigwlaw.com>

Subject: RE: TIS Waterside Update

Gary,

I need a narrative for Phase 2 that matches your permit application with detail. I have received comments before when my report does not follow exactly what the application is proposing. This includes a specific build out year, unit types, number of units. Please provide a written narrative explaining what is planned.

Thank you!

Laura Rossi, PE, PTOE

protean design group, inc.

941.676.8448 x402 office | 352.339.3417 cell

From: Gary Bayne <gbayne@sedfl.com>
Sent: Monday, February 2, 2026 12:08 PM
To: Laura Rossi <lrossi@proteandg.com>
Cc: Reed McKown <r.mckown@sedfl.com>; Robert Berntsson <rberntsson@bigwlaw.com>
Subject: RE: TIS Waterside Update

Here is the exhibit for Phase 2 the Development (Page 2)

Gary W. Bayne, P.E.

President

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From: Gary Bayne
Sent: Monday, February 02, 2026 12:05 PM
To: 'Laura Rossi' <lrossi@proteandg.com>
Cc: Reed McKown <r.mckown@sedfl.com>; Robert Berntsson <rberntsson@bigwlaw.com>
Subject: RE: TIS Waterside Update

Here is the Narrative of Phase 1

Phase 2 is just a development that would come after Phase 1 approximately 5 to 7 years later. I sent you an example of the one next door and the time frames of build out.

Gary W. Bayne, P.E.

President

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From: Laura Rossi <lrossi@proteandg.com>

Sent: Monday, February 02, 2026 12:01 PM

To: Gary Bayne <gbayne@sedfl.com>

Cc: Reed McKown <r.mckown@sedfl.com>; Robert Berntsson <rberntsson@bigwlaw.com>

Subject: RE: TIS Waterside Update

Gary,

Please provide narratives explaining the Phase 1 and Phase 2 in detail so I can write a proposal for exactly what is planned that will match the applications you will be submitting.

Thank you!

Laura Rossi, PE, PTOE

protean design group, inc.

941.676.8448 x402 office | 352.339.3417 cell

From: Gary Bayne <gbayne@sedfl.com>
Sent: Monday, February 2, 2026 11:29 AM
To: Laura Rossi <lrossi@proteandg.com>
Cc: Reed McKown <r.mckown@sedfl.com>; Robert Berntsson <rberntsson@bigwlaw.com>
Subject: RE: TIS Waterside Update

So just to confirm

Phase 1 (Final PD) – is for the Reclamation area and berms. You Should have those daily trips from us on both dirt and Recycling

Phase 2 – which is Future is the Development itself where we have 1479 units going in.

Is this going to be in one report or do you think they need to be separate?

Also please confirm the timeframe. We are running almost 2 years behind and owners are quite anxious

Gary

Gary W. Bayne, P.E.

President

Southwest Engineering & Design

25450 Airport Road, Suite B

Punta Gorda, Florida 33950

Thanks,

Reed McKown, P.E.

Southwest Engineering & Design

25450 Airport Road, Suite B

Punta Gorda, Florida 33950

Phone: 941-637-9655

From: Gary Bayne <gbayne@sedfl.com>

Sent: Monday, December 15, 2025 12:03 PM

To: Reed McKown <r.mckown@sedfl.com>; Laura Rossi <lrossi@proteandg.com>

Subject: RE: TIS Waterside Update

Importance: High

Laura

So, for the yard waste I would use the following numbers

Same Cubic yards for the restoration area $1,146,420 \times 1.4$ (compaction rate) = 1,604,988 cubic yards

For the trucks average size for the past 6 months have been

51757 cubic yards 1543 #trucks = 33.5 cubic yards per truck

Therefore, total number of trucks would be $1,604,988 \text{ cubic yards} / 33.5 \text{ cubic yards per truck} = 47,910 \text{ trucks}$

Now we did 1543 trucks in 6 months – that will continue during and long after the dirt trucks are gone until the lake is filled in 15.5 years to fill in (unless we get a hurricane or we lowered the prices to speed it up)

Second Proposal

For the other proposal when total reclamation is done it is 1479 residential units

Reed,

Can you send Laura the plan for Reclamation Area and also the plan for the subdivision

Also do not use the County numbers we want new traffic counts done

Gary W. Bayne, P.E.

President

Southwest Engineering & Design

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From: Reed McKown <r.mckown@sedfl.com>
Sent: Monday, December 15, 2025 11:39 AM
To: Gary Bayne <gbayne@sedfl.com>; Laura Rossi <lrossi@proteandg.com>
Subject: RE: TIS Waterside Update

Laura,

The new quantity to use is 1,146,402CY

Thanks,

Reed McKown, P.E.

Southwest Engineering & Design

25450 Airport Road, Suite B

Punta Gorda, Florida 33950

Phone: 941-637-9655

From: Gary Bayne <gbayne@sedfl.com>
Sent: Monday, December 15, 2025 10:52 AM
To: Laura Rossi <lrossi@proteandg.com>
Cc: Reed McKown <r.mckown@sedfl.com>
Subject: RE: TIS Waterside Update

Reed,

Can we get Laura the new numbers – Thanks

Gary W. Bayne, P.E.

President

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From: Laura Rossi <lrossi@proteandg.com>
Sent: Monday, December 15, 2025 10:44 AM
To: Gary Bayne <gbayne@sedfl.com>
Subject: TIS Waterside Update

Gary,

FYI if you would like a proposal for this work please send me the information this week. I will be out for a little more than two weeks (Dec 25 through Jan 6) and will not be able to provide the proposal during that time.

Thank you!

Laura Rossi, PE, PTOE

protean design group, inc.

941.676.8448 x402 office | 352.339.3417 cell

From: Gary Bayne <gbayne@sedfl.com>
Sent: Thursday, October 30, 2025 10:36 AM
To: Laura Rossi <lrossi@proteandg.com>
Subject:

Laura,

I need an update to this TIS. So , it needs to reflect the worst case condition which is an excavation and then backfilling it with mulch and compost so the truck count has changed. However, we are only going 13 feet deep now and backfilling the rest. This would be the worst case scenario. The other case is we leave it as a lake and do not backfill it, but we do backfill the berms around the perimeter of the site. More than likely that is what's going to happen. Do you need the cubic yards of both scenarios?

Gary W. Bayne, P.E.

President

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